

**PIARC Prizes 2007**

**Regulations and Guidelines**

**1. Foreword**

The PIARC Executive Committee decided in the Cancun meeting in October 1998 that the Communication Commission should review the arrangements for all awards and prizes presented at World Road Congresses after the Kuala Lumpur Congress.

The Communication Commission appointed a "PIARC Prizes" working group with the aim of developing a new concept for the prizes. This new concept was approved by the Council in October 2000. All aspects for the launch and implementation of the prizes were described in the paper "PIARC Prizes 2003: Regulations and Guidelines" and the event was publicized on the PIARC web site and in the Routes/Roads magazine.

A total of 32 essays coming from 20 countries were reviewed by the International Jury which decided on the prize winners.

Representatives of the winning teams were invited to attend the 2003 World Road Congress in Durban where they received their awards. The five winning essays and four other essays were included in the CD-ROM of the Congress proceedings and were also published in Routes-Roads.

The Executive Committee decided in its meeting in October 2003 to launch an evaluation of the 2003 PIARC Prize competition. The objective of the evaluation was to review the arrangements of the 2003 competition and to collect ideas for a new prize competition in connection with the XXIII<sup>rd</sup> World Road Congress in France in 2007.

The Communication Commission with the assistance of the Secretariat General has been responsible for carrying out the evaluation. As part of the evaluation, the First Delegates and the members of the International Jury were asked to present their views and opinions. They were in particular asked to present their views on: the selection process; how to improve the number of entries; key themes of the next competition; forms of expression to be used; and how to enhance the participation of developing countries.

The survey results have been used in the revision of the regulations and guidelines of the 2007 PIARC Prizes competition set out in this document.

## **Blue Guide - Appendix F.1**

The contents of this document are as follows:

1. Foreword
2. Competition Objectives
3. Competition Prizes
4. Sponsorship
5. Competition Organisation
6. Competition Financing
7. Competition Regulations
8. Guidelines for Selection

The following three additional papers will be prepared for the competition. They will be based on this document.

- Guidelines for the Competitors,
- Guidelines for the First Delegates,
- Guidelines for the International Jury.

### **2. Competition Objectives**

PIARC is a non-political and non-profit making association with the vision of being the world leader in the exchange of knowledge on roads and road transport policy and practices within an integrated sustainable transport context.

PIARC's mission is to serve all its members by:

- being a leading international forum for analysis and discussion of the full spectrum of transport issues relating to roads and road transport,
- identifying, developing and disseminating best practices and giving better access to international information,
- fully considering within its activities the needs of developing countries and countries in transition,
- developing and promoting efficient tools for decision making on matters related to roads and road transport.

The overall objective of the 2007 PIARC Prizes competition is to highlight the road sector in general and PIARC in particular.

The specific objectives of the 2007 PIARC Prize competition is to recognise professional expertise, encourage innovation, highlight topics of particular concern, promote developing countries' interests and long-term thinking on the future of transportation systems.

A main challenge of the competition is to win and retain the interest of potential participants. The prizes will be marketed under a common title «PIARC Prizes/*Prix AIPCR*» and a common logo for branding all the awards.

### 3. Competition Prizes

The PIARC Prizes concept is organized around four themes:

- PIARC Prize for Construction, Maintenance and Operation of Roads,
- PIARC Prize for Road Safety,
- PIARC Prize for Sustainable Development,
- PIARC Prize for Communication.

They are described in section 7.

In addition the jury can award a special prize to several entries submitted on the above themes. The special prizes are:

- PIARC Prize for Young Professionals (restricted to teams of young professionals),
- PIARC Prize for developing countries (restricted to participants from developing countries),
- Maurice Milne Medal; a jury prize for the most innovative idea.

Representatives of the winners will be invited to participate in the World Road Congress in France in 2007 where they will receive their awards.

### 4. Sponsorship

Up to 2003, Belgium, Mexico, Switzerland and the United Kingdom have supported international awards for outstanding papers on road transport. The 2003 Prize competition embraced all these awards.

The 2007 competition will open for support from any PIARC member country. Member countries who are interested in supporting a particular prize should confirm the choice and the form/amount of sponsorship by the end of 2005. Their support will be acknowledged in the documents presenting the competition and during the award ceremony.

### 5. Competition Organisation

The competition has two levels: the national selection and the international judgement. The First Delegates are responsible for the first level selection. To enter the competition, participants must submit their work to their First Delegate. The PIARC Executive Committee is responsible for organising the International Jury (second level). The International Jury decides on the global prize winners.

First Delegates have complete responsibility for the national competition. Consequently, First Delegates are responsible for launching the competition and encouraging individuals/teams to participate.

## Blue Guide - Appendix F.1

The Communication Commission is responsible for establishing the competition's regulations and guidelines as well as its presentation on Internet. The Secretariat General will assist in this work, and it has a special role in registering and forwarding the national winning entries to the International Jury. The Communication Commission will appoint the International Jury on behalf of the Executive Committee.

More details on the competition's regulations and guidelines are presented in sections 7 and 8.

### The global timing:

<b>Timing</b>	<b>Action</b>	<b>Responsibility</b>	<b>Assistance</b>
November 2003 – January 2004	Carry out evaluation of 2003 PIARC Prizes	Communication Commission	Secretariat General
February – May 2004	Draft Regulations and Guidelines for PIARC Prizes 2007	Communication Commission	Secretariat General
Autumn 2004	Develop web-site to promote the competition	Communication Commission	Secretariat General
Autumn 2004	Prepare Guidelines for the Competitors, the First Delegates and the International Jury	Communication Commission	Secretariat General
January – May 2005	Launch the PIARC Prizes 2007 to First Delegates	Communication Commission (President)	Secretariat General
By 1 September 2005	Appoint International Jury	Communication Commission	
By 1 May 2006	Submit entries to First Delegates	(First Delegates)	(National Committees)
By 1 September 2006	Submit winning entries to Secretariat General	First Delegates	National Committees
By 1 October 2006	Register and forward entries to International Jury	Secretariat General	
By 1 April 2007	Evaluate national winning entries	International Jury	Communication Commission + Secretariat General + External
May 2007	Announce winners	President + International Jury	National Committees
September 2007	Award PIARC Prizes 2007	Council	International Jury
September 2007	Winners participate in the 2007 World Road Congress	Communication Commission	Secretariat General

### 6. Competition Financing

Depending on the form/amount of sponsorship, the Communication Commission will propose winning awards to the Executive Committee.

PIARC will raise funds for the participation by one person per winning team of each prize in the 2007 World Road Congress in France, including registration fees, travel and accommodation costs.

Costs associated with the participation in the international judgement and translation costs for entries submitted to the International Jury will be covered by the participating countries.

Member countries are responsible for all costs in organising the competition at the national level and preparing the national entries so that they conform to the competition's regulations.

First Delegates are encouraged to provide awards to the winners of the competition at national level. They are also encouraged to contribute to the participation to the 2007 World Road Congress by members of the winning teams of the international competition who are not supported by PIARC.

### 7. Competition Regulations

#### 7.1 Competition Themes

The competition is organized around four themes:

- **Construction, Maintenance and Operation of Roads**

This prize aims to promote professional excellence in scientific and technical fields. Papers should deal with subjects such as construction, maintenance and operation of roads giving special emphasis to innovative solutions or processes that aim to increase socio-economic returns.

- **Road Safety**

This prize aims to promote professional excellence in the field of road safety. Papers are expected to address aspects of road safety such as: cost-effective investments; improved road design concepts; intelligent vehicle and infrastructure technologies; and human behaviour.

- **Sustainable Development**

This prize aims to promote professional excellence in scientific and technical fields addressing the issue of sustainable development in relation to road and road transport. The main goal is to encourage road decision-makers, designers, contractors, managers and operators to consider sustainable development as one of the key issue in their activities.

## Blue Guide - Appendix F.1

The specific goal of this prize is to promote research, development and innovative ideas. The principal focus of the prize is on ecological challenges, social needs, demographic aspects, energy-related matters and economic constraints that relate to sustainable development.

- **Communication**

This prize aims to promote new ideas and approaches within communication. In order to communicate transport sector policies and goals, governments and transport authorities need effective communication tools and interventions. Such tools and interventions can target the large public or a specific group of the population.

Entries for this prize can, as an example, deal with methods of how to define and address certain groups; describe how attitudes and behaviour have changed related to for instance traffic safety in general, alcohol and driving, eco-driving, intermodality, etc.

For this particular prize, there is no restriction with regard to expression forms. Communicative and visually innovative forms of expression are encouraged.

### 7.2 Special Prizes

In addition to the prizes awarded for each of the four Prizes above, the jury can award the following Special Prizes:

- **Maurice Milne Medal: a jury prize awarded for the most innovative idea (supported by the British National Committee)**

The Maurice Milne Medal will be awarded for the best idea submitted to any of the prizes. It is an award of the International Jury and all entries to the different prizes will automatically be considered for this award.

- **PIARC Young Professionals' Prize (restricted to teams of young professionals)**

This Prize is restricted to multidisciplinary teams of 4-6 members to offer their vision of the future and provide innovative ideas in their paper submitted on one the four themes of the competition.

## Blue Guide - Appendix F.1

- **PIARC Developing Countries' Prize (restricted to participants from developing countries)**

This prize aims to promote professional excellence in developing countries. This Prize is exclusively restricted to participants from countries ranking as low income countries according to World Bank standards.

The main goal is to encourage current and future road professionals in developing countries to propose approaches that allow developing countries to better meet the future challenges of road development in the face of constraints dealing with the lack of investment resources, the need to protect the environment and the scarcity of technical and managerial skills.

The specific goal of this prize is to promote ideas dealing with practical, real-world applications that might be applicable in developing countries seeking to extend, maintain and operate their road systems in a more efficient, cost-effective way. Therefore, entries may deal with topics such as facilitating technology transfer, developing programmes to increase mobility and access, improving road maintenance and management and promoting solutions that take advantage of local conditions.

### 7.2 Regulations

Entries will be judged in two stages: the national selection and the international judgement. Competitors have to submit their entries at the national level. First Delegates may adapt the regulations set out below to local circumstances in their national selection. However, First Delegates are responsible for ensuring that the entries conform to the general regulations when submitting them for the international judgement.

1. Entries may be submitted by individuals or teams of individuals, but not by organisations. It is possible to join a team of participants from other countries.
2. Members of the PIARC Council cannot take part in the competition.
3. Entries have to be submitted by 1 May 2006 to the First Delegate. The First Delegates have to submit the winner entries from the national selection to the International Jury by 1 September 2006.
4. Entrants must indicate which prize they are entering for. There can only be one national entry per competition, but entries can be submitted for more than one prize. The International Jury may consider an entry for additional prizes of the competition. Entries are not required for the Maurice Milne Medal as it is an award of the International Jury.

## **Blue Guide - Appendix F.1**

5. Entries must be presented in an essay form. Essays must be submitted in typescript or electronically, preferably in RTF format or Word 97 (or later versions). Essays must be no longer than 5000 words and 16 pages of A4 including pictures, diagrams, etc. In addition they must include a summary of no more than 2 pages.
6. For entries to the Prize for Communication, there is no restriction on the presentation form. For this prize, more communicative and visually innovative forms are encouraged.
7. All entries must be original work that has not been published previously and must be dated no earlier than October 2003. They must be submitted for international judgement in English, or in French or Spanish with an English translation of the text.
8. The International Jury will select and announce the prize winners by May 2007.
9. PIARC reserves the right to publish, in full or in part, entries that have been awarded a prize, or to return entries to their authors.
10. If the entries submitted do not, in the opinion of the International Jury, justify a prize, then no award will be made for that prize.

### **8. Guidelines for Selection**

The following sections provide guidelines for the national competition and for the international judgement.

#### **8.1 National Competition**

First Delegates are entirely responsible for the national competition. First Delegates may vary the regulations (set out in section 7) in order to encourage participation at the national level, but they must ensure that entries fully conform to the competition's regulations before submitting them for international judgement.

First Delegates have four main roles in organising the national competition:

- Promoting the prize competition and encouraging entries.
- Selecting national jury members who should be representatives of the national road community.
- Judging the entries.
- Submitting the winning entries for international judgement.

## Blue Guide - Appendix F.1

The competition can be promoted at conferences, seminars and meetings. Promotion within universities, polytechnics and professional associations as well as advertisements in professional journals can increase the participation. The Internet is also recognised as an important communication tools, allowing an opportunity to provide information and news on the competition by establishing links with the main "PIARC Prizes" portal.

It is recommended that national juries involve multi-disciplinary experts who may be available from universities, research institutions, road administrations, government or private companies. It is further recommended that the First Delegates take part in the selection of the winning entries.

The evaluation of the entries will depend on many aspects and will unavoidably be subjective to some degree. However, to give some structure to the assessment, national juries should (as a minimum) consider the following aspects:

**Excellence:** reflecting notable work by experienced professionals or research into new ideas by young professionals.

**Balance:** transport is an increasingly complex sector and consideration should be given to the relationship between the different modes of transport.

**Innovation:** drawing attention to notable discoveries and encouraging specific solutions or ideas.

**Applicability:** encouraging the dissemination of research and best practices throughout the world.

**Practicality:** all prizes aim to encourage innovation and new thinking, but at the same time, the ideas should be realistic.

**Timeless:** alternatively highlighting long term work by experienced specialists or short-term work by young professionals.

**Multi-disciplinary:** encouraging a wide range of skills such as engineering, economics, social, environmental sciences, etc.

It is important that First Delegates communicate the decisions of the national jury to all participants and to the road community in their country.

First Delegates should allow participants to submit their entry for consideration at the national level in their mother language. Entries submitted for international judgement must be in English, or in French or Spanish with an English translation of the text.

The national competition has to conform to the global timing of the competition. Participants have to submit their entries by 1 May 2006, and First Delegates have to select and submit the national winning entries by 1 September 2006 to the Secretariat General.

## **8.2. International Judgement**

The international judgement will consider the best entries selected from the national competitions.

The Communication Commission, on behalf of the Executive Committee, will appoint the International Jury. The International Jury will have a good balance of linguistic and technical skills amongst its members. It will comprise 6-8 members from diverse geographical areas reflecting the PIARC membership. The International Jury may, if needed, ask for the support from one or two specialists in the judgement of entries within the various prizes. These specialists should preferably be Technical Committee members.

The International Jury must evaluate the national winning entries according to the competition's regulations and guidelines set out above. The International Jury will award the Maurice Milne Medal to the entry, entered for any of the prizes, which it judges as having the most innovative idea. It is crucial to the success of the competition that the judges act impartially.

The International Jury will announce the results of the competition in May 2007, and the winners will receive their awards during the 2007 World Road Congress in France.