

Mexico 2011

Presentation of the scope of the special sessions Draft 1 – PIARC SG

Presentation of the Special Sessions	TC and other organizations which might be involved in the program of the session	Comments
<p>1. Sustainability of road transport. Where are we heading, how do we assess sustainability?</p> <p>The concept of sustainability of road transport is now commonly accepted, but what does it mean for countries at different stages of economic development? Where are we heading? How do we assess sustainability? What do we want to achieve?</p> <p>The session will address these questions from the perspectives of different countries and international organisations.</p>	<p>TC A1 TC A3</p> <p>World Bank , OECD European Union</p>	
<p>2. What are the perspectives for road transportation systems in different parts of the world?</p> <p>Perspectives on the road transportation system can vary greatly throughout the world, depending on a nation's economic development and the state of its transport infrastructure. Moreover, some large projects, such as the new Panama Canal, will certainly have a significant impact on large scale transportation.</p> <p>The session will present various countries' perspectives on the future of their road transportation system (over the next 30 years).</p>		

<p>3. Integration of road networks and other surface transport modes at continent level and modal shift</p> <p>Globalization requires integration of the different surface transport modes at continent level. The current objectives and state of development are very different from one continent to another.</p> <p>The session will present current trends for Europe, Asia, Africa and the Americas. The presentations will also address the objectives in terms of modal shift.</p>	<p>European Commission, African Union, DIRCAIBEA, Asian Development Bank World Bank, others to be determined</p>	
<p>4. Large cities: integration of the surface transport modes</p> <p>Large cities and sprawling urbanization are an important global issue. An efficient transport system is a key factor contributing to the quality of life the inhabitants, to social equity and economic development.</p> <p>This session will showcase examples from large municipalities in different countries that have introduced innovative approaches to the integration of different modes of surface transport and modal shift.</p> <p>Presentations will address the target objectives, the approach followed, the extent of the project, the results achieved and the challenges encountered. They will also examine where, how, when and why integration and modal shift work, and what policy or fiscal measure have been most successful.</p>	<p>TC B3</p>	<p>Clear complementary should be defined with the session of TC B3</p>
<p>5. Sustainable rural roads networks</p> <p>Many initiatives have been undertaken over the past two decades, with the aim of delivering sustainable rural road networks that provide all-weather access to rural areas. This session will discuss the results of these initiatives from a national standpoint, looking in particular at the implications, in terms of decentralization of responsibilities and resources for management of rural roads, as well as the financing, legislative and/or regulatory aspects. The sessions will also discuss sustainable maintenance practices that have been adopted.</p>	<p>TC A4 ILO, World Bank and regional development agency active in Latin America in particular</p>	<p>Clear complementary should be defined with the session of TC A4. The special session should look for ministerial participation.</p>

<p>6. Transport and land use planning - How well integrated are they? The integration of transport and land use planning is fundamental to economic growth, the sustainability of resources and the environment. The need to integrate the two areas has been a topic of debate for decades, but how much progress has actually been made?</p> <p>This session will examine the success and failures of the policies that have been adopted and the lessons learnt. It will also discuss the barriers to sound decision-making and the opportunities for successfully integrating these areas in the future.</p>	TC A.1	
<p>7. Performance-based management of the road transport system Efficiency, accountability and a shortage of budgetary resources are just some of the reasons for moving towards performance-based management of the road transport system. Using case studies from various countries, the session will examine how the concept of performance-based management is put into practice, the expected outcomes, the processes followed and the difficulties encountered.</p>		
<p>8. Good governance and integrity Many challenging issues are still facing good governance and integrity. However, initiatives are taken and progress has been made on some aspects. The session will focus on issues of achieving and demonstrating accountability and transparency. It will examine the recent approaches that have been put into practice to promote integrity as a core business value and establish sound governance arrangements. The session will discuss the expected objectives, the difficulties encountered, the results obtained and the opportunities to make further progress on this issue.</p>	TC B1 Development aid agencies, Transparency International	
<p>9. Road safety: Results achieved through national policies and the challenges that lie ahead During the past few years, many countries have developed national policies with the aim of drastically improving road safety and reducing the number of casualties. Based on case studies from various countries, the session will examine the results that have been achieved over a period of a few years, with a comparison against the initial objectives, as well as detail current directions in road safety and the challenges that lie ahead.</p>	TC C1 and C.2 UN, WHO	Clear complementary should be defined with the sessions of TC C1 and C2 and the Strategic Direction Session of ST C

<p>10. Practical experiences in Public – Private Partnerships (PPPs) in developed and developing countries</p> <p>The current global financial and economic crisis is affecting transport infrastructure projects worldwide in several ways. It has had a detrimental impact on the availability of private finance for transport infrastructure investment.</p> <p>At the same time, several countries are pursuing policies to ease the current economic downturn with an emphasis on transport infrastructure spending.</p> <p>The session will review how the current financial situation has impacted PPPs for road transport infrastructures projects and what measures are being taken to alleviate the difficulties.</p>	<p>TC A2, IRF</p>	<p>Clear complementary should be defined with the session of TC A2</p>
<p>11. Road User Charging Schemes - lessons learned and future prospects</p> <p>The sessions will examine case studies from countries that have developed and implemented road user charging schemes, with a focus on:</p> <ul style="list-style-type: none"> • the objectives of the scheme and the results achieved, • the benefits achieved and the main beneficiaries of the scheme • the economic model on which the scheme is based, including cost and revenue • social acceptance • future developments of the scheme <p>Regarding congestion pricing schemes, the session will examine the results achieved in terms of traffic flow, the impact on modal shift and future developments of the scheme</p>	<p>TC A2</p>	
<p>12. Intelligent Transport Systems (ITS) for safer and more efficient traffic management</p> <p>The sessions will discuss:</p> <ul style="list-style-type: none"> • promising developments in vehicle and communications technology which benefit the road operator, vehicle manufacturer and customer; • the potential for road operators to deploy these technologies 	<p>TC B2</p>	

<p>13. Future of automobile transport (technology and usage) and its impacts on road infrastructure design and operations.</p> <p>With the need to reduce greenhouse gas emissions and fossil fuel consumption, major changes can be expected in automobile technology (e.g. electric vehicles) and vehicle usage (for example “autolib”, self-service car hire, etc). This need must also be balanced with the need to satisfy and sustain other, potentially conflicting, social and economic aspirations.</p> <p>The session will present:</p> <ul style="list-style-type: none"> • the main approaches that have recently been implemented or which are proposed, including the expected timeframes for implementation and the scale of the project. • the implications for the design and operation of the road network and services available to road users 	<p>FISITA</p>	
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