

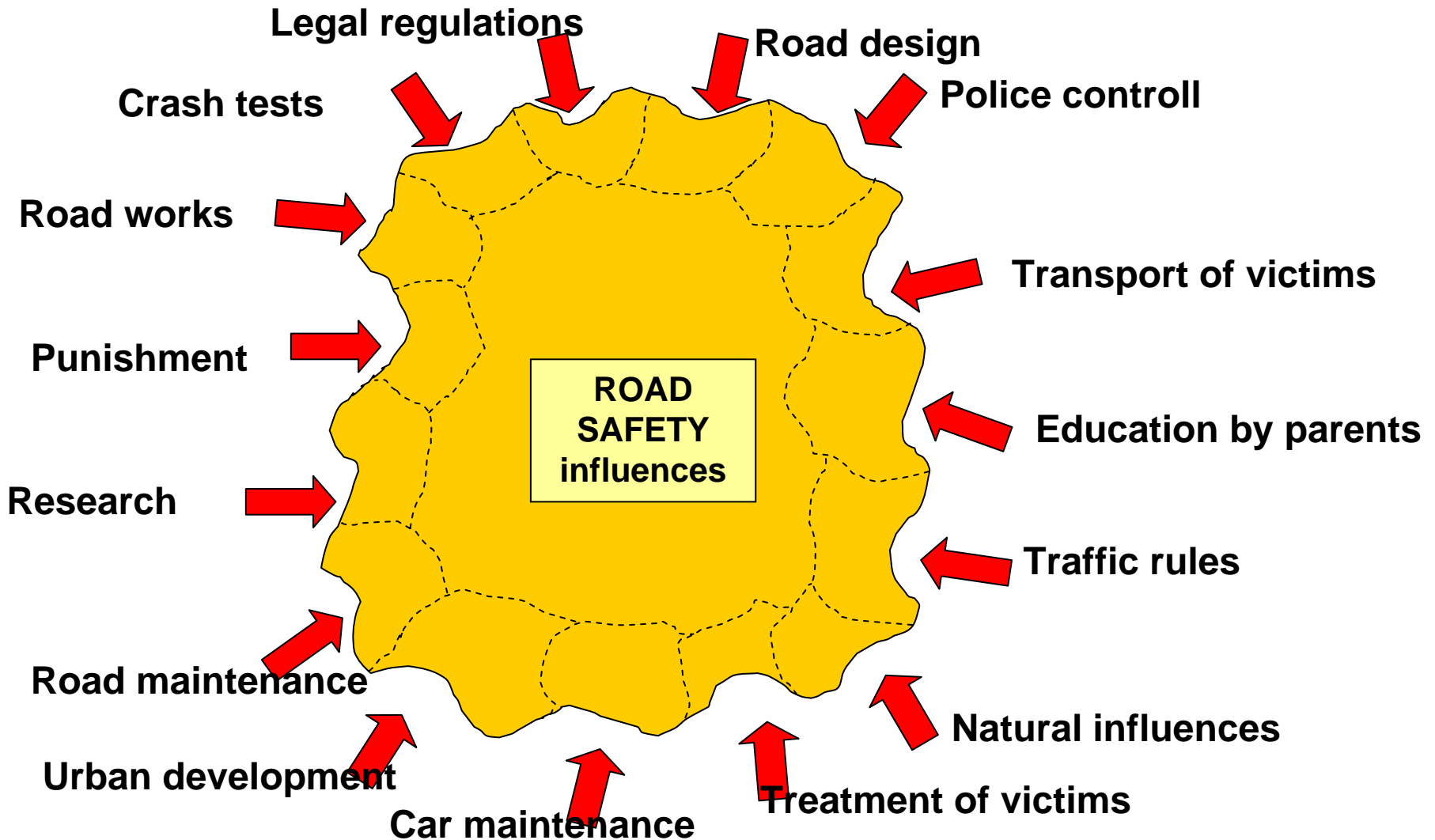
# **PIARC International Road Safety Seminar Beijing 18 – 20 October 2005**

## **The issues of PIARC Technical Committee 3.1 in the Road Safety Policy Circle**

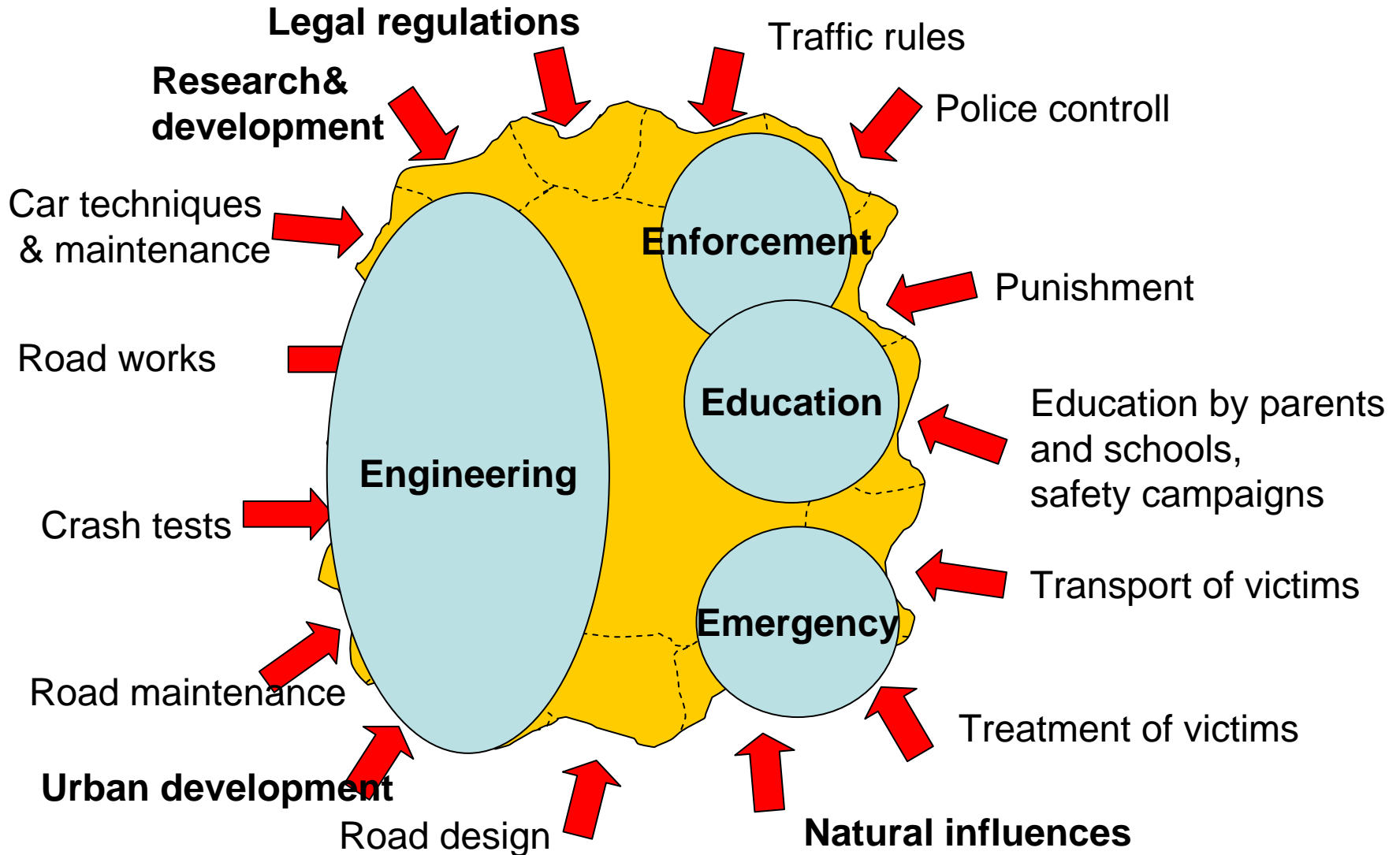
**Hans-Joachim Vollpracht**

**Piarc TC 3.1 Chairman**

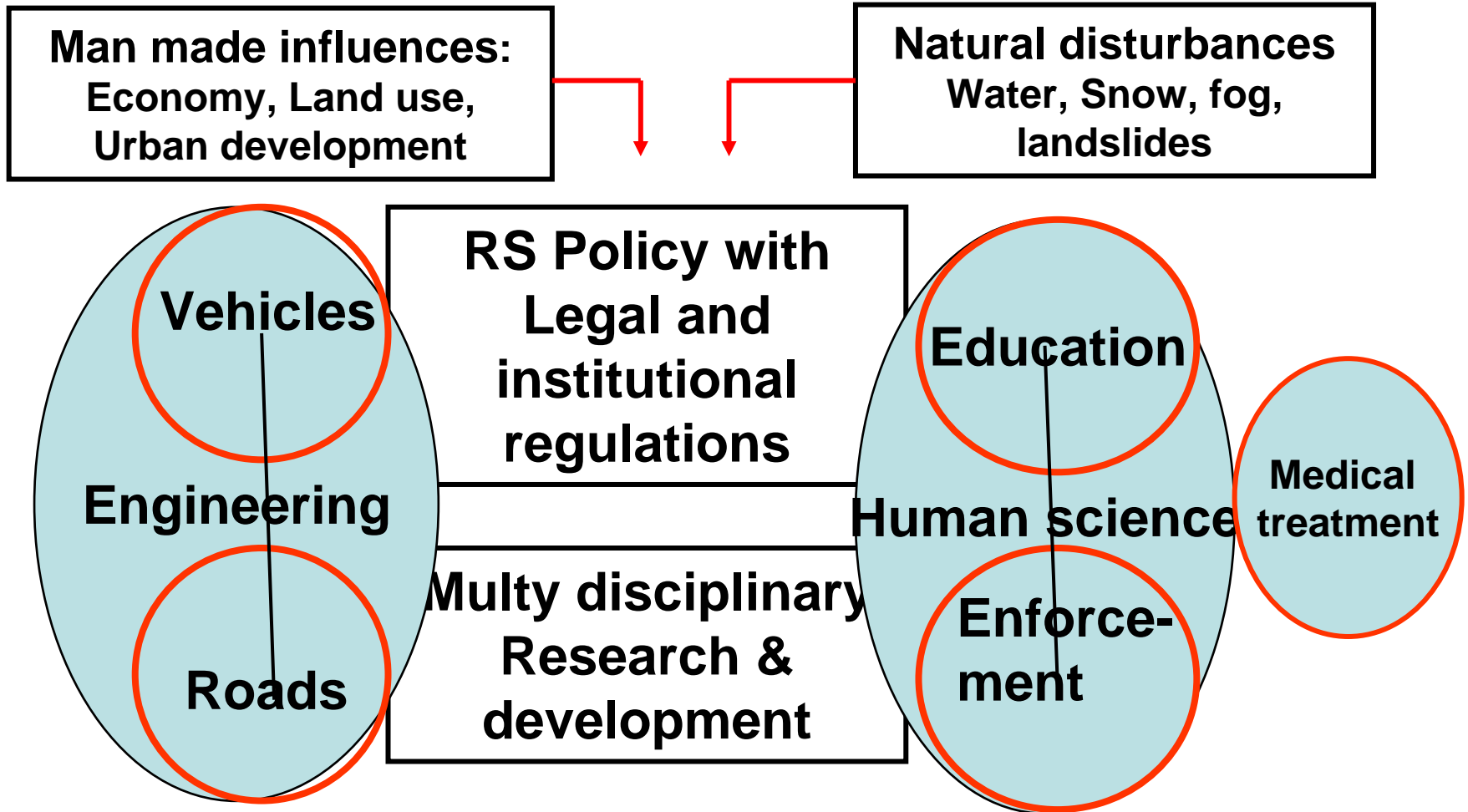
# Road Transport Safety



# The five „E`s“ of road safety activities

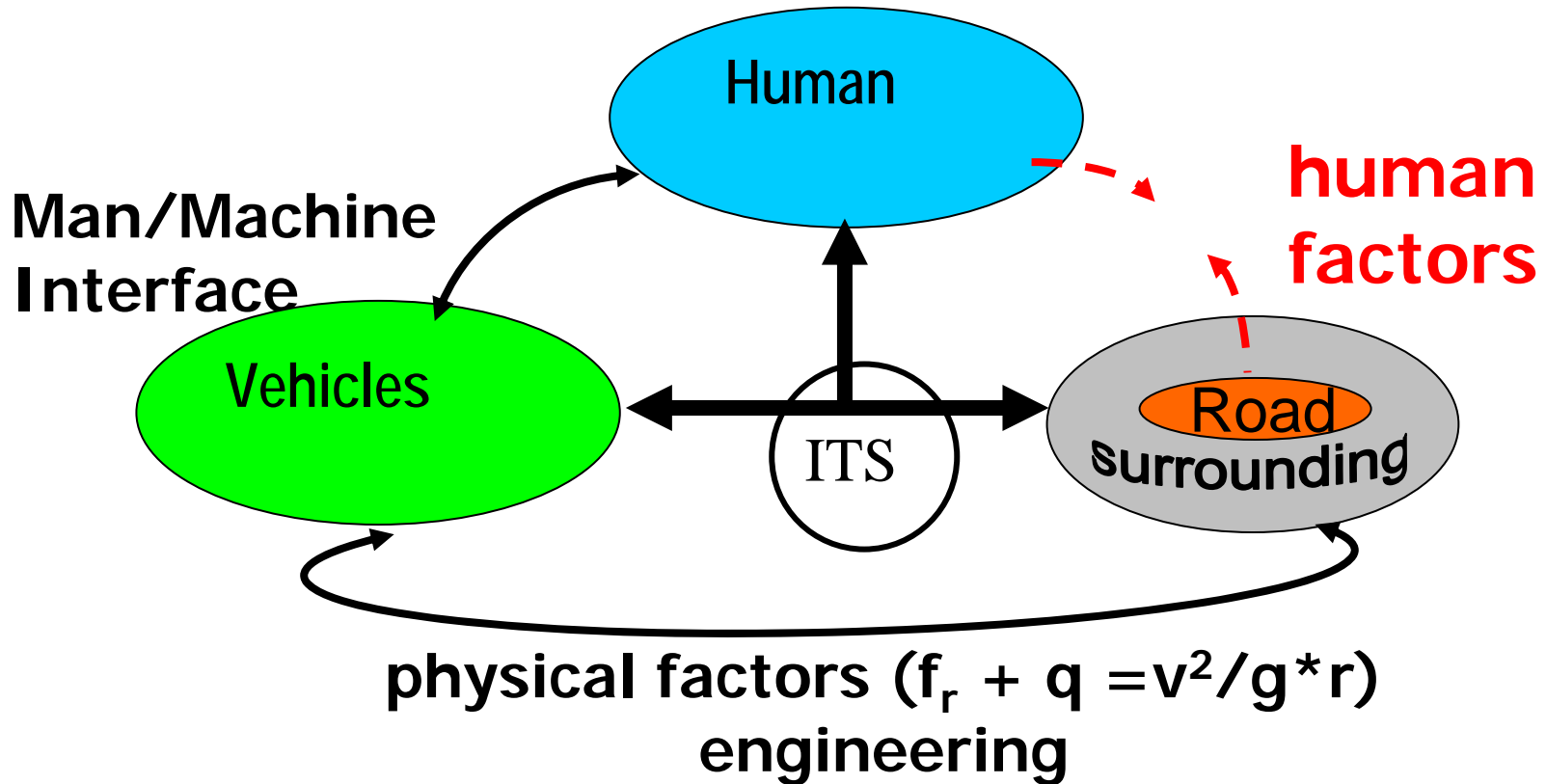


# The Road Transport Safety System ...



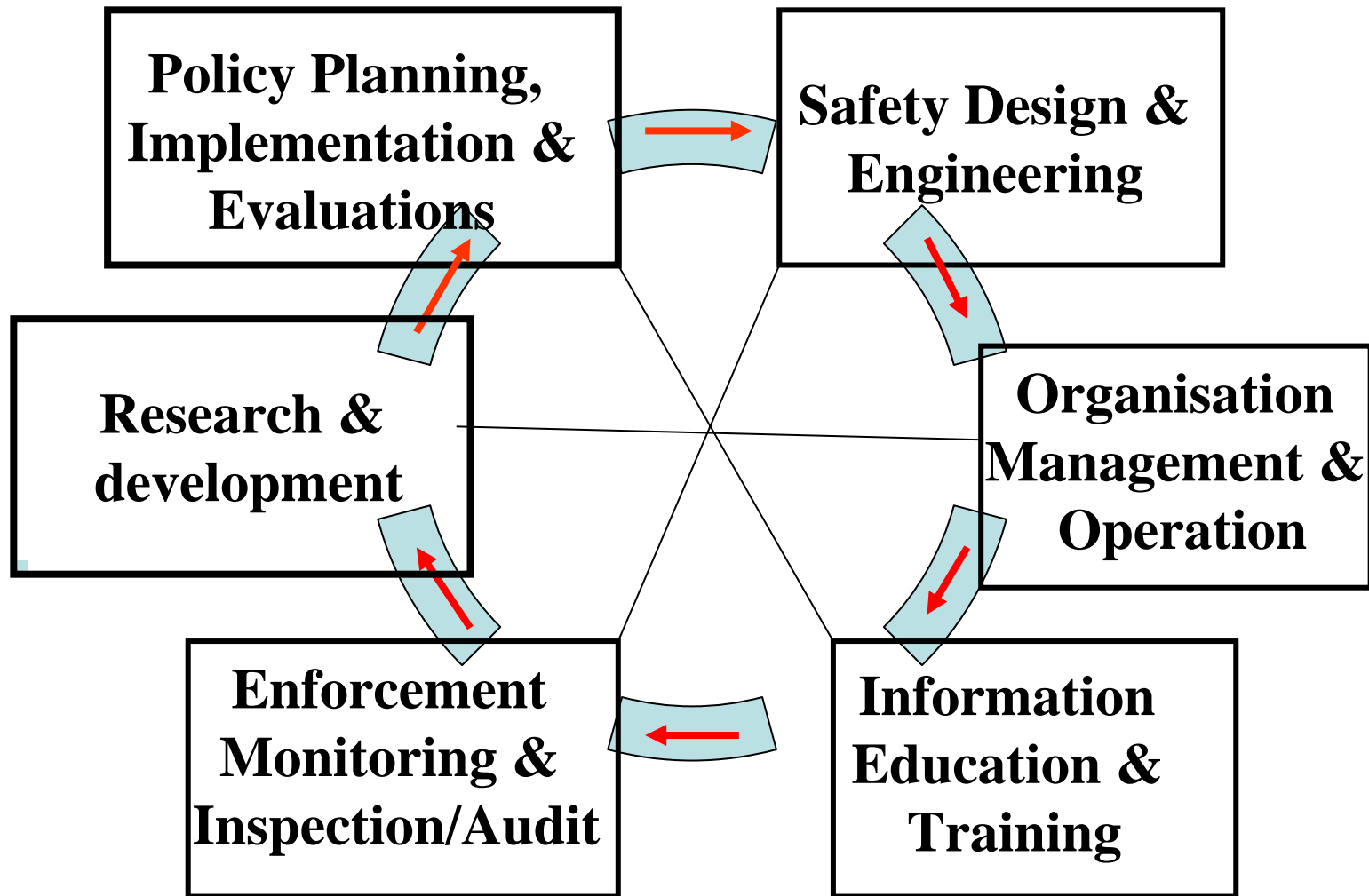
**...has has two axes and four wheels.  
How do they move?**

# 3 elements of the road transport system: How to adjust?



**Ease the driver's demands!**

# Motor of Road Safety: An issue of different functions in a political circle



# Safety Design & Engineering

## Piarc Issue 3.1.2:

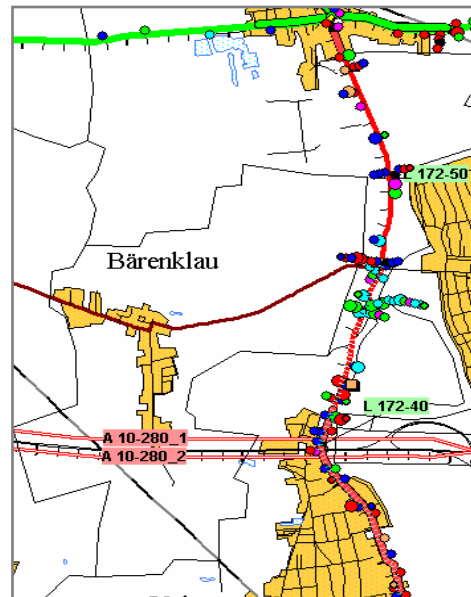
- Improve Road design concepts in relation to road safety
- Independent Road Safety Audit, a proactive safety function. Best praxis of implementation.



# Organisation, Management & Operation

## Piarc Issue 3.1.1:

- Make cost-effective road safety investment
- Network Safety Management



Tuesday 18 October



# Information, Education & Training

- PIARC issue:  
World wide information is PIARC`s main objective.  
We are an open market of knowledge and experience, which we spread arround the world



# Enforcement, Monitoring & Inspection/Audit

PIARC issue 3.1.1:

Develop a proactive approach for existing roads:

Road Safety inspections for the systematic analyses of safety deficiencies along existing roads



# Research & Development

PIARC issues:

- **3.1.3 Take advantage of intelligent vehicles and infrastructure technologies to improve road safety** →

- Identify concepts and assess their appropriateness
- Analyze status and plans for implementation of intelligent technology systems on roads and in cars

- **3.1.4 Take into consideration human behaviour in road design and operation** →

- Determine status of worldwide activities regarding human factors and users behavior analysis.
- Investigate relationship to roadway design and operations<sup>1</sup>

# Policy Planning, Implementation & Evaluations

- PIARC offers knowledge and experience to the political leaders
- Today's engineering for safer roads needs political support to protect a safe road transport system against competitive private and other public interests in form of:
  - \* Legal regulations
  - \* Institutional regulations and
  - \* Funding

# Road Engineers need legal support

- Against other public interests,
- For an access management against the linear growing of settlements
- Against other man made disturbances



# Road Engineers need institutional support

- To install an accident databank
- To organize cooperation between the involved institutions and administrations
- To implement Road Safety audits and inspections
- To create road safety research and development
- etc

# Road Engineers need Money

- For research and development
- For investigations
- For equipment and staff
- To improve the situation and to remote the safety deficiencies of their countries roads

# Conclusions

- **Road Engineers are willing to carry their responsibility for safer roads.**
- **They have the energy to turn the turn the road safety policy circle.**
- **and it`s PIARC objective to assist them world wide in all functions of that circle.**