

# Building Road Safety Capacity Congress in Warsaw 2013

SAVING  
**MILLIONS**  
OF LIVES



## DECADE OF ACTION FOR ROAD SAFETY 2011-2020



October 2013



<http://www.piarc.org/en/publications/technical-reports>

[www.decadeofaction.org](http://www.decadeofaction.org)

# Key facts

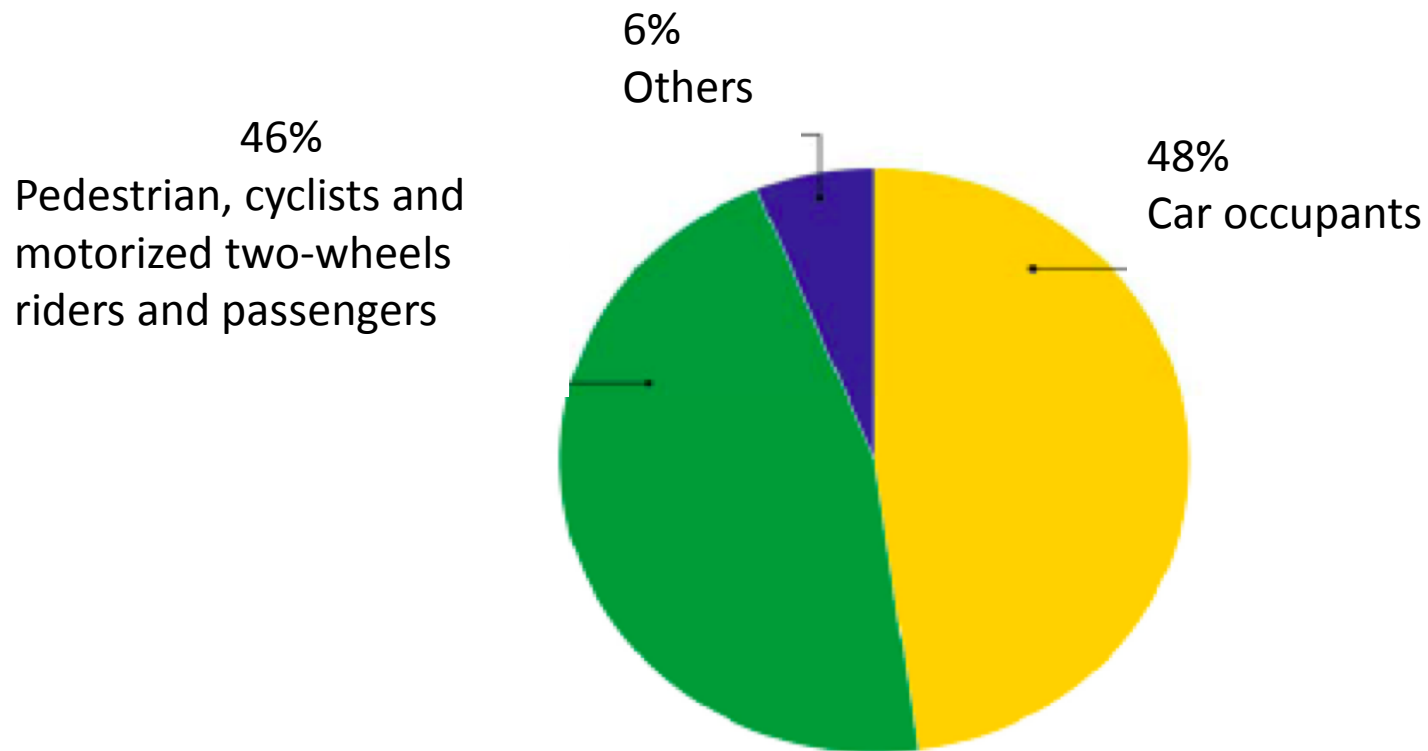


**Road accidents are the leading cause of death of young people aged**

**15-29 years**

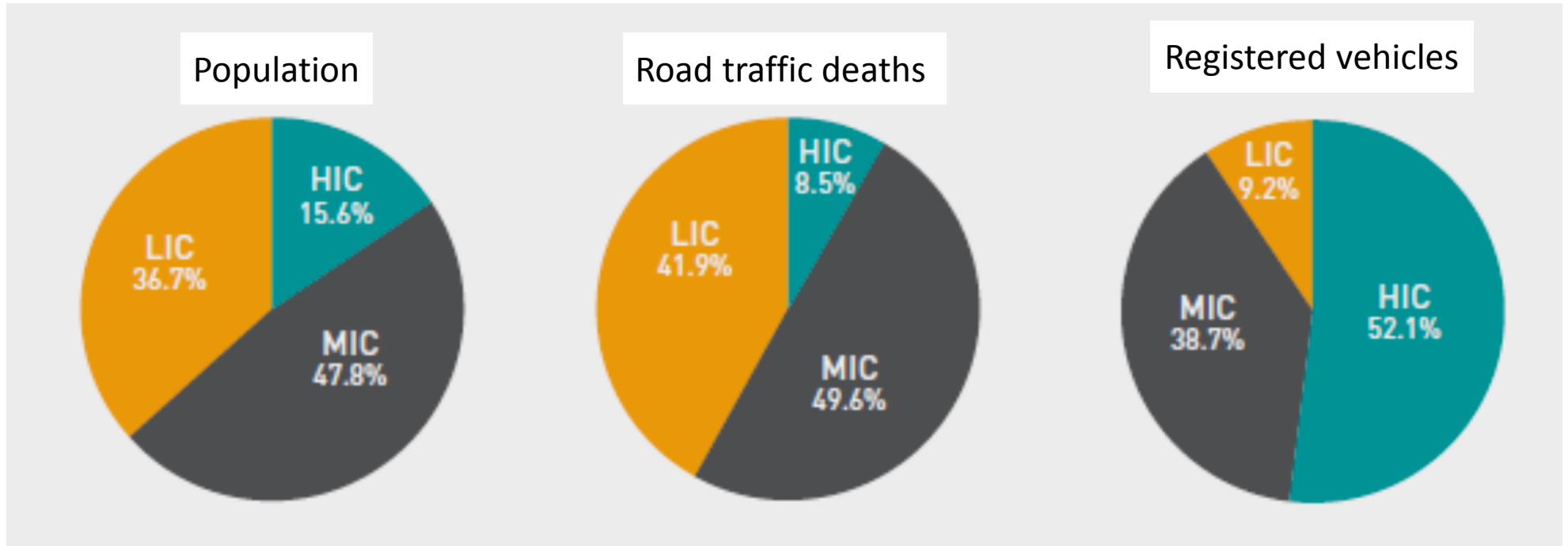
# Road traffic deaths

**46% of road traffic deaths are pedestrians, cyclists and motorcyclists**



# Deaths vs vehicle ownership

**90% of road traffic deaths and injuries occur in low-income and middle-income countries which have only 48% of the world's registered vehicles**



# Worsening situation

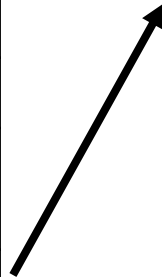
## Top 10 leading causes of death

2004

Rank	Disease or Injury
1	Ischaemic heart disease
2	Cerebrovascular disease
3	Lower respiratory infections
4	Chronic obstructive pulmonary disease
5	Diarrhoeal diseases
6	HIV/AIDS
7	Tuberculosis
8	Trachea, bronchus, lung cancer
9	<b>Road traffic injuries</b>
10	Prematurity & low-birth weight

2030

Rank	Disease or Injury
1	Ischaemic heart disease
2	Cerebrovascular disease
3	Chronic obstructive pulmonary disease
4	Lower respiratory infections
5	<b>Road traffic injuries</b>
6	Trachea, bronchus, lung cancer
7	Diabetes mellitus
8	Hypertensive heart disease
9	Stomach cancer
10	HIV/AIDS



# The Decade

◆ March 2010  
Declared by the United  
National General Assembly  
the Global Plan is intended as  
a guiding document that will  
facilitate coordinated and  
concerted actions towards  
Road Safety





*I call on Member States, international agencies, civil society organizations, businesses and community leaders to ensure that the Decade leads to real improvements.*



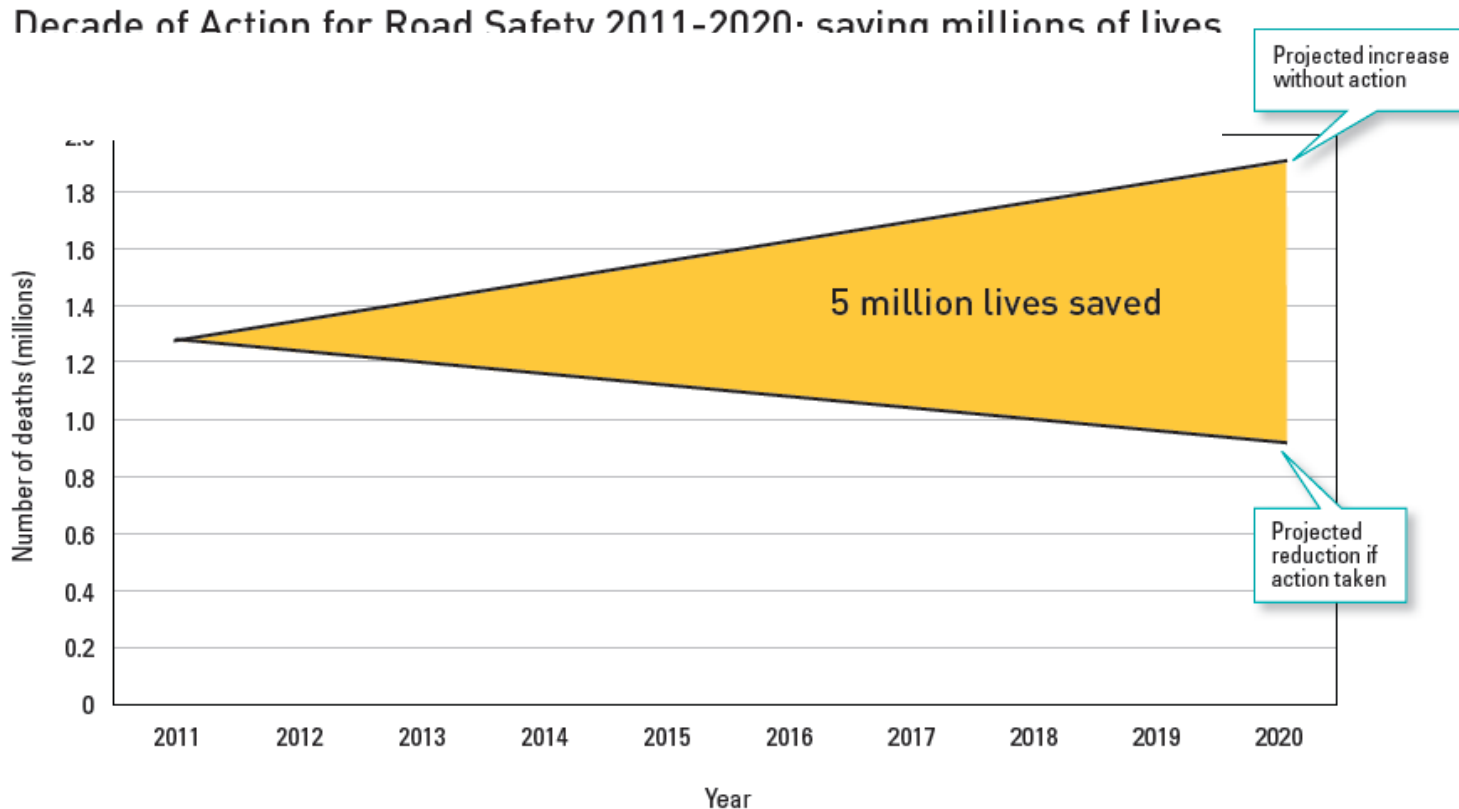
**Mr Ban Ki-moon, UN Secretary-General**

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# The Goal

The overall goal of the Decade is to stabilize and then reduce the forecast level of road traffic fatalities around the world by 2020



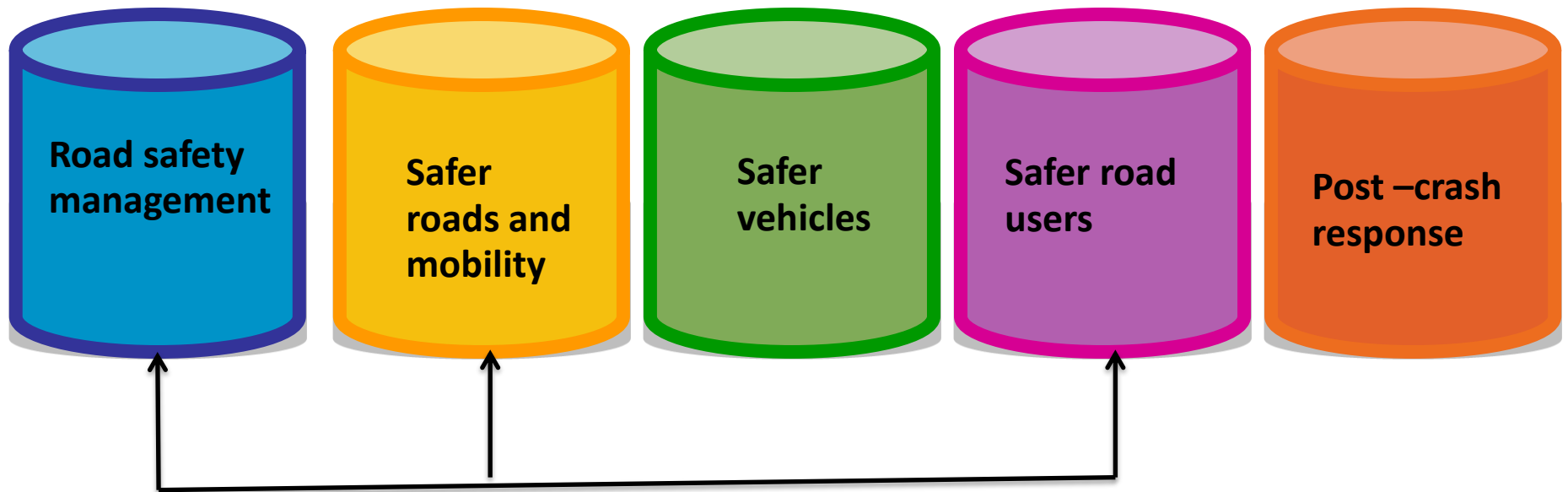
**...and to follow the „safe system“ approach to develop a road transport system that is better able to accomodate human errors** (chapter 4 of the Global Plan)

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# Pillars of the Plan

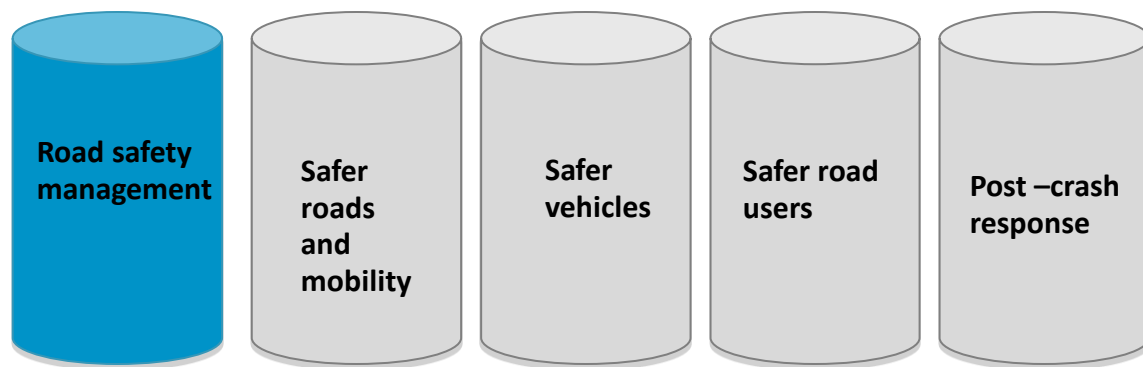


PIARC Objectives



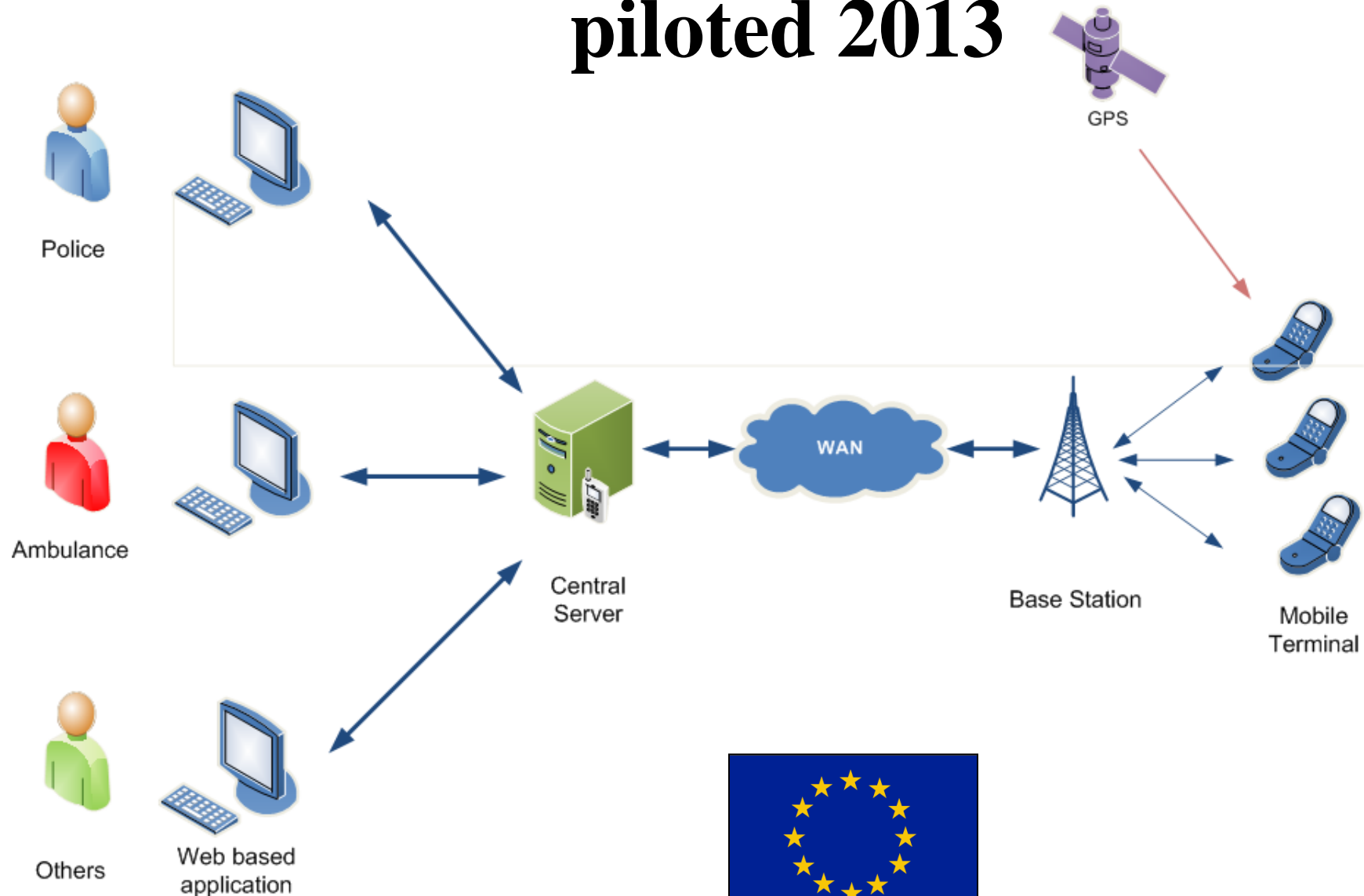
# Road safety management

- ◆ Strengthen institutional capacity
- ◆ Put in practice United Nations road safety conventions
- ◆ Establish lead agency
- ◆ Develop a national road safety strategy
- ◆ Set realistic and long-term targets
- ◆ Develop data systems



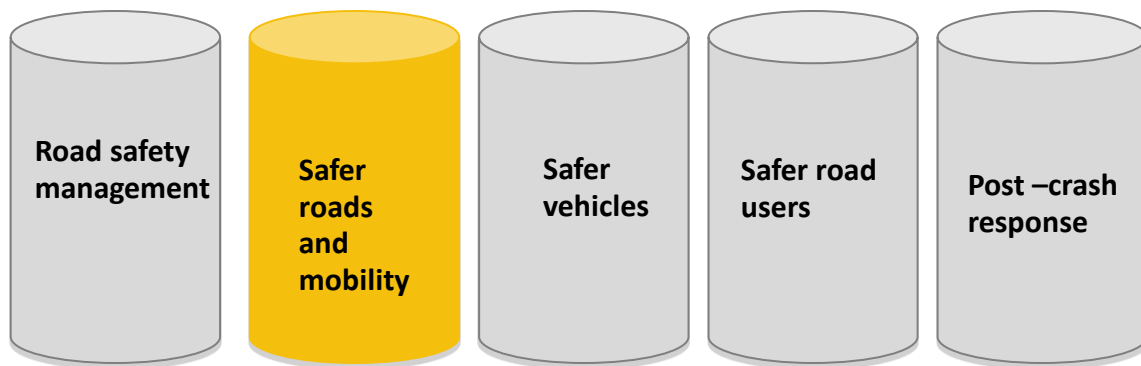


# The new Egyptian GIS based Accident Data Management is piloted 2013



# Safer roads and mobility

- ◆ Improve safety-conscious planning, design, construction and operation of roads
- ◆ Assess regularly safety of roads
- ◆ Explore various forms of transport and safe infrastructure



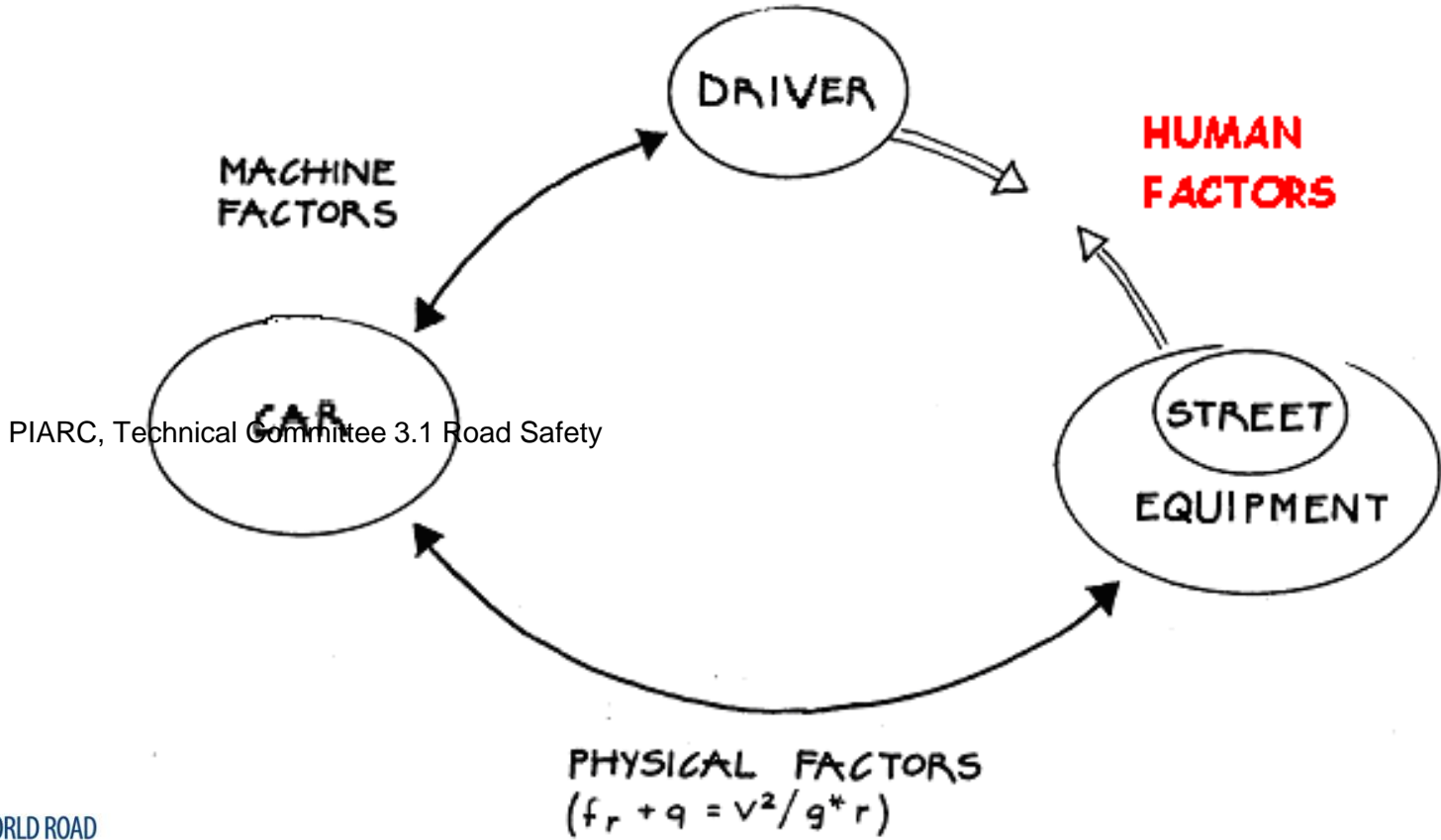


# The Main Activities of Pillar 2

- 1. Promote road safety ownership among road authorities, - engineers and urban planners**
  - making them legally responsible for improving road safety on their networks through cost effective measures.
  - establishing a ... road safety unit ... to improve the safety of the road network. (EU Twinning projects)
  - promoting the safe system approach and the role of self explaining and forgiving road infrastructure.  
(PIARC Human Factors in Road Design and Operation)
- 2. Promoting the needs of all road users**
  - planning land use to respond to safe mobility...access needs, geographik and demographik conditions.



# PIARC Human Factors Guideline for Safer Road Infrastructure

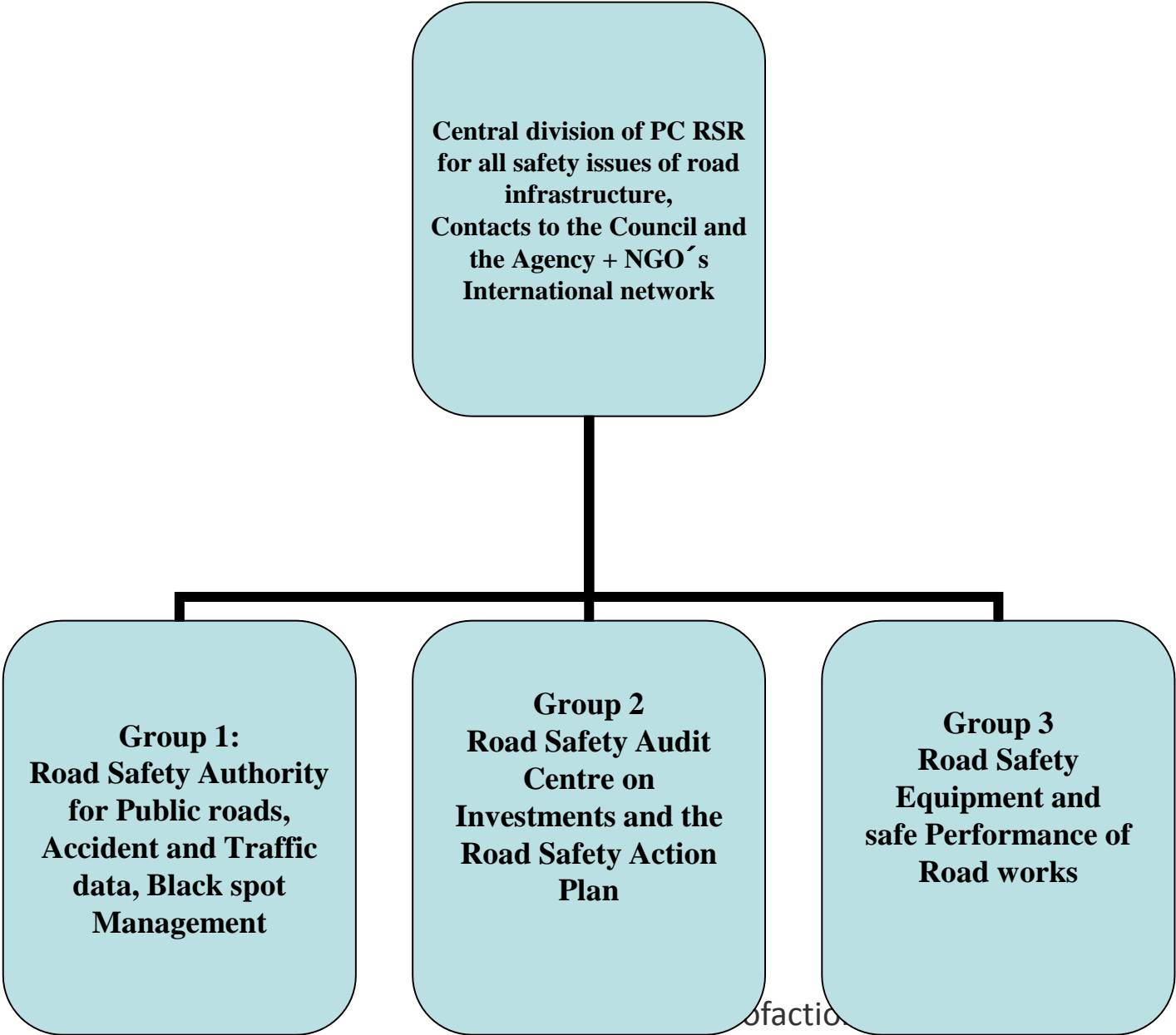


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# The Road Safety Unit of the Public Roads company of the Republic of Srpska from a World Bank Project 2011.2012





# The Main Activities of Pillar 2

3. Promote safe operation, maintenance and improvement of existing road infrastructure by
  - **Black spot and network safety management (Piarc Accident Investigation Guideline)**
  - **Safety assessments of existing roads (PIARC Road Safety Inspection Guideline)**
  - **... Speed sensitive design (PIARC Catalogue)**
  - **... Work zone safety (PIARC Guideline)**
4. Promote the development of safe new infrastructure
  - **....By using Road Safety Impact Assessment and Road Safety Audits (PIARC Guideline on RSA)**
5. Encourage capacity building and knowledge transfer
6. Encourage research and development in safer roads

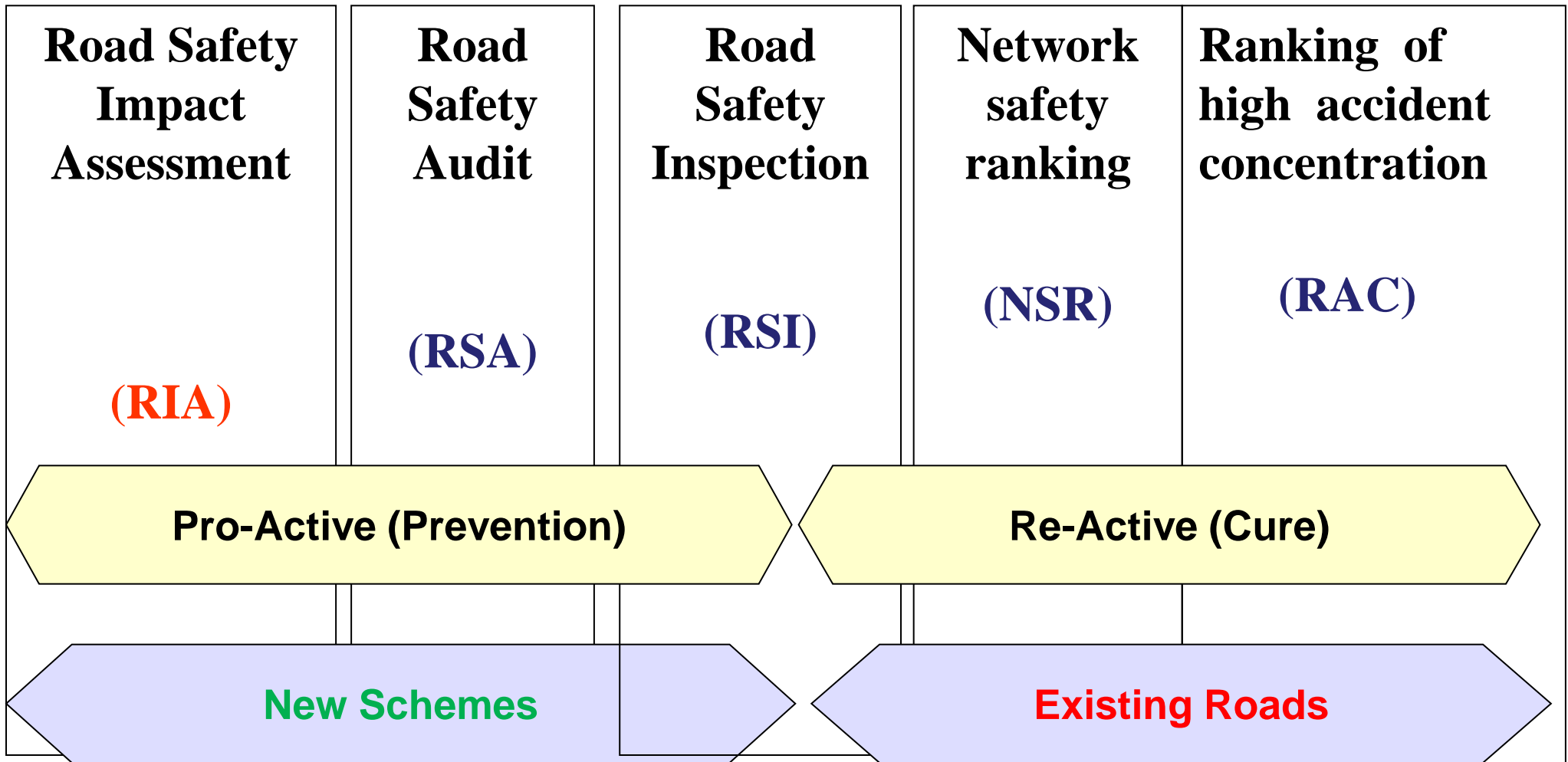


# PIARC ROAD ACCIDENT INVESTIGATION GUIDELINE FOR ROAD ENGINEERS

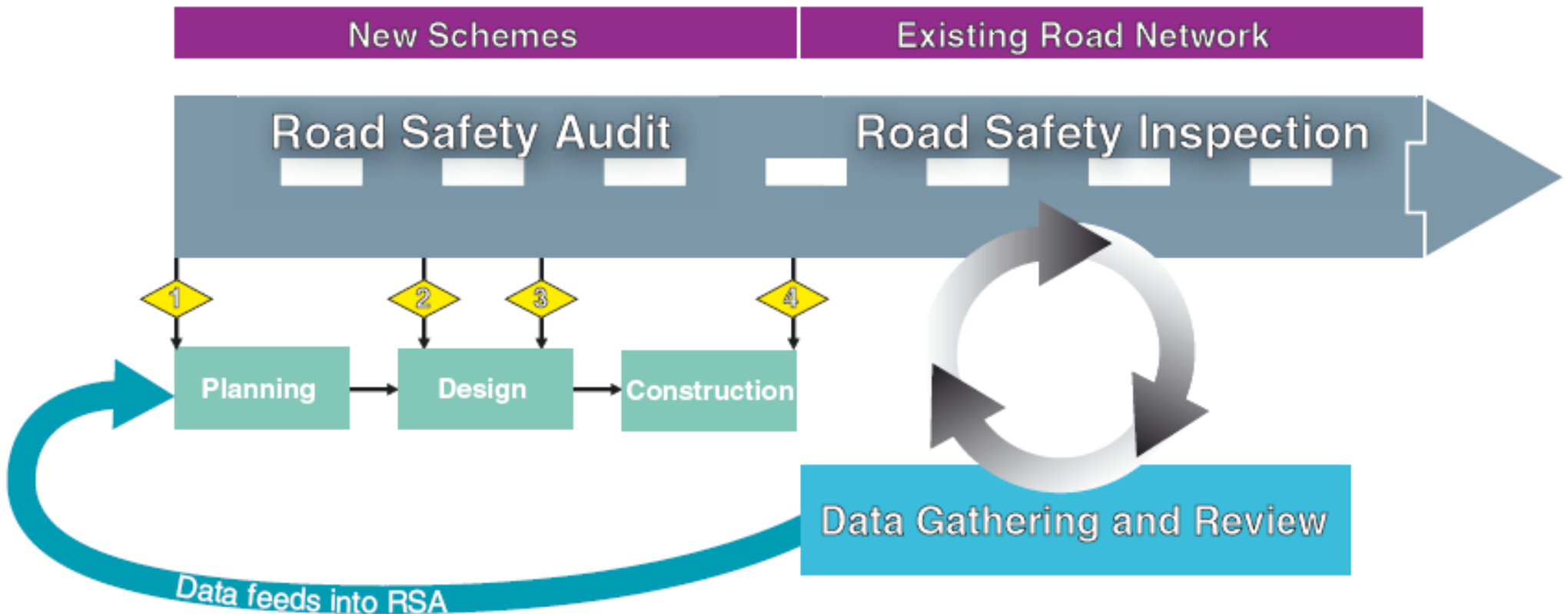


## Pillar 2 activity 4:

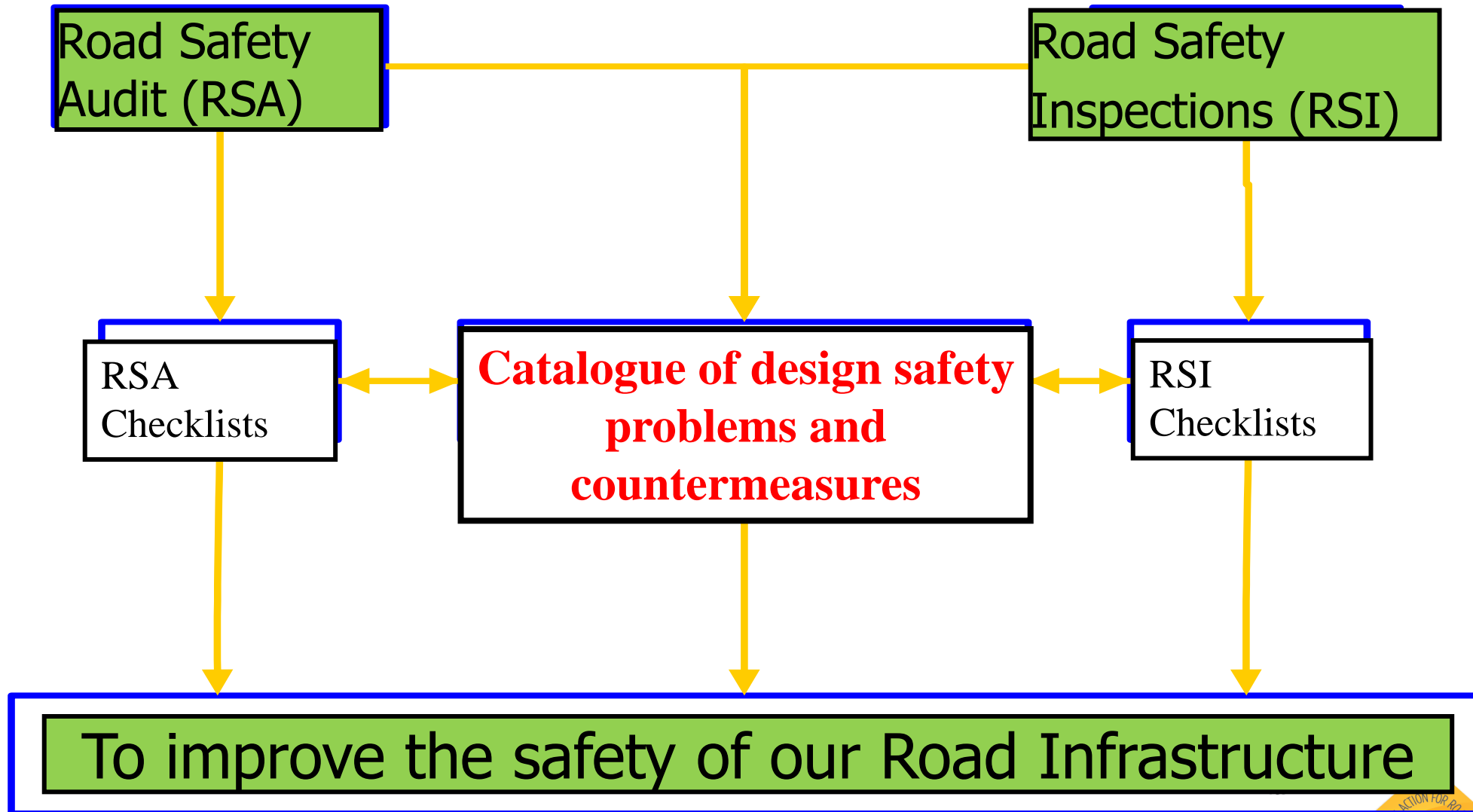
# Implement a Road Infrastructure Safety Management the EU Directive and the PIARC tools



# The pro-active approaches: RSA and RSI



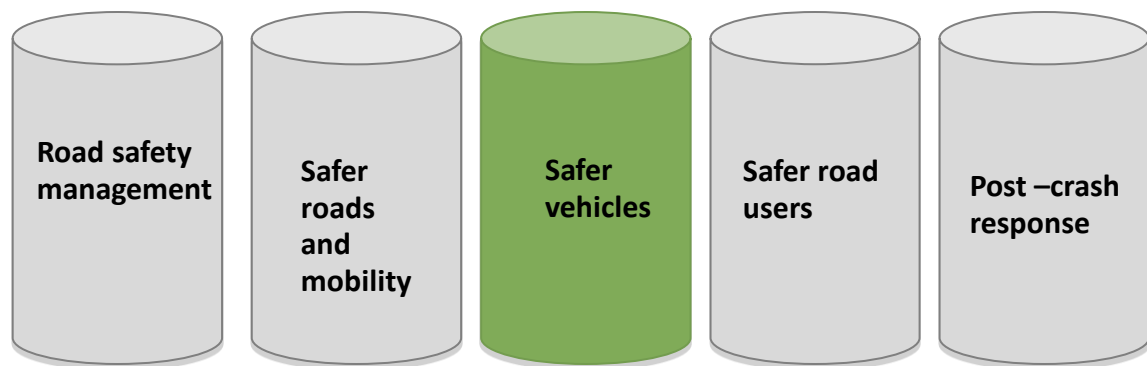
# PIARC Manuals have been developed on





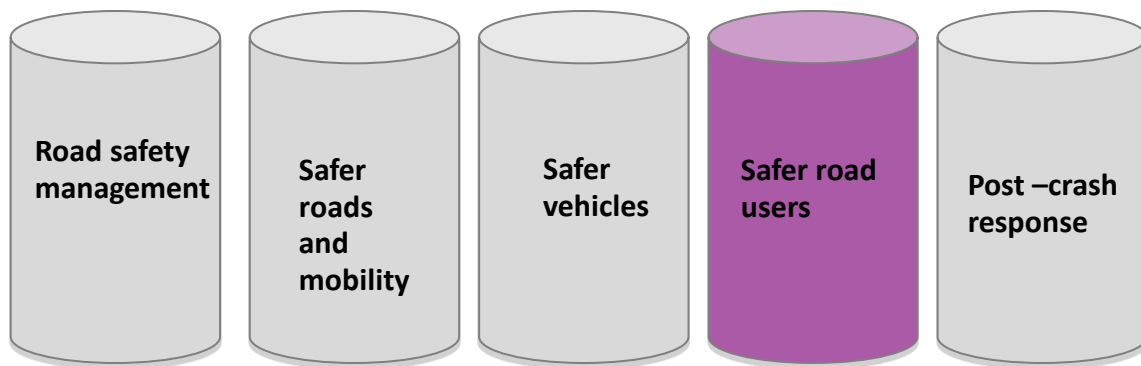
# Safer vehicles

- ◆ Harmonize global standards
- ◆ Implement new car assessment programmes
- ◆ Equip all new cars with minimum safety features
- ◆ Promote use of crash avoidance technologies
- ◆ Encourage managers of fleets to purchase, operate and maintain safe vehicles



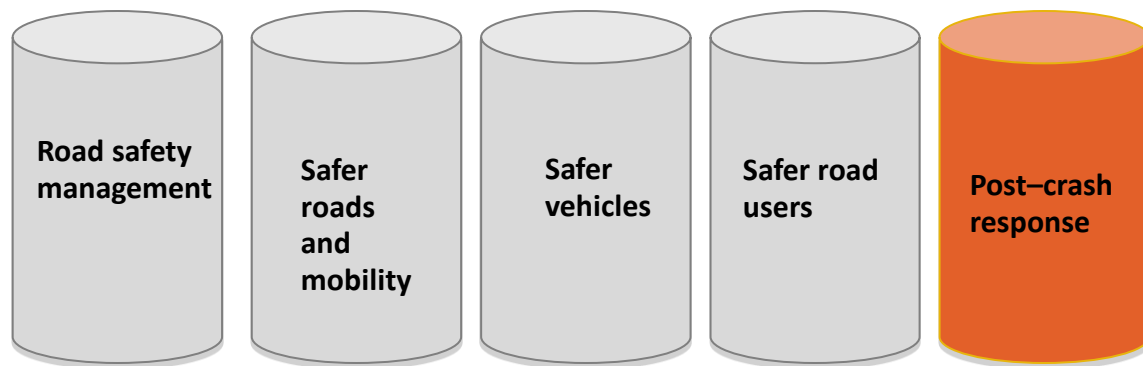
# Safer road users

- ◆ Adopt model road safety legislations
- ◆ Sustain or increase enforcement
- ◆ Promote public awareness of risk factors
- ◆ Call for activities to reduce work-related road traffic injuries
- ◆ Establish graduated driver licensing programmes for novice drivers

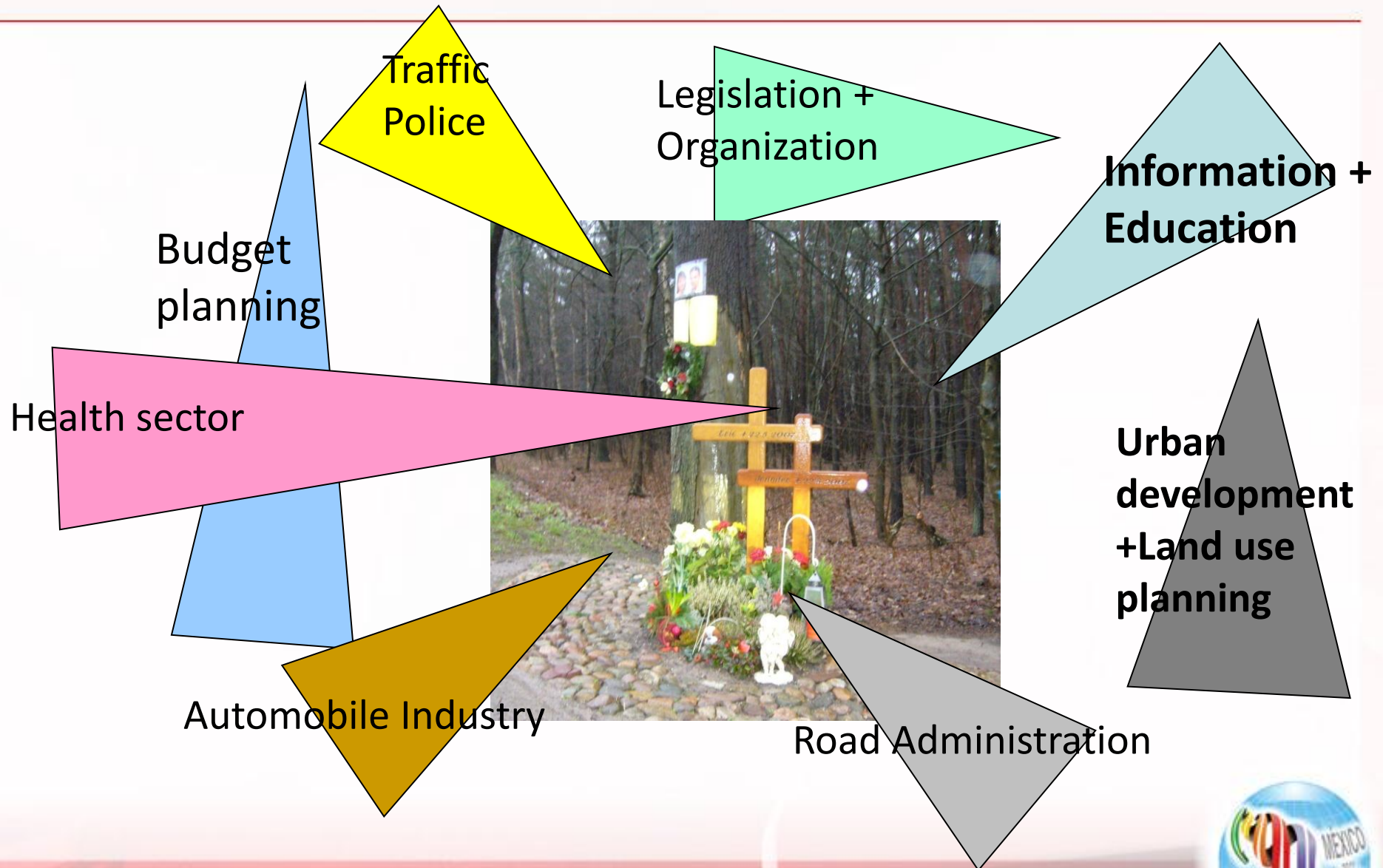


# Post-crash response

- ◆ Develop pre-hospital care systems
- ◆ Put in place single nationwide emergency telephone number
- ◆ Provide early rehabilitation and support to injured patients and those bereaved by road traffic crashes
- ◆ Establish insurance schemes
- ◆ Investigate crashes and provide legal response

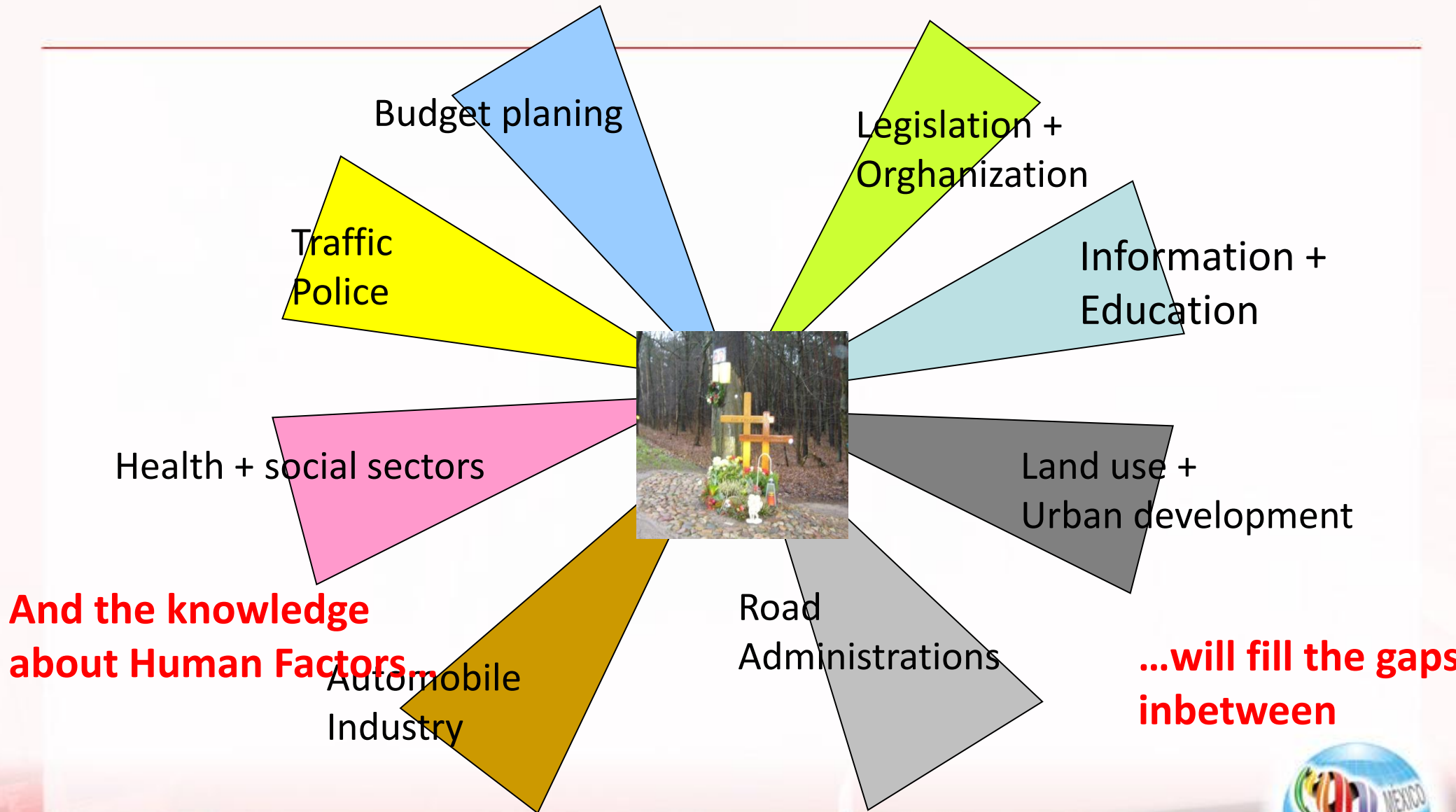


# The safe System Approach has different stakeholders:



# The safe System Approach

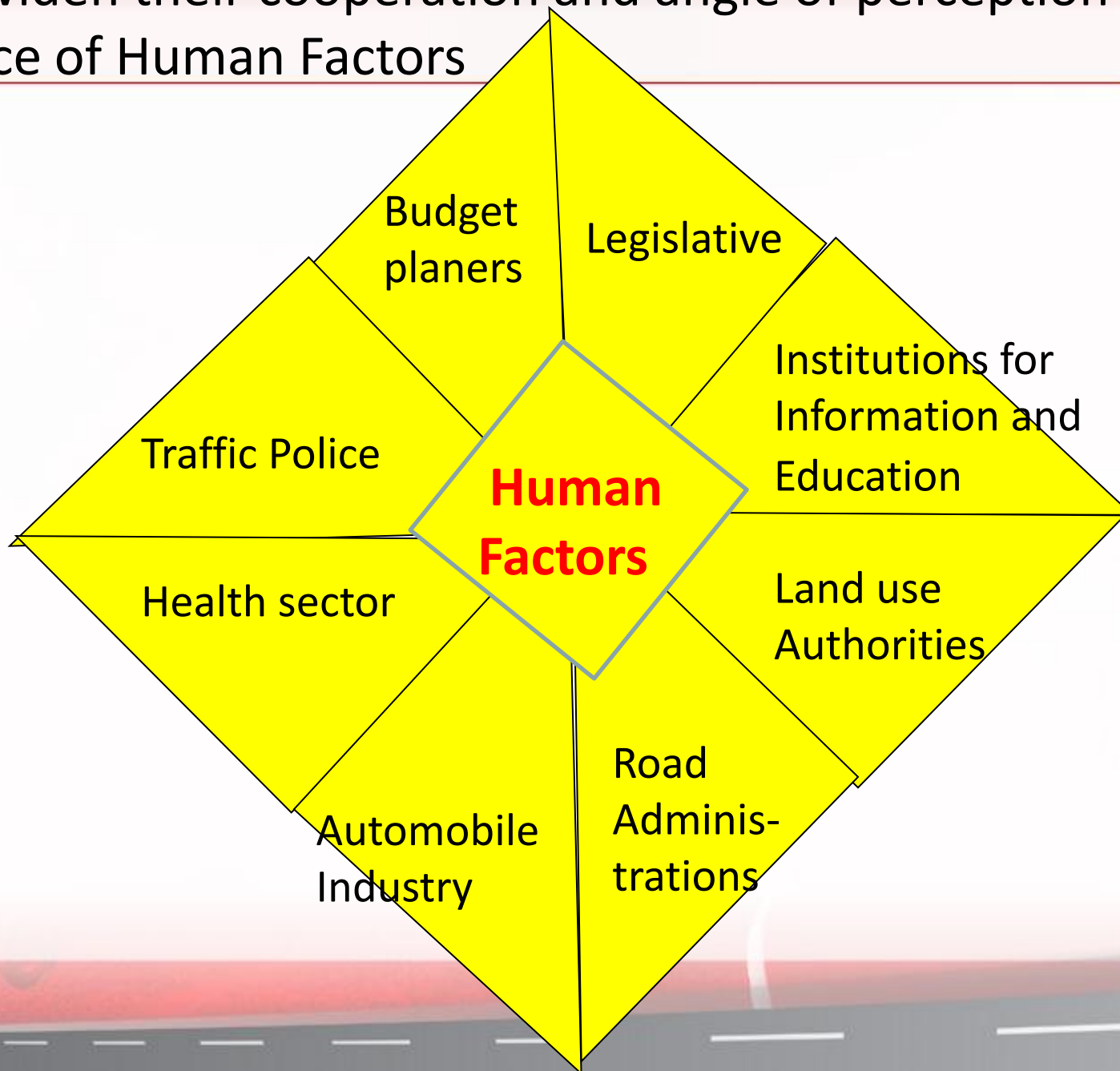
will arrange them to concentrated actions





# The safe System Approach

will widen their cooperation and angle of perception by the acceptance of Human Factors





# The safe System Approach

## Will guide the Decade of Action successfully



Thank you for  
Your attention

