

RAPPORT DE MISSION

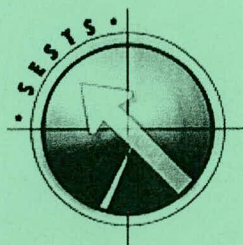
ASSOCIATION MONDIALE DE LA ROUTE

4^e RÉUNION DU COMITÉ TECHNIQUE 3.1 SÉCURITÉ ROUTIÈRE

Pékin, Chine

16 au 21 octobre 2005

Préparé par : Lise Fournier, ing
Ministère des Transports
Direction de la Sécurité en transport
et du camionnage



Direction de la sécurité
en transport et du camionnage

Service des opérations et de
l'entretien technique

CANQ
TR
PST
STC
106

915454

RAPPORT DE MISSION

ASSOCIATION MONDIALE DE LA ROUTE

4^e RÉUNION DU COMITÉ TECHNIQUE 3.1 SÉCURITÉ ROUTIÈRE

Pékin, Chine

16 au 21 octobre 2005

**Préparé par : Lise Fournier, ing
Ministère des Transports
Direction de la Sécurité en transport
et du camionnage**



Direction de la sécurité
en transport et du camionnage
Service de l'expertise et du
soutien technique en sécurité

MINISTÈRE DES TRANSPORTS
CENTRE DE DOCUMENTATION
700, boul. RENÉ-LÉVESQUE EST, 21^e étage
QUÉBEC (QUÉBEC) CANADA
G1R 5H1

REÇU
CENTRE DE DOCUMENTATION

13 OCT. 2006

TRANSPORTS QUÉBEC

CANQ
TR
PST
STC
106

Table des matières

1	Activités de la semaine	5
2	Ordre du jour de la réunion du Comité technique CT3.1	6
3	Séminaire en sécurité routière	8
4	Annexe 1 Compte rendu de la rencontre du 16 octobre	13
5	Annexe 2 Ordre du jour de la rencontre du 17 octobre	17
6	Annexe 3 Compte rendu de la 4 ^e réunion du CT 3.1 Sécurité routière	21
7	Annexe 4 Programme du Séminaire en sécurité routière	29

1 Activités de la semaine

La quatrième rencontre du Comité technique 3.1 Sécurité routière de l'AIPCR s'est tenue à Pékin en Chine, du 16 au 21 octobre 2005. La rencontre était jumelée à un séminaire en sécurité routière de deux jours.

De plus, une rencontre en sous-groupe a précédé la réunion.

Date	Activité
16 octobre 2005	➤ Rencontre en sous-groupe en après-midi
17 octobre 2005	➤ 4 ^e rencontre du Comité technique CT3.1 Sécurité routière de l'AIPCR
18 et 19 octobre 2005	➤ Séminaire en sécurité routière
20 octobre 2005	➤ Visite technique du centre de surveillance routière du Ba dalin Expressway
21 octobre 2005	➤ Visite d'aménagements urbains et des intersections de la ville de Pékin

2 Réunion du Comité technique CT3.1

L'ordre du jour est présenté à l'annexe 2 et le compte rendu de la réunion est présenté à l'annexe 3.

16 octobre 2005	
14h00-17h00	Réunion des groupes de travail (<i>compte rendu en annexe 1</i>)
17 octobre 2005	
8h30-12h00	Réunion du CT 3.1 Sécurité routière <ul style="list-style-type: none"> - Ouverture par le président du CT 3.1 - Message du Secrétariat général de l'AIPCR - Personnes excusées et adoption de l'ordre du jour - Rapports d'avancement des travaux des groupes de travail - Présentations de la sécurité routière en Iran - Questions liées à l'organisation du séminaire
12h00-13h30	Déjeuner
13h30-18h00	<ul style="list-style-type: none"> - Travail en sous groupe - Rapports des Organisations internationales - Pays en développement (Manuel de SR pour les pays d'Afrique) - Prochaines activités
18 octobre 2005	
8h30-12h00	Séminaire en sécurité routière <ul style="list-style-type: none"> - Cérémonie d'ouverture - Session Politiques de sécurité routière : Amélioration de la sécurité routière par les politiques et la réglementation
12h00-13h30	Déjeuner
13h30-17h30	<ul style="list-style-type: none"> - Session Gestion de la sécurité : Amélioration de la sécurité routière par l'ingénierie
19 octobre 2005	
8h30-12h00	Séminaire en sécurité routière <ul style="list-style-type: none"> - Session Sécurité routière dans la conception : Amélioration de la sécurité routière par la planification

13h30-17h30	- Session Manuel de sécurité routière : Amélioration de la sécurité routière par l'application de guides.
-------------	---

20 octobre 2005

8h00-17h00	Visite technique
------------	------------------

3 Séminaire en sécurité routière

Le programme du séminaire est présenté à l'annexe 4

Le séminaire international de l'AIPCR sur la sécurité routière organisé par le Comité 3.1 Sécurité routière de l'AIPCR et le Ministère des Communications de la République populaire de Chine a connu un grand succès avec plus de 250 participants. Après deux jours de présentations et de tables rondes très intéressantes, les participants ont visité le centre de surveillance routière de Ba Dalin et une section en reconstruction de la Ba Dalin Expressway, en plus d'avoir la chance de fouler la Grande muraille.

Mme Anne-Marie Leclerc, première déléguée du Canada-Québec, a été invitée à présenter la Politique sur la sécurité routière au Québec, lors de la session portant sur l'amélioration de la sécurité à travers les politiques et règlements. Lise Fournier et Carl Bélanger, de la Direction de la Sécurité en transport et camionnage, du ministère des Transports du Québec, ont également été conférenciers au Séminaire. À l'intérieur d'une présentation conjointe, Mme Fournier a présenté les résultats d'une enquête sur les audits de sécurité routière tandis que M. Bélanger a fait une présentation portant sur le Manuel de sécurité routière de l'AIPCR.

Pays en développement avec une très grande population (1,3 milliards) la Chine se trouve dans une période cruciale de développement économique. De fait, le réseau de transport ne s'est jamais développé aussi rapidement. À la fin de l'année 2004, on comptait près de 2 millions de kilomètres de route. Avec la croissance rapide de la circulation des véhicules, la situation de la sécurité routière est de plus en plus sérieuse; le grand nombre de décès et de blessés dans les accidents de la route apporte un effet négatif sur le développement social. En 2004, le nombre de décès dus aux accidents de la route s'élevait à 100 000. Bien que la taux de décès par 10 000 véhicules soit en constante décroissance, la situation est néanmoins préoccupante.

L'amélioration de la situation en sécurité routière constitue une opération impliquant notamment l'ajustement des politiques nationales, l'amélioration des infrastructures routières et une meilleure gestion de la circulation. Il y a lieu également de considérer « la qualité et les compétences » des usagers de la route. Pour la mise en place d'un tel processus, les connaissances, les technologies et les expériences des autres pays sont un apport essentiel. Tout au long du séminaire, les experts de la Chine et d'ailleurs dans le Monde ont pu discuter et partager des connaissances sur la question de l'amélioration de la sécurité routière.

Hormis les allocutions d'ouverture et de fermeture, le Séminaire comportait quatre sessions de présentations qui portaient sur les thèmes suivants :

- Politiques de sécurité routière : Amélioration de la sécurité routière par les politiques et la réglementation;
- Gestion de la sécurité : Amélioration de la sécurité routière par l'ingénierie;

- Sécurité routière dans la conception : Amélioration de la sécurité routière par la planification;
- Manuel de sécurité routière : Amélioration de la sécurité routière par l'application de guides.

La formule retenue pour le séminaire consistait à donner la parole à tour de rôle à un conférencier local et ensuite à un conférencier étranger permettant ainsi aux participants de dresser un parallèle entre les situations et les pratiques locales par rapport à celles en cours dans d'autres pays. À la suite d'un bloc de quatre ou cinq présentations, se tenait une Table ronde composée des conférenciers et autres personnes ressources. Les participants étaient alors invités à écrire leurs questions et préoccupations sur des billets qui étaient remis aux intervenants. Cette formule originale et très vivante a été grandement appréciée des participants.

La session portant sur les Politiques de sécurité routière s'est ouverte par la présentation de la Politique du Québec sur ce sujet, par Mme Anne-Marie Leclerc. En plus d'une présentation générale du Québec, Mme Leclerc a dressé un portrait des rôles et responsabilités des différents acteurs au Québec dans le domaine de la sécurité routière. Le bilan routier québécois, les documents d'encadrement tels que le Code de sécurité routière, la Politique de sécurité dans les transports – Volet routier de même que le plan d'action qui en découle et les investissements en sécurité routière effectués annuellement par le Ministère des Transport (MTQ) étaient également au menu. Cette présentation était aussi une excellente tribune pour présenter le *Plan d'Action en matière de sécurité sur les sites de travaux routiers* qui a permis d'intégrer dans les pratiques du MTQ de nouvelles façons de faire pour améliorer la sécurité dans les zones de travaux.

Les sessions suivantes étaient, il va sans dire, plus techniques car elles portaient sur l'ingénierie, la planification et les guides.

Les sessions portant sur l'ingénierie et la planification ont offert aux participants plusieurs présentations en rapport avec les inspections et les audits de sécurité routière de même que des exemples de conception routière sécuritaire et non sécuritaire. Sur ce dernier point, les conférenciers ont fait valoir le potentiel des bons aménagements et des conceptions adéquates qui permettent de diminuer les erreurs humaines et incidemment, les conséquences qui en découlent. Également, au cours de ces sessions, Mme Lise Fournier a présenté les résultats d'une enquête menée par le Comité et qui portait sur les audits de sécurité routière. Ce recensement des pratiques d'audits à travers différents pays membres du Comité a soulevé beaucoup d'intérêt. Compte tenu de l'important développement du réseau routier, les intervenants locaux sont conscients que la réalisation d'audits de sécurité routière, particulièrement lors de projets majeurs, peut mettre en lumière des conceptions qui comportent des risques pour les usagers.

La session qui portait sur le Manuel de sécurité routière de l'Association mondiale de la route (AIPCR) a débuté par une présentation générale du document par Carl Bélanger. Cette dernière était suivie de présentations qui portaient d'une part, sur la mise à jour du

Manuel auquel seront intégrés les résultats des prochains travaux du Comité Sécurité routière de l'AIPCR et, d'autre part, sur les différentes traductions qui sont présentement en cours dans de nombreux pays, dont la Chine.

La conclusion du séminaire, présentée par M. Jean-François Corté, secrétaire général de l'AIPCR et M. Zhang Jianfei, premier délégué de la Chine à l'AIPCR, a mis en lumière les nombreux éléments discutés au cours des deux jours de présentations. Ainsi, la sécurité routière devrait être considérée comme un enjeu politique. Les décès découlant des accidents de la route ne doivent pas être perçus comme une fatalité. On estime en Chine que les mauvaises opérations ou manoeuvres des conducteurs sont, dans une proportion élevée, en cause lors des accidents routiers. La complexité du problème de sécurité ou plutôt d'insécurité routière serait-elle sous-estimée? La question n'est pas de trouver un responsable mais de trouver des moyens qui vont permettre d'éviter les accidents.

Par ailleurs, il y a un manque important de normes et de procédures. Sur cette base, la Chine entend se doter de stratégies pour améliorer la conception des routes, mieux considérer les vitesses pratiquées et appliquer le concept de dégagement latéral libre d'obstacle. Sur le plan des données et de l'analyse, on a mis en relief la nécessité de disposer de données fiables qui font appel à une bonne coopération entre les services policiers et les autorités routières.

Ainsi, nombreuses étaient les questions adressées aux spécialistes du panel. Les préoccupations des participants allaient de la cueillette des données d'accidents aux responsabilités de l'administration routière lorsqu'un accident se produit, en passant par les normes de conception routière, la réalisation d'audits de sécurité routière et les aspects légaux qui y sont rattachés.

En conclusion, tant l'AIPCR que les hôtes chinois ont apprécié la qualité des présentations offertes au cours du séminaire qui a mis en lumière des enjeux bien spécifiques pour améliorer la sécurité sur les routes comme les politiques nationales de sécurité, l'implication des autorités gestionnaires des réseaux routiers et les stratégies efficaces.





4 Annexe 1 Compte rendu de la rencontre du 16 octobre

4th Meeting in Beijing China 16 October 2005

Meeting of working teams 3.1.2

Participants:

Mike Greenhalgh
Åke Larsson
Paulo Marques

Hans-Joachim Vollpracht
Lise Fournier

Review of the three major concerns:
Road Safety Audit and checklists
Examples of safe and unsafe design practice
Commentary on Road Safety Manual

Road Safety Audit

- Guidelines in regards to the major concerns and results of the survey carried out last June.
Guidelines will be prepared for developing and emerging countries.

A first draft of guidelines should be available for the next meeting in spring 2006.

- Checklists

Subject headings for a checklist:

1. Road function/general comments
2. Cross-section, Drainage and surface (especially for RSI)
3. Alignment
4. Junctions including signalization
5. Rest and service areas
6. Signs and markings (including speed control and traffic calming)
7. Engineering constructions like Bridges, walls, traffic sign bridges etc
8. Roadside features including obstacles, Environment/planting and passive safety
9. Public transport
10. Lighting
11. Non Motorized users (Bicycles and pedestrians)

Decision is needed between as to whether a specific checklist will be used (yes or no questions) or a more generic type of question will be used to stimulate auditors to think through the details.

Examples of safe and unsafe design practice

The safe and unsafe design principle will use the same general headings as RSA checklist, for urban and interurban road such that the guidance will 'read-across' between documents. In some case, an appropriate design can be unsafe if used inappropriately. We must be aware of this situation. It might be better to use 'problem area' and 'potential solution' headings instead of safe and unsafe.

All the team members will be invited to collaborate for the preparation of the material and guidelines redaction.

Lise Fournier, ing.
November 2005

5 Annexe 2 Ordre du jour de la rencontre du 17 octobre

Agenda PIARC Technical Committee 3.1 Road Safety
4th Meeting in Beijing China 17 October 2005 (draft 9/26/05)

Monday 17 October 2005 9:00 am –5:00 pm (Meeting Hall of Friendship Palace)

1. **OPENING OF THE MEETING BY THE TC3.1 CHAIRMAN AND WELCOME by our Chinese hosts**
2. **MESSAGES FROM THE PIARC SECRETARIAT**
3. **INFORMATION ABOUT THE PIARC WEBSITES**
4. **APOLOGIES FOR ABSENCES – ADOPT AGENDA – REVIEW/ACCEPT MINUTES – INTRODUCTION OF FIRST TIME MEMBERS – MESSAGES FROM OTHER COMMITTEES**
5. **PROGRESS REPORTS OF THE TEAMS**
6. **DEVELOPING COUNTRIES, AFRICAN ROAD SAFETY MANUAL**
7. **PRESENTATION OF THE ROAD SAFETY SITUATION IN IRAN**
8. **ORGANIZATIONAL ISSUES OF THE MEETING AND THE ROAD SAFETY SEMINAR: Presentations, round table discussions (who takes part, who is moderating) and reports for later publications and articles**

Lunch – (Ju Xiu Yuan – dining hall)

9. **CONTINUED DISCUSSION OF THE PIARC ROAD SAFETY SEMINAR**
10. **WORLD ROAD CONGRESS IN PARIS 2007, SPECIAL SESSIONS AND OTHER ISSUES**
11. **NEXT MEETINGS - INVITATIONS**
12. **NEXT ACTIVITIES OF THE COMMITTEE: CONGRESSES, SEMINARS, WORKSHOPS**
13. **INTERNATIONAL ORGANIZATIONS REPORTS AND CONFERENCES**
14. **OTHER ITEMS**
15. **THANKS TO THE HOST**

Location : Meeting Hall, on the second floor of Friendship Palace, Friendship Hotel.

Tuesday 18th to Thursday 20th October

Seminar and technical tour 8:30am – 5:00pm

includes visit to the great wall on Thursday 20 October

Thursday 20th October technical tour 8:30am – 5:00pm

Assemble site: the East Gate (entrance) of Friendship Palace, Friendship Hotel

Destination: Badalin Great Wall

Participants: all foreign representatives

Service line: Huang Bin 13552634262 Joy (Yangjinhua)13661399863

8:30—8:45 Assemble of foreign representatives

9:10 Arrive at Badalin Surveillance Center

9:10—10:00 Visit Badalin Surveillance Center

11:00 Arrive at Badalin Great Wall

11:00—11:30 Break and lunch

11:30—14:00 Sight seeing on the Great Wall

14:00—14:15 Leaving Badalin Great Wall

15:00 Arrive at the reconstructed section of Badalin Expressway

15:00—16:00 Visit the reconstructed section of Badalin Expressway

17:00 Return to Friendship Hotel

Friday 21st October (Times to be determined)

Meetings of working parties and with Carl Belanger about the further maintenance of the PIARC Road Safety Manual

6 Annexe 3 Compte rendu de la 4^e réunion du CT 3.1 Sécurité routière

Ce compte-rendu a été élaboré en anglais par Beth Alicandri, version du 16 mai 2005.

Minutes PIARC Technical Committee 3.1 Road Safety 4th Meeting in Beijing China 17 October 2005

16. OPENING OF THE MEETING BY THE TC3.1 CHAIRMAN AND WELCOME by our Chinese hosts

He Yong provided a sincere welcome from the MOC. Preparations for the seminar have been underway for 10 months and 80 foreign attendees and 260 Chinese attendees are expected.

17. INFORMATION ABOUT THE PIARC WEBSITES

Patrick Mallejacq reported that at our 3rd meeting many members said they had problems accessing the website so he resent passwords and logins. Many thanks to Patrick for putting up all the information on the website and he is encouraged to continue to send messages out to the committee when new information is added to the website. Patrick will look into whether PIARC can set up a more use friendly login and password system, and if the system can “memorize” the password. Some discussion, but no conclusions, regarding the translation dictionary on the website.

18. APOLOGIES FOR ABSENCES – ADOPT AGENDA – REVIEW/ACCEPT MINUTES – INTRODUCTION OF FIRST TIME MEMBERS – MESSAGES FROM OTHER COMMITTEES

Gunter Breyer and Tariq Mahmud sent apologies for absences. Agenda and minutes are accepted without comment. Kunihiko OKA, a corresponding member from Japan, introduced himself and it was noted that we had two new members from Iran. There are no messages from other committees.

19. PROGRESS REPORTS OF THE TEAMS

Overall discussion: We need to coordinate with other PIARC committees (especially urban roads and interurban roads) to make sure they don't provide “unsafe” recommendations. There is a member from the UK on the interurban road committee, Patrick will determine the name and provide it to Mike Greenhalgh for coordination.

Team One: Making cost effective road safety investments (Phil Allan)

Sabine Degener is the team leader but couldn't make it to this meeting – three subgroups

1. accident databases and important or key elements: need more input from developing countries to give good guidelines for developing countries on minimum data
2. road safety inspections: process and checklist as well as rules for inspectors – output will be a manual (draft will be available by our 5th meeting in Vienna in April 2006)
3. low cost countermeasure: An early decision is “what is LOW cost”? Can high cost = construction and low cost = changing with signs or markings? Perhaps it should be determined according to payback period? The committee is still debating the definition. However, it is clear that they are NOT talking about maintenance, but about changing the road in some way. Although the focus is on infrastructure, other forms might be mentioned. Catalogue will have examples from around the world with illustrations and technical definitions.

Plan to develop a “blue” PIARC book covering all aspects. Working closely with team two

ACTION ITEM to all 3.1 members: If you have any information about low cost measures (including photos), road safety inspections, etc they should be sent to Phil or Sabine. The committee needs worldwide examples.

ACTION ITEM: Phil will prepare a list of photos elements he is looking for so the secretaries can send the information to the committee.

Team Two: Improve road design concepts in relation to road safety (Mike Greenhalgh, Lise Fournier)

Three working groups

1. Road safety audits: This group is preparing guidance for developing and emerging countries including checklists (debate yesterday about specifics of checklist - checkbox simplicity vs stopping people from thinking through the details). Checklists will include headings and features such as drainage, roadside, alignment and vulnerable users.
2. Interurban Road Design: Safe and unsafe design principles and practices: Group debated yesterday if you can define a treatment as safe or unsafe, in some cases a simple design that conforms to standards may not be safe if used inappropriately. Will use the same headings as RSA so there is a "read across" from this document and show "problems" and "potential solutions". Will need PIARC guidance on publication – there is already a bluebook for RSA, so don't know what to do with it – standalone? Part of RSM? Need input on format as well as guidance on what responsibility Team Two has, if any, for commenting on existing RSA guidance document.
3. Urban Road Design (as in Group 2)

ACTION ITEM: Beth and Patrick will look into format and publication issue in PIARC and provide input to Mike & Lise

4. urban road design (as in team 2)

ACTION ITEM: to all TC3.1 members: Any good ideas or research that you can share on specific design problems/cross sections in relation to accident costs please provide to the team.

Team Three: Take advantage of intelligent vehicles and infrastructure technologies to improve road safety (Lárus Ágústsson)

The output of the work will be an article (paper) including recommendations and examples of chosen concepts and countermeasures that have shown road safety benefits and recommendation for implementation. The article/paper will be written in a way that it easily can be included in the RSM at a later stage; an ITS toolbox for road authorities.

The team is on the second draft of the paper, and the third will be completed by December. If necessary, a conference call or meeting will be held to discuss the third draft. The final draft will be discussed at our 5th meeting in Vienna in April 2006, and the paper will be ready for the 6th meeting (in Chile?) in Autumn 2006, as will an article for *Routes and Roads*. The paper for the Paris 2007 meeting (World Congress) will be finalized at the 7th (spring 2007) committee meeting.

ACTION ITEM: Peter Elsenaar will provide Larus with a contact who might be able to provide input on the vehicle side.

Team Four: Take into Consideration Human Behavior (Pascal Chambon)

Two main actions are underway: gathering literature (lots of work has occurred since our 3rd meeting) and studying the chapter on human factors in RSM. The team will meet tonight, but as very few members are here, there may be another meeting in Europe before our 5th committee meeting in Vienna.

ACTION ITEM: Hans will make a proposal to Gunter Breyer that we have a special human factors workshop in conjunction with the meeting in Vienna.

ACTION ITEM: Josef Mikulik will provide Larus a contact on ITS and human factors.

20. DEVELOPING COUNTRIES, AFRICAN ROAD SAFETY MANUAL

Peter Elsenaar discussed a cooperative effort between ISTED (management and participant invitations) PIARC (contents) & GRSP (finances and contents based on lessons learned in Africa). They are planning on having a road safety course (3 – 5 days long, probably next year) in an African city for French speaking African countries (2 or 3 reps each) and are considering developing a more simple manual or annex to existing manual with lessons learned from Africa. The PIARC Secretariat suggested the need for a revised RSM for African Countries.

A subgroup on this topic will meet on Friday morning. The intention is to split the manual into a number of presentations that can be made by French speakers (preferably those involved in the development of the manual). This should be coordinated with the SSATP (Sub Saharan African Transportation Program – World Bank) committee that meets in mid November

Hans suggested that this is a multi-step process that included organizing the course and then developing a special manual in French. Carl Belanger, Patrick Mallejacq and Tawanda Mdawarima and others will meet on Friday to discuss this further.

**21. ORGANIZATIONAL ISSUES OF THE MEETING AND THE ROAD SAFETY SEMINAR:
Presentations, round table discussions (who takes part, who is moderating) and reports for later publications and articles**

Roundtables: The rule in PIARC is about 40% of the time in a seminar should be for discussion – hence the roundtables with the speakers and others who are interested. Moderators will start with open questions to the plenary, then give the floor to the speakers/discussants. The moderator should have questions prepared if needed.

PIARC seminars do not have minutes – so in terms of proceedings we will post the abstracts and the presentations. Joy will get all of the presentation on a single CD.

22. INTERNATIONAL ORGANIZATIONS REPORTS AND CONFERENCES

Zimbabwe road safety conference (Tawanda Mdawarima). Road safety is a problem in most Sub Saharan African countries and as in other places they attribute 80-90% of crashes to human error, so engineers say “lets get the drivers arrested”. This means that no one is specifically charged with the issue. With the assistance of this committee they held a review of road safety as a comprehensive issue that included the following questions: Who are the stakeholders? What organizations are involved now? What are their strategies? How effective have the strategies

been? Do people understand the problem? Members of our committee were very helpful in providing information.

Thirty participants who could influence change and were knowledgeable about the problem were invited to a two-day workshop to discuss the magnitude of the problem. Last year there were 90,000 crashes (1 million vehicles) and 1,071 fatalities. They agreed that there are many gaps in addressing the problems, including a lack of appropriate policies and the need to better involve the media. Three major issues were identified as critical: lack of coordination, no dedicated funding and insufficient enforcement (including driving schools). A week later the minister of transport called all the driving schools and they are working on identifying regulations for the schools so there is an overall governing body and a code of conduct. They are using the plan to get financial support and looking toward having a "leader" for each issue. PIARC's assistance in regard to low cost, cost effective countermeasures is critical. Based on what we learned in Greece they feel they are lagging on coordination and this was confirmed at this meeting.

Road Safety on Four Continents: This conference was held on 5-7 October in Warsaw Poland. The conference (21 topics, 141 speakers) included both research and implementation. There were many presenters from developing countries and wide range of topics were covered. Peter Elsenaar will provide the CD if you are interested. The next conference is in two years, probably in the Middle East.

World congress on road geometry: This meeting was held recently in Chicago, Illinois (USA) and Pieter Van Vliet will send the proceedings if you are interested

PIARC conference on road design for calmer driving: Pascal Chambon says that on 9 March 2006 there will be a one-day conference on how to promote slower driving.

Seminar on accident databases: Josef Mikulik says that on 15 – 16 September this seminar will be held in the Czech Republic.

Road safety conference in Greece: Anastasios Tsaglas points out that this conference was held on 10 – 11 October and had many representatives from Europe, the UK and the US and will help promote safety consciousness in Greece

Planned Conference: The world health report asked for attention to road safety by heads of state. A conference is being organized for June 2006 in Moscow to move safety forward in an interdisciplinary fashion in Russia. One goal is to bring the results to the G8 Meeting in July. Hans Vollpracht may participate in the steering committee.

Road Safety and Capacity Building. Peter Elsenaar did a study on 15 developing countries that included a new framework. A major thrust is not only to do projects, but to organize a sustainable structure so people are aware of road safety and know they can do their own projects.

Conference on road safety in Tehran: 23 December 2005 (<http://www.uc.ac.ir/tac2005>)

23. WORLD ROAD CONGRESS IN PARIS 2007, SPECIAL SESSIONS AND OTHER ISSUES

Hans Vollpracht handed out proposals (SEE ATTACHMENT ONE). Every committee will have a plenary session (half day). In addition there MAY be special sessions (more interactive) and additional sessions that are organized together with other organizations. It is important to have the special sessions happen before the plenary so they can report back to the committee at the plenary.

Patrick will follow up with PIARC on the number of sessions. If there are too many safety sessions, the ITS group, for example, can work with other committees.

24. NEXT MEETINGS – INVITATIONS

Next (5th) meeting will be 26 – 28 April in Vienna. Gunter Breyer has invited us. We will work on the agenda. We will consider a workshop on human factors.

6th meeting is under consideration. We are looking into a meeting and seminar in Chile in September or October 2006. Hans Vollpracht is working on this. If this does not materialize, it is possible that we could have a meeting and seminar in Argentina (decisions will be made by December 2005).

7th meeting: April/May/June 2007. Hans Vollpracht would like to have it in Africa, but we don't have an invitation. A number of countries were discussed, but ideally we would like an invitation from someone on our committee. Tawanda Mdawarima volunteered to be a link to Sub Saharan African countries for this.

25. PRESENTATION OF THE ROAD SAFETY SITUATION IN IRAN

Mehran Ghorbani: Manager of Safety and Technology, Department of Education, Research and Technology in the Ministry of Road and Transportation.

BACKGROUND: Very motorized. Population is 69 million (45 million are urban) 8.8 million vehicles (1 vehicle per 10 people).

Fatalities are increasing. In 2004 there were 26,069 fatalities (72 per day) up 1.4% from previous year. Fatality rate per 1000 vehicles is going down (22.7 in 2004). Fatality rate per 100,000 population is 38.6. Injuries were 245,754 in 2004. Fatalities per 100,000 population in 2004 was 38.6

Iran has the highest fatality rate in the area on a per population or a per vehicle rate.

53% of crashes are cars, 33% of crash victims were vehicle occupants, 21.4% were pedestrians, 23.7% were motorcyclists. 63.5% of victims on interurban roads, 6% rural

PROBLEMS: minimal driver education; lack of public transportation; congestion; old vehicles; lots of trucks; access management; agricultural vehicles on some roads in Northern Iran; poor road design (especially old and ancient roads); minimal markings, lighting or signing; problems with clear zones; insufficient attention to human factors; poor barrier end treatments.

ROAD SAFETY COMPONENTS: A national road safety commission was established in 2003 and a road safety plan for 2005 focused on coordination and cooperation.. There has been a black spot program since 2000, but there have been problems with funding. Road Safety Audits are scheduled to being in 2006. They are translating the RSM and have begun doing training on forgiving and self-explaining roads.

The police are preparing safety clips for TV & Radio. Safety education and training for rural areas is poor. Vehicle safety standards are improving, including new standards for tires and safety belts. Licensing requirements were improved in 2005, and police have improved their equipment. Helmet and safety belts are now mandatory. Emergency assistance is poor in rural areas and data systems are bad.

Peter Elsenaar worked on World Bank project in Iran that identified some systemic problems – high pedestrian walkways, road design problems, signs hidden by advertisements, very high curbs on fast roads. The World Bank is planning a huge road safety project based on a study done by a Danish consultant. Having a road safety plan is the basis for the World Bank Loan (\$60 million).

26. NEXT ACTIVITIES OF THE COMMITTEE: CONGRESSES, SEMINARS, WORKSHOPS

See items 9 & 10 above

27. OTHER ITEMS

Hans has been invited to 3rd meeting of UN road safety committee (London, England 13-15 November) focused on road safety infrastructure.

IRTE (India) and Prince Michael Road Safety Awards (UK) (India) would like nomination for people for the award (Peter Elsenaar and Hans Vollpracht will discuss) nomination by 10 November 2005.

Tawanda Mdawarima accepts the responsibility to chair a task force on road safety in developing countries, as well as the possibility of managing a special session at the World Congress on road safety in developing countries. Patrick Mallejacq will investigate putting a section on the website specific to developing countries.

Carl Belanger received an award from the Institute of Transportation Engineers for his work on the RSM.

Pieter van Vilet suggests that Patrick look into the feasibility of putting useful documents regarding road safety (plans, guidelines, weblinks) on the website as a resource tool for countries that are working on road safety plans.

28. THANKS TO THE HOST

7 Annexe 4 Programme du Séminaire en sécurité routière

**PIARC INTERNATIONAL ROAD SAFETY SEMINAR
BEIJING (CHINA), 18TH – 20 OCTOBER 2005**

Draft programme

Tuesday 18 October: Morning

**8:30 – 12:00 ROAD SAFETY POLICY: IMPROVING ROAD SAFETY THROUGH POLICY AND
REGULATION**

MODERATOR: Hans-Joachim Vollpracht Zhang Jianfei

8:30 – 8:40 Welcome Address

Feng Zhenglin, Vice Minister of MOC

8:40 – 8:55

Role and activities of the World Road Association (PIARC)

Jean-François Corté, PIARC Secretary General

8:55 – 9:30

Keynote lecture by

Zhang Jianfei, Director of Highway Department, MOC

Examples of national road safety policies at national levels

9:30 – 9:50

Policy for road safety in Canada-Quebec

Anne-Marie Leclerc, Deputy Vice-Minister (Canada-Québec)

9:50 - 10 :10

Policy for road safety in Pakistan

Tariq Mahud, Secretary of State (Pakistan)

10:10 – 10:30

Policy for road safety in the USA

Elizabeth Alicandri, Director, FHWA Office of Safety Programs

10:30 – 10:45

Coffee Break

10:45 – 11:00

Road Safety Enhancement Project in China

Wang Xiaoman, Deputy Director, Research Institute of Highway, MOC

11:00 – 11:15

Policy for road safety in the Netherlands

Christian Zuidema, Ministry of Transport, Public Works and Water Management, the Netherlands

11:15 – 11:30

Policy for road safety in Greece

Anastasios Tsaglas, Greece

11:30 – 11:45

Road safety situation in China

Su Jie, State Administration of Work Safety, China

11:45 - 12:00

Road safety situation and policy in Japan

Yoshitaka Motoda, Professor, Japan

12: 00– 12:30 Roundtable Discussion

DISCUSSANTS: Armand Rouffart, Jean Panhaleux, [Zhang Jianfei](#), [Zhang Yuanfang](#)

12:30 – 2 :00 **Lunch Break**

Tuesday 18 October: Afternoon

2:00 – 2:15 The issues of PIARC TC 3.1 in the Road Safety Policy Circle
Hans-Joachim Vollpracht (Germany), PIARC TC 3.1 Chairman

**2:15 – 5:45 NETWORK SAFETY MANAGEMENT: IMPROVING ROAD SAFETY THROUGH ENGINEERING
MODERATOR: Patrick Mallejacq Dai Dongchang**

2:15 – 2:30 Road safety management and data systems
Joseph Mikulik (Czech Republic)

2:30 – 2:45 Road safety database in China
Zhang Gaoqiang (China)

2:45 – 3:00 Methods and tools of analyzing road safety data
Peter Hollo (Hungary)

3:00 – 3:15 Engineering measures for improving road safety
Chen Shengying, Ministry of Communications (China)

3:15 – 3:45 Roundtable Discussion

DISCUSSANTS: Peter Van Vilet, Issiaka Sigure, [Chen Shengying](#), [Zhang Gaoqiang](#)

3:45 – 4:15 **Coffee Break**

4:15 – 4:30 Public-private projects initiating road safety inspections as a basic investigation in road safety improvements of existing roads
Peter Elsenaar (GRSP)

4:30 – 4:45 To look at the characteristics of road accidents in China from Jing-Jin-Tang Highway Improvement Project
Sun Xiaoduan Professor, University of Louisiana (China)

4:45 – 5:00 Low cost safety improvements/ Safety deficiencies and remedies in the existing road network
Phil Allan Director of Road Safety ,(Australia)

5:00 – 5:15 xxx
Fang Ping, Deputy Director of Beijing Roadway Administration Bureau

5:15 – 5:45 Roundtable Discussion

DISCUSSANTS: [Joao Cardosa](#), [Tawanda Mdwarim](#), [Sun Xiaoduan](#), [Fang Ping](#)

Dinner

Wednesday 19 October: Morning**8:30 – 12:00 ROAD SAFETY DESIGN: IMPROVING ROAD SAFETY THROUGH PLANNING****MODERATOR: Steve Lee Zhang Yuanfang**

8:30 – 8:45 Road safety audit overview/ The different structures of Road Safety Audits
Mike Greenhalgh (U.-K.) / Lise Fournier (Canada-Québec)

8:45 - 9:00 Road safety audits in China
He Yong, Director, Road Safety Research Center, MOC

9:00 – 9:15 Road safety audits in Denmark
Laurus Augustsson (Denmark)

9:15 – 9:30 Case analysis on road safety audit
Guo Zhongyin, Professor, Tongji University (China)

9:30 – 10:10 Roundtable Discussion

DISCUSSANTS: **Adithya Bahadur, Paulo Marques Augusto, He Yong, Guo Zhongyin**

10: 10 – 10:40 **Coffee Break**

10:40 – 10:55 Safe & unsafe roadway designs for interurban roads
Ake Larsson (Sweden)

10:55 – 11:10 Safe & unsafe roadway designs for urban roads
Hans-Joachim Vollpracht (Germany)

11:10 – 11:25 Road safety problems and solutions in Chinese cities
Zhai Zhongming, Beijing Traffic Management Bureau (China)

11:25 – 11:40 Current and emerging safety deficiencies on metropolitan area freeways in the USA
Jerry Champa □ State of California Department of Transportation (Caltrans)

11:40 – 12:30 Roundtable Discussion

DISCUSSANTS: **Esmaeel Ayati, Mehran Ghorbani, Zhai Zhongmin, Jerry Champa**

12:30 – 2 :00 **Lunch Break**

Wednesday 19 October: Afternoon

2:00 – 5:00 ROADWAY SAFETY MANUAL: IMPROVING ROAD SAFETY THROUGH APPLYING GUIDANCE

MODERATOR: Pascal Chambon Guo Zhongyin

2:00 – 2:15 Overview of the Road Safety Manual (RSM)
Carl Belanger (Canada-Québec)

2:15 – 2:30 RSM in China
Tang Chengcheng, Deputy Director, Road Safety Research Center, MOC

2:30 – 2:45 Planned enhancements of the RSM
Eddy Westdijk (Netherlands)

2:45 – 3:00 Weather disaster and road safety in China
Bao Zuojun, Deputy Director, Road Safety Research Center, MOC

3:00 – 3:15 How to spread information about road safety measures
Ruth Rule Britain

3:15 – 3:45 Roundtable Discussion

DISCUSSANTS: Yves Fobelets, Abdoulaye Tandina, Tang Chengcheng, Baozuojun, Liuhuixue

3:45 – 4:00 **Coffee Break**

4:00 – 4:15 Road safety in foggy areas in China
Li Guofeng (China)

4:15 – 4:30 Human factors in road safety
Pan Xiaodong, Professor, Tongji University □ China □

4:30 – 4:45 Human factors in the RSM
Sibylle Birth (Germany)

4:45 – 5:00 The auxiliary safety system based on the characteristics of drivers
Li Keqiang, Professor, Tsinghua University (China)

5:00 – 5:30 Wrap up and conclusions
Jean-François Corté, PIARC Secretary General

Zhang Jianfei, Director of the Road Bureau, MOC & PIARC First Delegate for China

The final decision about the discussants will be done during the committee meeting on 17th October

Thursday 20th October: Technical tour Ba Dalin Expressway and Ba Dalin Great Wall.

