# International Conference on :
# " Safer Roads & Mobility "
# Abu Dhabi, UAE. 24th – 25th, October, 2018

# CALL FOR PAPERS

**Welcome to the International Conference on :**

**" Safer Roads & Mobility ".**

## Introduction :

**In the UN Global Plan for the Decade of Action for RS 2011 – 2020,**
An important part was dedicated to Pillar N°2 related to Safer Roads and Mobility due to its sensitive impact on reducing road traffic fatalities. Among the purposes " ...Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of various road infrastructure agreements under the UN framework, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads."
Thus, by :
- Promoting road safety ownership and accountability among road authorities, road engineers and urban planners,
- Encouraging governments and road authorities to set a target to "eliminate high risk roads by 2020";
- Encouraging road authorities to commit a minimum of 10% of road budgets to dedicated safer road infrastructure programs;

- Making road authorities legally responsible for improving road safety on their networks through cost-effective measures and for reporting annually on the safety situation, trends and remedial work undertaken;
- Establishing a specialist road safety or traffic unit to monitor and improve the safety of the road network:
- Promoting the safe system approach and the role of self-explaining and forgiving road infrastructure;
- Adhering to and/or fully implement the regional road infrastructure Agreements
- Promoting the needs of all road users as part of sustainable urban planning, transport demand management and land-use management prevent unsafe developments.
- Promote safe operation, maintenance and improvement of existing road infrastructure
- Promoting the development of safe new infrastructure that meets the mobility and access needs of all users
- Encouraging capacity building and knowledge transfer in safe infrastructure
- Encouraging research and development in safer roads and mobility

In its joint report released on July, 1st, 2018 by the International Road Federation (IRF Global) and McKinsey & Company entitled :

"A Better Road to the Future"

The aim of which is to help transport decision-makers and international financial institutions identify and leverage efficiency gains in road project design and delivery, potentially saving billions of dollars each year.

And which illustrates the complexity of the challenge in designing and delivering road infrastructure. The diagnostic approach to assess the performance of road infrastructure delivery systems outlined in this report illustrates that each country could build an improvement journey based on its individual starting point.

More than 20 countries in Europe, the Middle East, Africa, Latin America, and South-East Asia have applied this diagnostic, yielding **insights into the** root causes of the road sector's challenges and actionable steps for overcoming them. Best practices include:

1. Maintaining rigorous, fact-based, and transparent project selection.

2. Streamlined project delivery. Investing in early-stage planning and boosting cooperation across contracting, tendering, site management, and stakeholder management are essential for improved delivery outcomes.

3. Making the most of existing infrastructure. Focusing on maintenance, utilizing pricing mechanisms such as congestion charges, and embracing "intelligent" transportation systems can boost capacity and economic effectiveness.

4. Ensuring effective sector governance.

5. Enhancing funding and finance frameworks. While road funding will continue to be predominantly sourced from government budgets, many countries would be better off by complementing public funds with access to private capital.

Other International Research Institutes such as SWOV in its April 2018 Report on "Sustainably Safe Road Traffic " showed that road traffic is organized in such a way that serious crashes could be prevented, and if a crash occurs, the severity or the outcome remains limited.
( road design vs technology ).
Many studies are underway with regards to road safety even in relevant topics that seem minors but that have a big impact on sustainable safety ( low curve radius, absence of transition curves, bendiness, densely spaced junctions, super elevation deficiencies at curves, narrow lanes, absence of parallel shoulders, narrow shoulders, school zones speed limits, bypass roads,….)

The conference theme and program will be in coherence with the pillar N°2

of the Decade of Action for Road Safety 2011-2020 and mainly as a follow

up to the 4 successive Global Road safety weeks campaigns of 2007, 2013,

2015 & 2017 respectively on : Youth & RS / Pedestrian Safety / Save Kids

Lives & The Child Declaration for RS / Slow Down.

The Conference is jointly organized by : The Emirati Traffic Safety Society ( **ETSS** ), The Arab Road Safety Organization ( **AROSO** ), La Prévention Routière Internationale ( **PRI** ) and The Traffic Injury Research Foundation ( **TIRF Canada** ).

Enclosed please find an exhaustive listing of related themes to the congress to choose from, namely :

**1. The safe system approach / Vision Zero**

- The long term of Safe System goal is the elimination of death and serious injuries on a countries' roads
- The Safe System is based on well-established safety principles – tolerance of the human body to crash forces, speeding thresholds for managing crash impact energies for survivals levels, and the capacities of the vehicles and forgiving infrastructure to reduce crash impact energy to humans.
- There is a shared responsibility between system designers (who design and operate the roads) and road users, for safe travel outcomes on the road network.
- The Safe System Approach compels those responsible to provide a safe environment, and to consider the combined system as the major factor in crashes rather than the traditional approach that placed most responsibility for safety on the road user.
- The system design and operation must become forgiving of routine human error.

**2. Infrastructure safety management – policies, standards, guidelines and tools**

- Improvements to infrastructure can contribute substantially to reductions in death and serious injury. Many high severity crash types can be eliminated with the effective use of infrastructure. This includes crashes that are thought to be caused by human error and non-compliance.

- Good practice of infrastructure improvements can be found. Care should be taken when borrowing policies from other countries to ensure that it is fit to local conditions. However there are a number of universal approaches that are applicable.
- The occurrence of key crash types on high risk routes can be reduced through effective infrastructure treatments.
- A number of tools are available to help implement safe infrastructure.
- When a crash occurs, road infrastructure has the most significant influence on the severity outcome. Improvements to infrastructure can contribute substantially to reductions in death and serious injury.

## 3. Global level – Pillar 2 of the Global Plan: Safer Roads and Mobility

- Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable. This will be achieved through the implementation of road infrastructure assessments and improve safety-conscious planning, design, construction and operation of roads.

  **This can be achieved by 6 key activities:**

  1. Promote road safety ownership and accountability among road authorities, road engineers and urban planners.
  2. Promote the needs of all road users as part of sustainable user planning, transport demand management and land use management.
  3. Promote safe operation, maintenance and improvement of existing road infrastructure.
  4. Promote the development of safe new infrastructure that meets the mobility and access needs of all users.
  5. Encourage the capacity building and knowledge transfer in safe infrastructure.
  6. Encourage research and development in safer roads and mobility.

## Date and Venue :

**24 – 25, October, 2018. Intercontinental Abu Dhabi Hotel, UAE**

## Required conditions for Paper Presentation :

**-It should be about one or more of the conference themes**

**-Abide by the rules of scientific research**

**-Should be written in fluent English**

**-The presentation should not exceed 20 pages using standard margin sizes including references and annexes**

**-It should be written in Word, character 16**

**-The abstract should be written in 1 page and accompanied by a brief cv and sent for review by The Congress President of the Scientific Committee, The former 2 time PRI President and acting President of The Portuguese Council Mr. José Miguel TRIGOSO, no later than 20th, september. ( jose.trigoso@prp.pt ) and a cc to : habib9chaouch@gmail.com**

**-Presentation in power point not to exceed 20 mn**

**-Presentation should be sent, no later than 15th, October, 2018 To : habib9chaouch@gmail.com**

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