



1st TOR draft: July 2, 2009

Terms or Reference

Safer Roads Working Group

1. BACKGROUND AND RATIONAL OF WG

In the past few years, there has been a growing concern of the number of accidents and fatalities on the world's roads. Road safety has now become a priority for most of the world's governments, international organizations, focused NGOs, private companies, Universities and research institutions and other bodies. Road Safety today ranks high not only on the political agenda of many countries, but has also become a declared policy target of leading international finance institutions such as the World Bank, EIB and EBRD.

In alliance with IRF's vision and aims, the Safer Roads working group will perform activities in parallel which include:

"a) to promote the education and understanding of both the general public and governments throughout the world of the social, economic and environmental benefits which are derived from developing modern road networks, road transport systems and road traffic control;

"b) to encourage and support the planning and execution by governments and supra-governmental organizations throughout the world of economically and environmentally sound programs for the improvement and extension of road networks and allied systems."

At the first meeting of the current Working Group, which was held in Amsterdam on 3 April 2008, it was decided that the main emphasis of the Working Group would be on engaging in and advising on IRF activities associated with training modules, organization of training seminars and provision of training solutions to top decision-makers. Working Group members were requested to assist IRF to gather and share information on a number of topics including accident statistics, road accidents knowledge base, road safety guidelines and road safety management training courses.

2. ACTIVITIES

Road deaths and injuries are preventable and eliminating roads is not an option. Because roads are essential to life, the Safer Roads working group should promote the 'safer roads' concept to be integrated into infrastructure.

Furthermore, it should take into account the industry changes, equity in transport planning, working on inclusive transport planning, and taking into account the neglected and excluded spaces and groups.



Objectives may be reached through:

- Training, seminars, events
- Publications
- Knowledge dissemination
- Lobbying and advocating (such as Safety audits, Conspicuity marking etc)
- Liaising, collaborating and coordinating with other organisations

In order to reach the objectives, the activities of the Working group can include, but not be limited to:

- To be actively involved in all road safety events organised by IRF, including submissions of presentations, best practices and case studies, participation in drafting the programme of the seminars and selecting suggest speakers.
- To aid in creating a database of recommended speakers which will keep on being developed throughout the WG's mandate.
- To have input in a wide range of topics and issues with emphasis on medium to low income countries.
- To disseminate road safety information.
- To develop documents for publication.
- To collect best practice documents and case studies for inclusion in the IRF websites. (gTKP is an IRF activity but not associated with the Working Group).
- To collaborate where adequate with other organisations with similar and complimentary objectives.
- To be up-to-date with international standards, it is important that the Secretariat with another member of the WG follows actively the ISO road safety management standards.

3. WORKING METHOD

To ensure communication within the group and appropriate responsibilities are shared between the different working group members, the Safer Roads working group should include a small group composed of the IRF Secretariat, the Chair of the WG and two members of the WG who will form an "executive" who will lead the WG members in their activities. Details are being finalised.

The ToR will be reviewed at the beginning of each year and adapted to external circumstances.

- The 'Executive' group within the WG should be kept to 4 people max.
- Because WG members are spread throughout the world, group conference calls need to take place periodically. These should be every two months and set up by the Secretariat and Chair of the WG.
- Whenever possible the WG should meet twice a year. If this is not possible, there should at least be one meeting per year with intermediate conference calls every two months.
- The IRF is responsible for relationships other bodies involved in road safety such as PIARC, FIA Foundation, GRSP, the Sub Sahara Africa Public Transport Programme (SSATP), the

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World Bank, WHO collaboration group and other relevant organisations. The WG Secretariat regularly reports on these activities.

- The Secretariat with the Chair of the WG, shall put together at the beginning of each year or when applicable, a calendar of activities/events for that year and list how the WG will contribute to each.