


 Via Manzoni, 10
00185 Roma, Italia
Servizi o chiama

Lunedì - Giovedì
Dalle 9:30 alle 12:30 e dalle 15:00 alle 17:00
Venerdì Dalle 9:30 alle 12:30
Sabato CHIUSO

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WEBINAR

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WEBINAR PIARC

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Oltre 110 anni di
Esperienza

PIARC, associazione mondiale della strada, è la più antica associazione Internazionale che si occupa di ingegneria stradale, di politica stradale e di gestione delle reti stradali ed ha lo scopo di favorire il progresso in campo stradale in tutti i suoi aspetti, con l'obiettivo di promuovere lo sviluppo delle reti stradali, e di studiare i problemi della sicurezza stradale e rappresentare il punto focale di interscambio delle tecnologie stradali nel mondo. Questo obiettivo viene perseguito mediante il confronto e la diffusione dei risultati conseguiti dalle ricerche effettuate dai vari Paesi.





In mid-May PIARC (the World Road Association) and EFA held a meeting to create a specific working group that will study how to update driving training to contemporary needs.

Dr. Leonardo Annese, the leader of the group "Ethical, social and safety aspects of independent driving", accompanies us along this road.

1) Dr. Annese, if I were a photographer, I would like to take a photograph describing your association. Is it possible to do that? If you had 3 shots, what would you focus on?

L'ASSOCIATION INTERNATIONALE PERMANENTE DES CONGRES DE LA ROUTE", hence the initials AIPCR since October 2019 called PIARC to standardize the brand to a common name in all member countries of the five Continents, was created in 1909, after the first World Road Congress held in Paris in 1908, with the aim of representing the road organizations of all countries. PIARC recently took the name of World Road Association and counts among its Members, 122 National Governments, more than 2000 Members between Collectives and Individuals in 140 Countries all over the world and about 850 Experts working in 18 International Technical Committees.

PIARC is the oldest international association dealing with road engineering, road policy and road network management and aims to promote progress in the road field in all its aspects, with the aim of promoting the development of road networks, and to study road safety issues and represent the focal point for the interchange of road technologies in the world. This objective is pursued by comparing and disseminating the results of research carried out by the various countries in the various sectors concerning both roads as structural elements and traffic with aspects

of functionality and guarantee for users. The World Road Congress, which takes place every four years, aims to examine and discuss the state of road technology and all the problems related to it, in different countries around the world members of PIARC, in an extremely challenging cultural comparison, whose conclusions are collected in publications that are made available to all.

These are organs of the General Headquarters in Paris: the Council, the highest deliberative body, with about 270 members including President, Secretary General, Former Presidents and Vice-Presidents, Honorary Members, First Delegates, Representatives of the countries in proportional number to the Members of each country; the Executive Committee, a political body, with a number of members that can reach a maximum of 28 people.

The Italian National Committee represents Italy in the World Association and organizes its activities both nationally and internationally and consists of a First Delegate - in fact the official representative of the Italian Government, a President, a Secretary General, the Italian National Committee CNI with members elected and appointed by the Ministry of Infrastructure and Transport.

2) You are the Leader of the group "Ethical, social and safety aspects of autonomous driving". Can you give us a snapshot of the working group?

Since its establishment in 1909, PIARC has had a technical-engineering characterization of the road world. Only more recently, PIARC has become more involved in the transport of people and goods, traffic modes, road safety systems and policies, and lastly intelligent traffic systems and automations both automatic (ADAS) and autonomous and their impact on the world of transport and infrastructure.

Transport automation has become a particular component of the road world with investment and funding from governments and industry.

PIARC has therefore set up technical structures both at international and Italian level with the aim of collecting the best practices of all member countries.

For the first time in the history of PIARC, the Group is looking at the human component and the perception and acceptance of the autonomous vehicle, the different categories of users involved, from the elderly, disabled and vulnerable users, going beyond the technological and purely transport component.

The human being, despite not being an autonomous transport actor, is put at the centre of attention

3) What gives rise to curiosity about the world of driving schools?

The knowledge of the various partial automation systems for driver assistance already present on the latest generation of vehicles, the so-called ADAS, and soon to be compulsory, have made it appropriate to consider them as an integral part of the training and preparation of the next drivers, whether they are new drivers or, above all, those who find themselves having to renew their driving licence probably at an advanced age in which familiarity with the newest technologies and access to them require a path of digitization and approach that is more familiar to the younger generations.

The work that the associative world of driving schools is carrying out both at national and European level could certainly benefit from PIARC's experience, also internationally, on the preparation of training modules to be implemented in the programmes provided for by the regulations. A synergistic operation where the knowledge and experience of UNASCA and, at European level, EFA operators together with PIARC's international network and the possibility of being able to access world best practices would give greater authority to a proactive approach not only at national legislative level but also at European level with the involvement of the Commission and the Union's decision-making bodies.

4) A final act. Zygmunt Bauman called "modernity" the conviction that change is the only permanent thing, while uncertainty is the only certainty we have. In doing so he gave us the concept of "liquid society". In this regard, how do you see the evolution of the automotive industry in the coming decades?

The automotive world will never be the same again. The key principles that have guided the approach to the world of road transport for both private and public use, for goods or people, will have to look at an environment that is both infrastructural and transport-related, completely different in all its components.

Learning sites such as driving schools will necessarily have to adapt to the new approach and technologies with training and preparation for a world and a context where all actors are completely different.

To search for a new role both for trainers and for the candidates' predisposition to a world that can no longer be that of mechanics alone or of traffic rules.

To change and evolve in order not to be cut off from this new world also at the level of commercial proposal.

Easy? Maybe not, but necessary. With PIARC it will be easier by joining forces and experiences.

The new website www.piarc-italia.it