



ROAD SAFETY WORKSHOP

18-19 April 2016 • Bangkok, Thailand

Семинар по безопасности дорожного движения

18-19 апреля 2016 г. • Бангкок, Таиланд

Progress on the CAREC Road Safety Strategy

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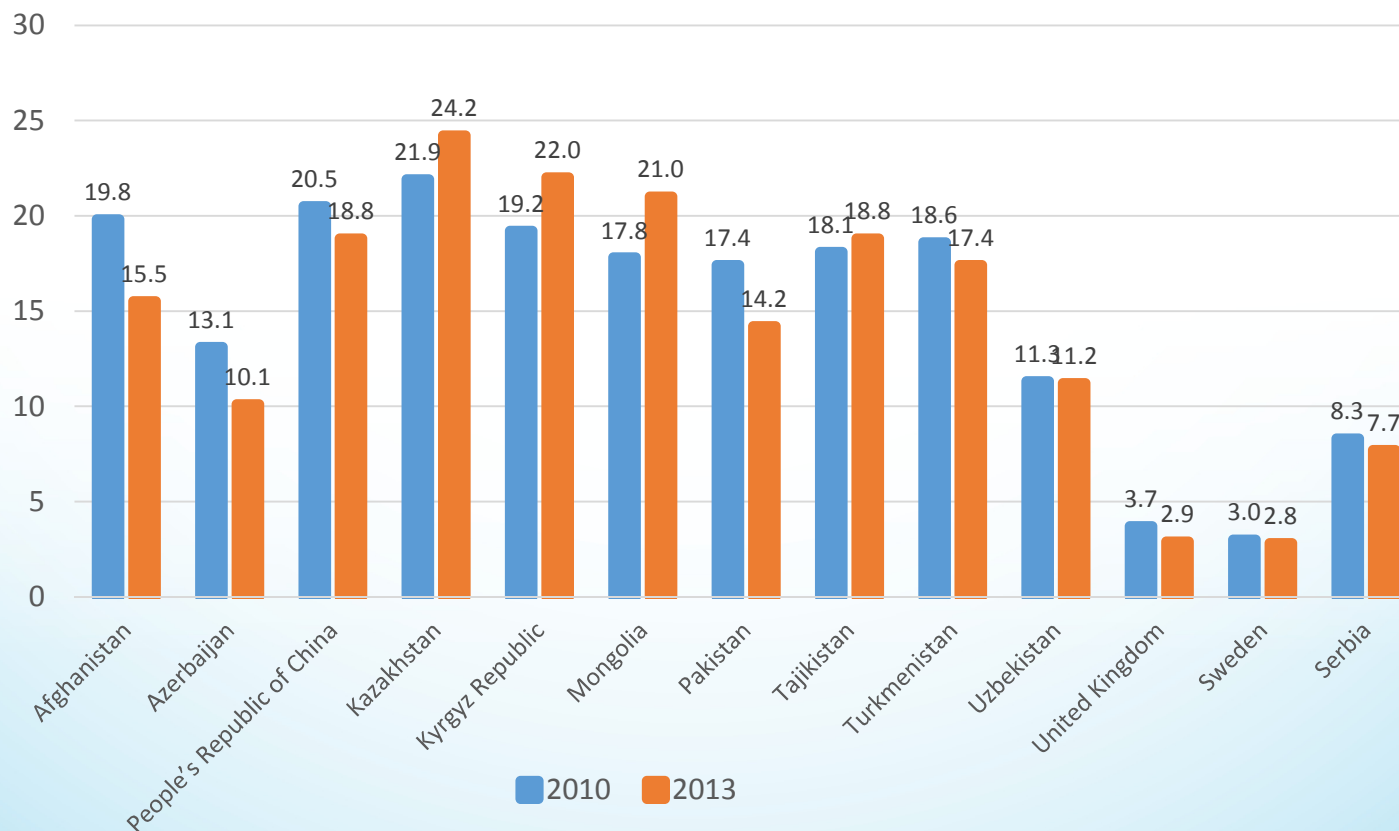
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Estimated road traffic death rate per 100,000 population in CAREC countries, United Kingdom, Sweden and Serbia 2010 and 2013 (WHO)



Source: Global Status Report on Road Safety 2013 and 2015, Geneva, World Health Organisation



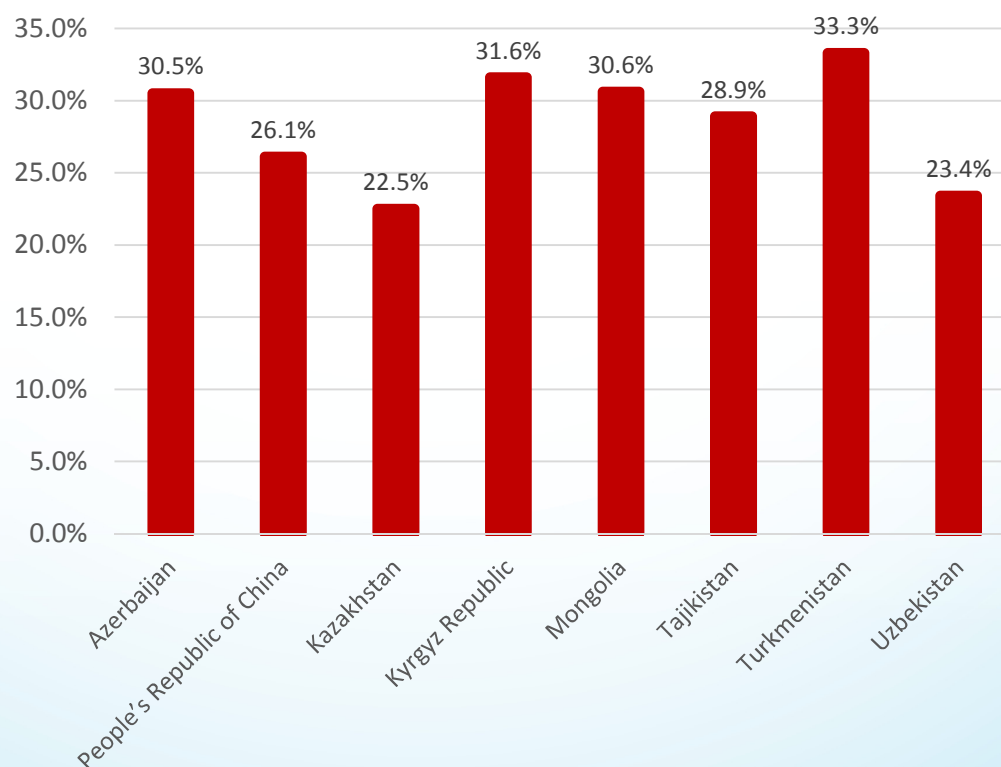
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Percentage of road traffic deaths that are pedestrians in CAREC countries* 2013 (WHO)



* Note that data was not available for Afghanistan or Pakistan

Source: *Global Status Report on Road Safety 2015*, Geneva, World Health Organization, 2015



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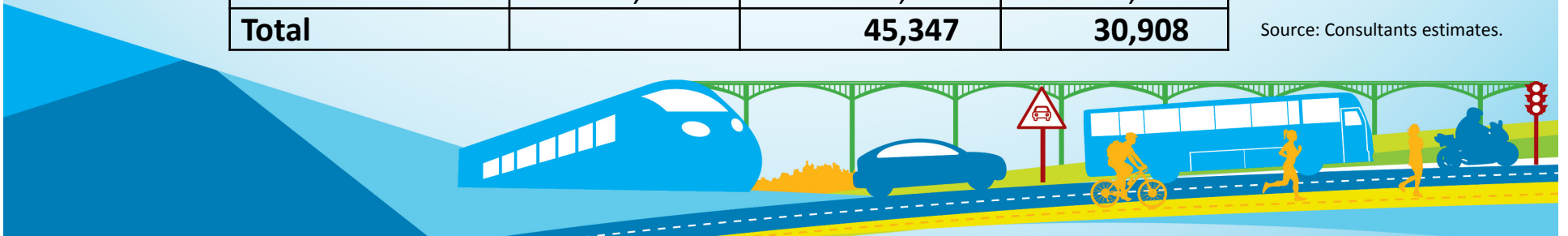
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Cost of Road Crashes in the CAREC Region

Country	GNI per Capita (2014)	Crash Fatalities (No. per year)	Crash Costs (\$ million)
Afghanistan	670	4,734	761
Azerbaijan	7,590	1,214	2,261
China PR	7,380	3,025	5,358
Kazakhstan	11,670	3,233	9,055
Kyrgyz Republic	1,250	1,022	307
Mongolia	4,280	641	658
Pakistan	1,410	25,781	8,724
Tajikistan	1,080	1,543	400
Turkmenistan	8,020	914	1,759
Uzbekistan	2,090	3,240	1,625
Total		45,347	30,908

Source: Consultants estimates.



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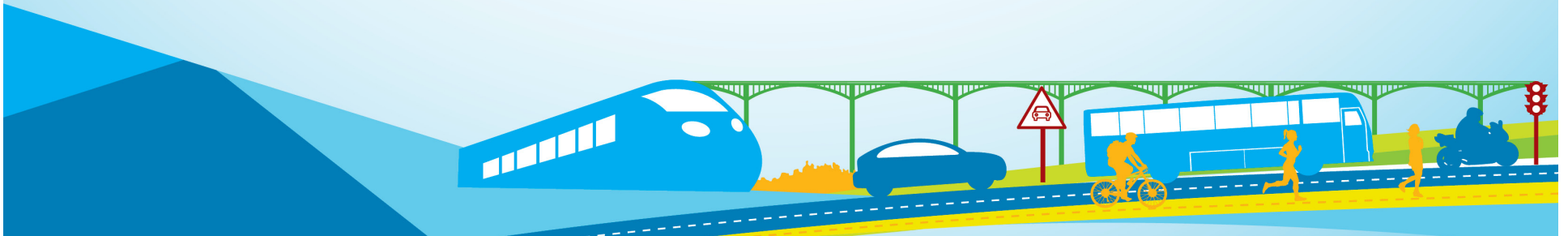
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Common causes of road crashes on CAREC corridors – road infrastructure and conditions

- Extreme weather conditions in some parts of the region
- Topography of many parts of the region – mountainous, steppes



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Common causes of road crashes on CAREC corridors – road infrastructure and conditions

- Poor road surface quality
- Deficient road signs and markings are deficient
- Limited or no lighting outside urban areas



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Common causes of road crashes on CAREC corridors – road infrastructure and conditions

- Poor traffic control and safety at roadworks - road workers and road users can be at risk



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Common causes of road crashes on CAREC corridors – road infrastructure and conditions

- Overloading of heavy vehicles - destroys road pavement infrastructure and increases crash risks.





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Common causes of road crashes on CAREC corridors – road infrastructure and conditions

- Vehicle safety –
inadequate standards,
poor maintenance,
inspection systems
inadequate, allowing
both left and right hand
drive vehicles



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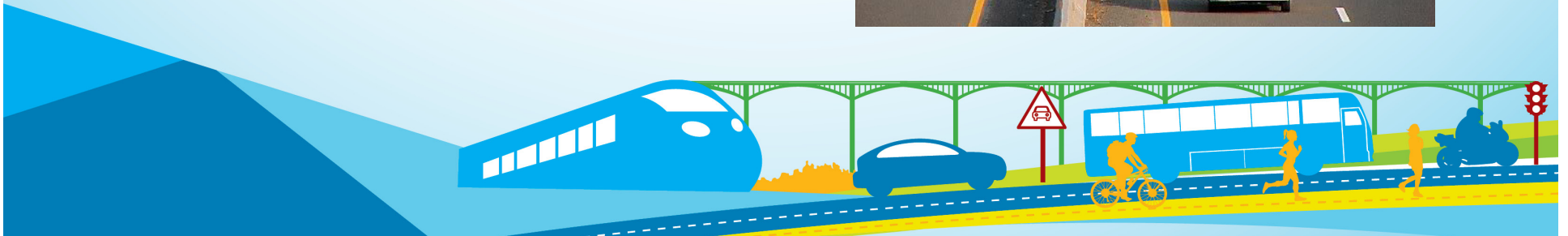
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Common causes of road crashes on CAREC corridors – driver behaviour

- Speeding vehicles
- Overtaking errors
- Driver fatigue with the long distances travelled – in some cases there are no limits on driving hours for commercial drivers and no rest areas



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Common causes of road crashes on CAREC corridors – driver behaviour

- Driving while affected by alcohol or drugs
- Poor driver knowledge of the road rules and crash risks





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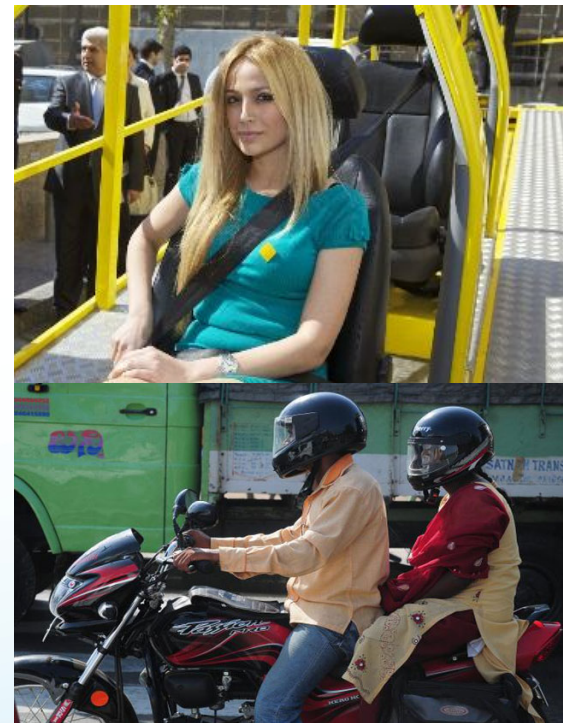
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Common causes of road death and injury on CAREC corridors – driver behaviour

- Low rates of seatbelt wearing, especially in the rear seat
- Low rates of helmet wearing for motorcycle drivers and passengers





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Common causes of road death and injury on CAREC corridors – limited medical response

- Limited or delayed emergency rescue and medical response





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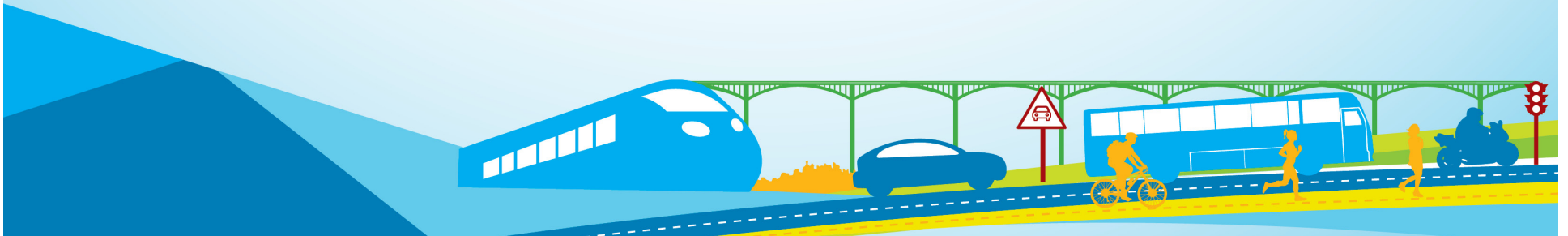
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Background to the Road Safety Strategy

- United Nations Decade of Action for Road Safety 2011-2020
- Sustainable Development Goals (SDGs) to improve road safety
- Global Plan for the Decade of Action for Road Safety 2011-2020 provides a framework for national and regional strategies:
 - “safe system” approach to road safety
 - five pillars for organizing activities





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CAREC Ministerial Commitment to Road Safety

- 14th Ministerial Conference in Ulaanbaatar, Mongolia, in September 2015 endorsed a joint commitment to road safety:
 - Collective action to improve road safety – cooperation and consistency in approach across CAREC
 - Adopting international good practice in road safety (“safe systems” approach) and building on existing efforts
 - Region-wide approaches supported by joint capacity building and knowledge sharing activities
 - CAREC partnership and multilateral development partners is an effective platform from which to improve road safety



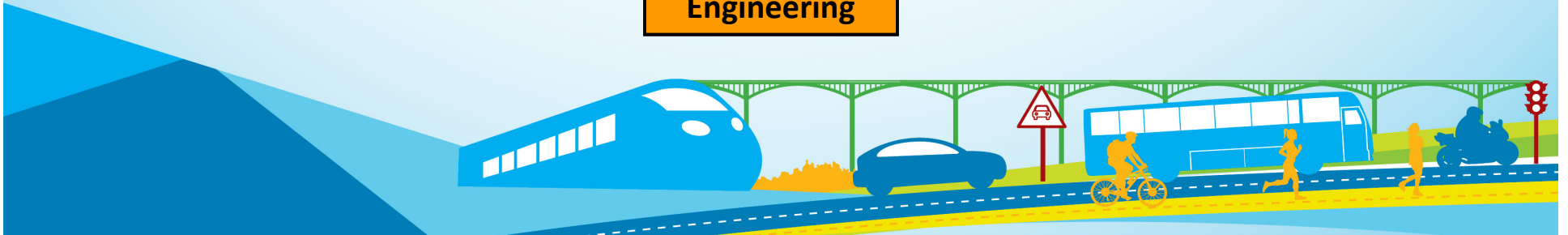
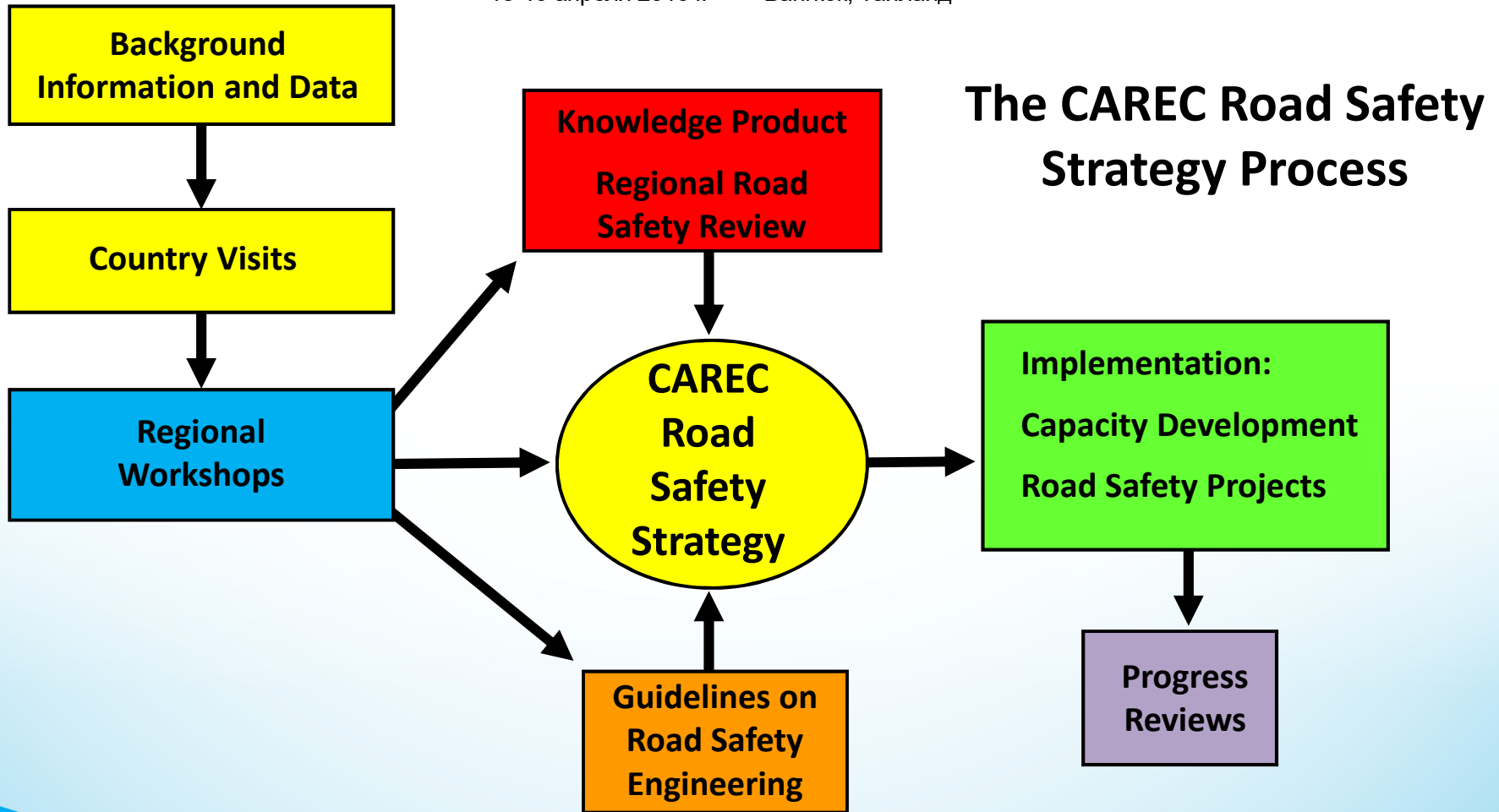


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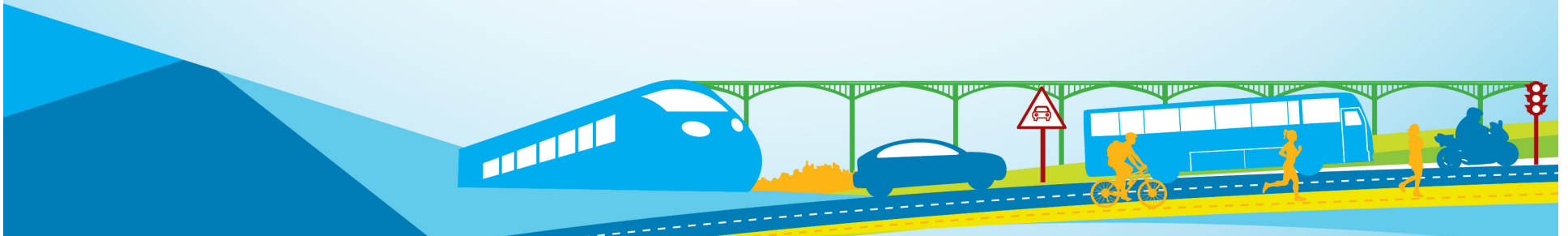
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CAREC Road Safety Workshop Outputs

- Country level SWOT analysis of the regional road safety situation
- Agreed vision statement for strategy:
Make CAREC international road corridors safe, efficient and attractive for all road users
- A framework for the CAREC Road Safety Strategy based on input from the workshop
- Discussion on next steps





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Framework for the CAREC Road Safety Strategy

PILLAR 1: ROAD SAFETY MANAGEMENT

1.1 Effectiveness of management and coordination

1.2 Access to good road crash data

1.3 Funding for road safety

1.4 National road safety action plans

1.5 Insurance





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Framework for the CAREC Road Safety Strategy

PILLAR 2: SAFER ROADS

- 2.1 Improving road engineering design standards
- 2.2 Road planning, design and maintenance meeting the safety needs of all road users
- 2.3 Eliminating hazardous road locations
- 2.4 Consistency in the provision of safe roads
- 2.5 Enhancing safety at road work sites





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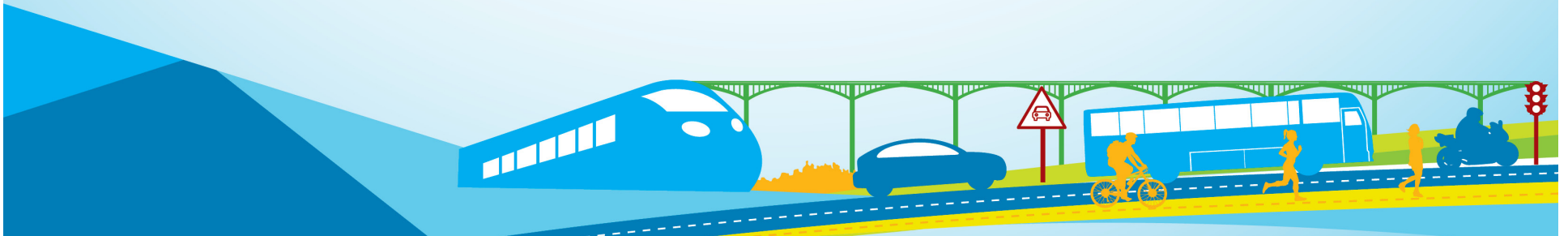
Framework for the CAREC Road Safety Strategy

PILLAR 3: SAFER VEHICLES

3.1 Heavy vehicle overloading

3.2 Vehicle inspection and maintenance

3.3 Slow moving vehicles





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Framework for the CAREC Road Safety Strategy

PILLAR 4: SAFER ROAD USERS

4.1 Legislation

4.2 Increasing awareness of risks

4.3 Enforcement

4.4 Driver licensing and training

4.5 Vulnerable road users

4.6 Commercial fleet safety





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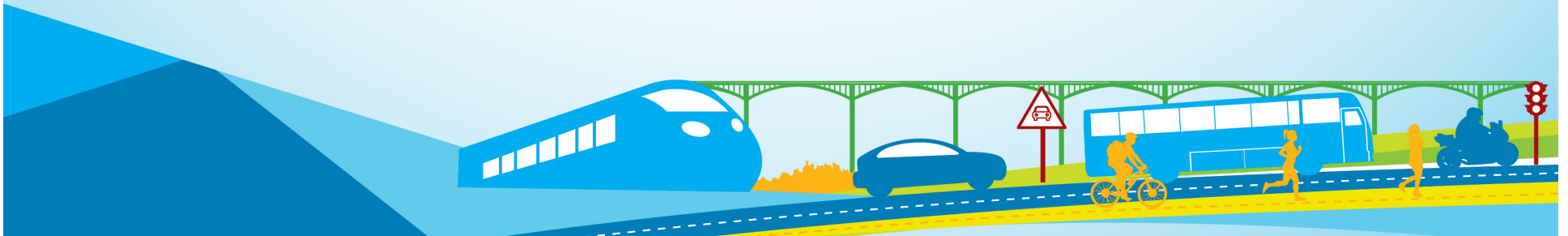
PILLAR 5: POST CRASH CARE

5.1 First responder services

5.2 Health and emergency care services

5.3 First aid

5.4 Communication





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Next steps for guidance by the TSCC

- Confirmation of **vision** and **scope**
- Steps for preparing the strategy and action plan
 - Drafting by the Secretariat by 12 May, review by 7 June
 - Second draft by 7 July, for review by countries ahead of the SOM (Islamabad 20-21 July)
 - Second workshop to detail action plan, implementation arrangements, targets
 - Subject to progress, strategy (and action plan) to be tabled for endorsement by the 15th CAREC MC (Islamabad, October)
- Monitoring and evaluation to be done by TSCC as part of the annual Transport Sector Progress Report
- Creation of a Committee/Working Group (tbc) on road safety

