



**17th Transport Sector Coordinating
Committee (TSCC) Meeting**

18–20 April 2018 | Istanbul, Turkey

**17-е заседание Координационного
комитета по транспортному сектору (ККТС)**

18–20 апреля 2018 года | Стамбул, Турция

Road Safety: Implementing the CAREC Road Safety Strategy

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What are CAREC highway agencies and engineers doing to make roads safer for all?

The CAREC Road Safety Strategy

Agreed by CAREC 2016
Sets goals for 2030
Focussed on 5 pillars of
UN Decade of Action
for Road Safety



Pillar Two – Safer Roads

1. Enhanced road standards
2. Road safety audits in all road projects



1. Enhanced road standards

- ✓ A willingness to embrace new (different) safety ideas and approaches
- ✓ A mechanism to review, maintain, update and implement



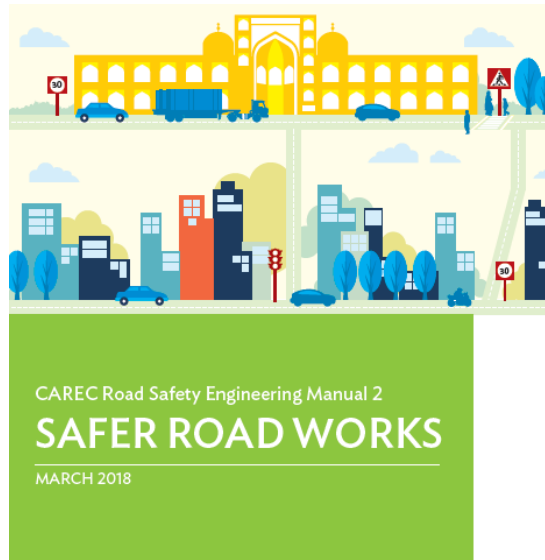




2. Road safety audit in all road projects

- ✓ Requires road safety engineers
Do you have enough? Any?
How will you get them?





Three new CAREC manuals on Road Safety Engineering
– English and (soon) Russian

How will you put these to use?

Progress to date

4 regional road safety engineering workshops

2 day RSE workshop this week

Series of RSE workshops in Tajikistan 2017

EBRD RSA training at Tajikistan Technical University

Seat belt wearing campaign EBRD and YGT

TA in Kyrgyzstan, Uzbekistan, Georgia,



Road safety audits are becoming more common (ADB, EBRD, EIB, WB projects)

Need specialist auditors

Needs a receptive Client who is open to recommendations

Designers/Clients should not be “personally offended”
when safety concerns found

Some audits are not yet having the positive impact we
expect or want



Selection Criteria:

- Evidence-based: sections with high incidence of injuries and fatalities;
- Regional balance: sections ideally spread across 2-3 regions;
- Costs: up to \$10 million (tentatively 1 ICB and up to 3 NCB packages);
- Implementation period: up to 18 months;
- Safeguards: minimum land acquisition and environmental impacts.

A \$10 million blackspot program for Tajikistan

So what can your country do to meet the expectations of the CAREC Road Safety Strategy Pillar Two?

Develop your road safety action plan

Demonstration projects

Training, mentoring – set up RSE Units



A Road Safety Action Plan for your highway agency

Based on Pillar 2 – Safer Roads

Simple, direct, achievable 3-5 year targets

More trained road safety engineers

Upgraded national standards – such as safer bridges,
clearer speed restrictions, safer light columns



Demonstration projects (showing the benefits of low cost treatments)

- Thermoplastic line markings
- Tactile edge lines – both sides; wider paved shoulders
- Raised reflective pavement markers for lane markings
- Consistent U-turns (markings, signs)
- Consistent pedestrian crossing points
- Improved curve delineation
- Consistent guide posts (with reflectors)











Technical training for engineers, academics and Traffic Police

- Road safety audit
- Blackspot investigations
- Roadside hazard management
- Safer road works
- Pedestrian programs



Safer roadsides



Safer road works



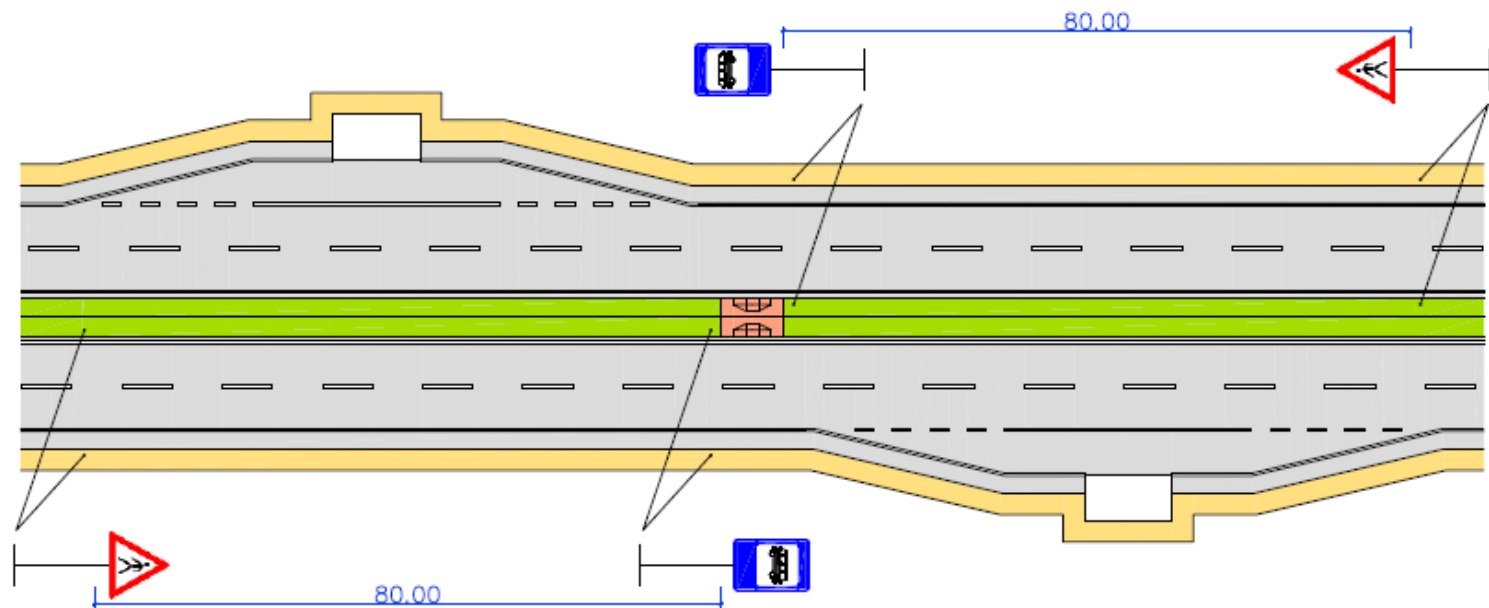


More is needed to assist pedestrians – urban and rural



Pedestrian refuges





Development Banks are
here to support your
Road Safety initiatives.



Engineers can save
lives – on CAREC
roads (and globally)



ADB will embrace national road safety initiatives that are:

Evidence based – directly relevant to reliable crash data

In line with proven internationally accepted good practice

Some safeguards – minimum land acquisition and environmental impacts