



Commitment to Improving Road Safety in CAREC: Ten Actions to Make CAREC Corridors Safer

Xiaohong Yang

**Director, Transport and Communications Division
Central and West Asia Department
Asian Development Bank**

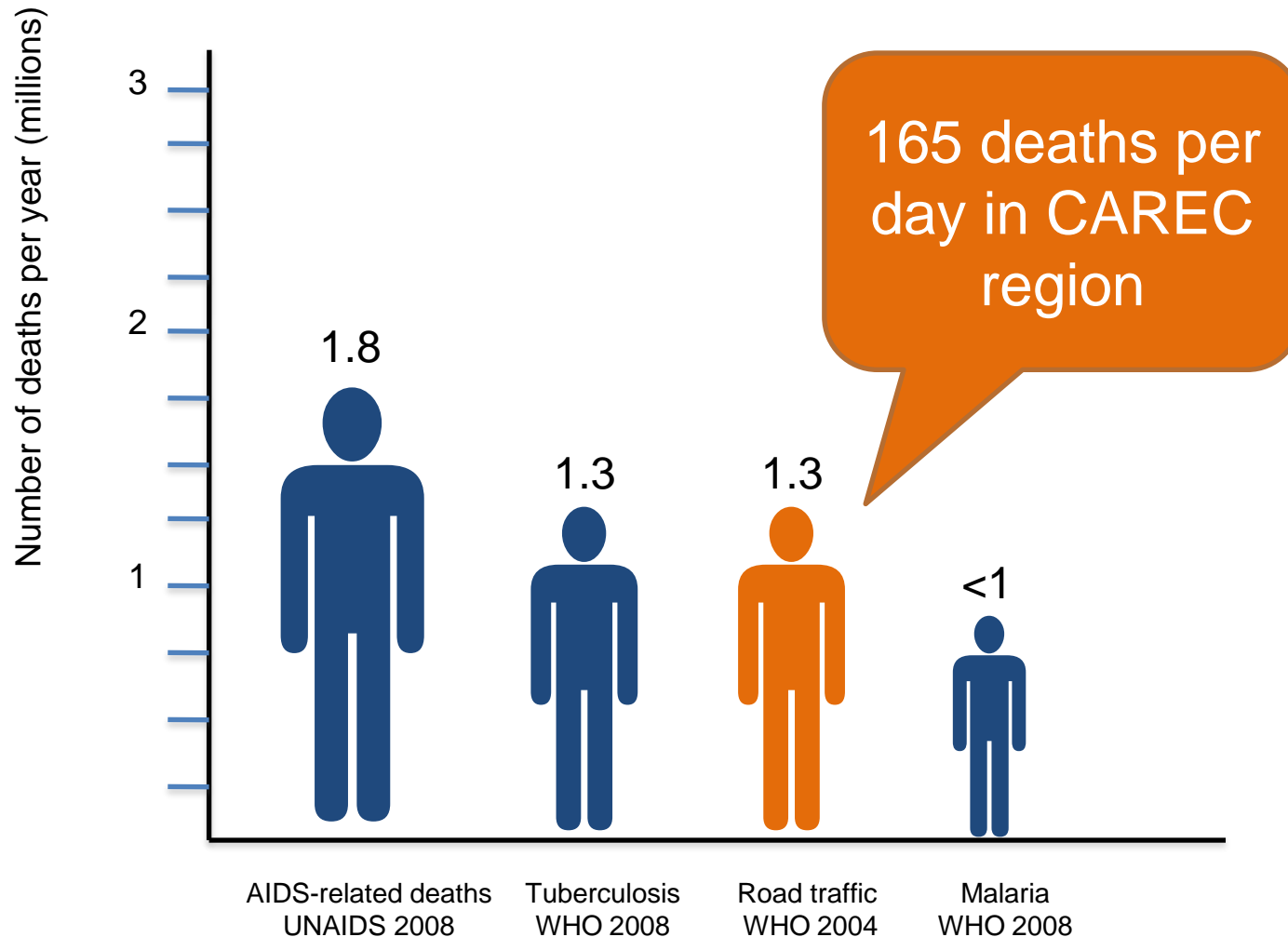
**CAREC Senior Officials' Meeting
17 June 2015**



Contents

- **Background**
- CAREC – A platform for regional action on road safety
- Proposed commitment to improving road safety

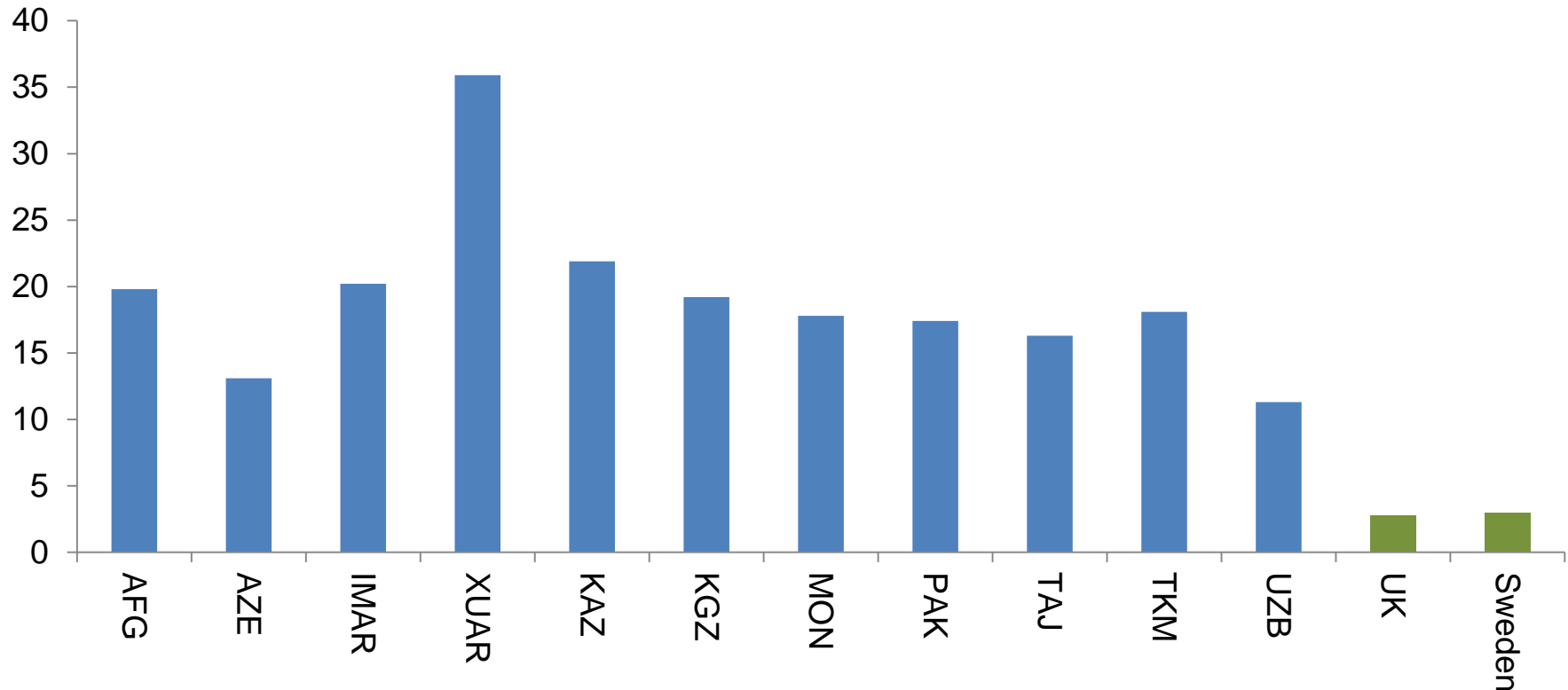
Road safety: A global emergency



Source: www.decadeofaction.org

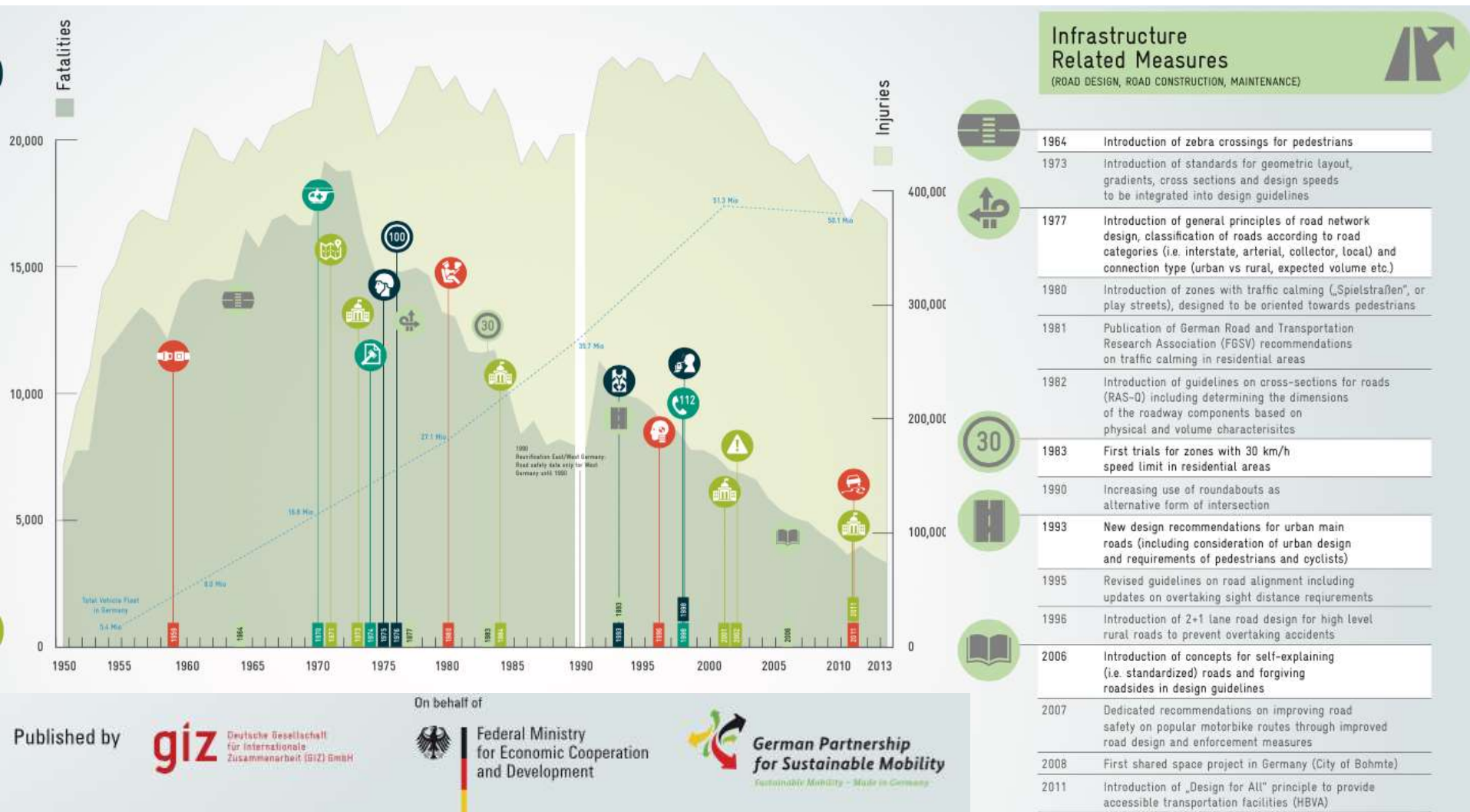
Huge opportunity for CAREC countries to improve

Fatalities per 100,000 population



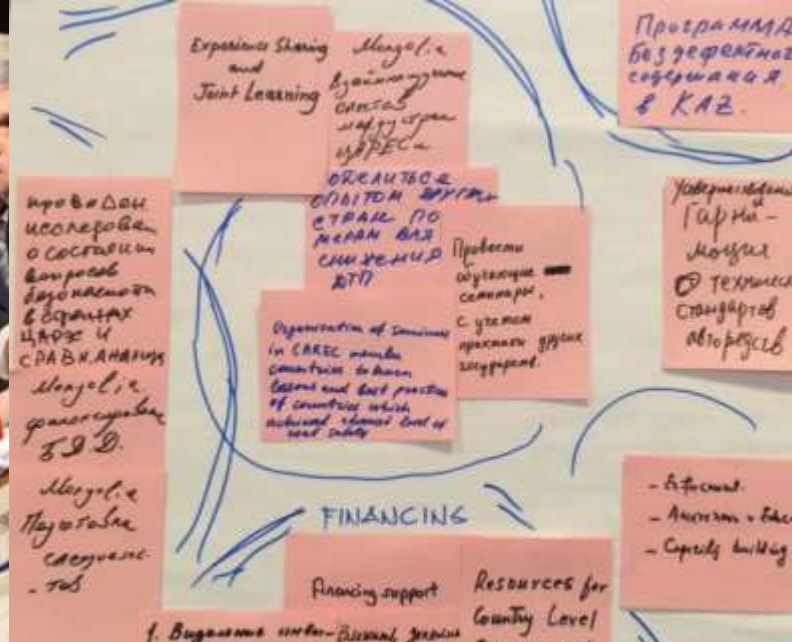
Source: WHO, Latest data is for 2010 except for TKM (2008)

It can be done! : Example of Germany



Contents

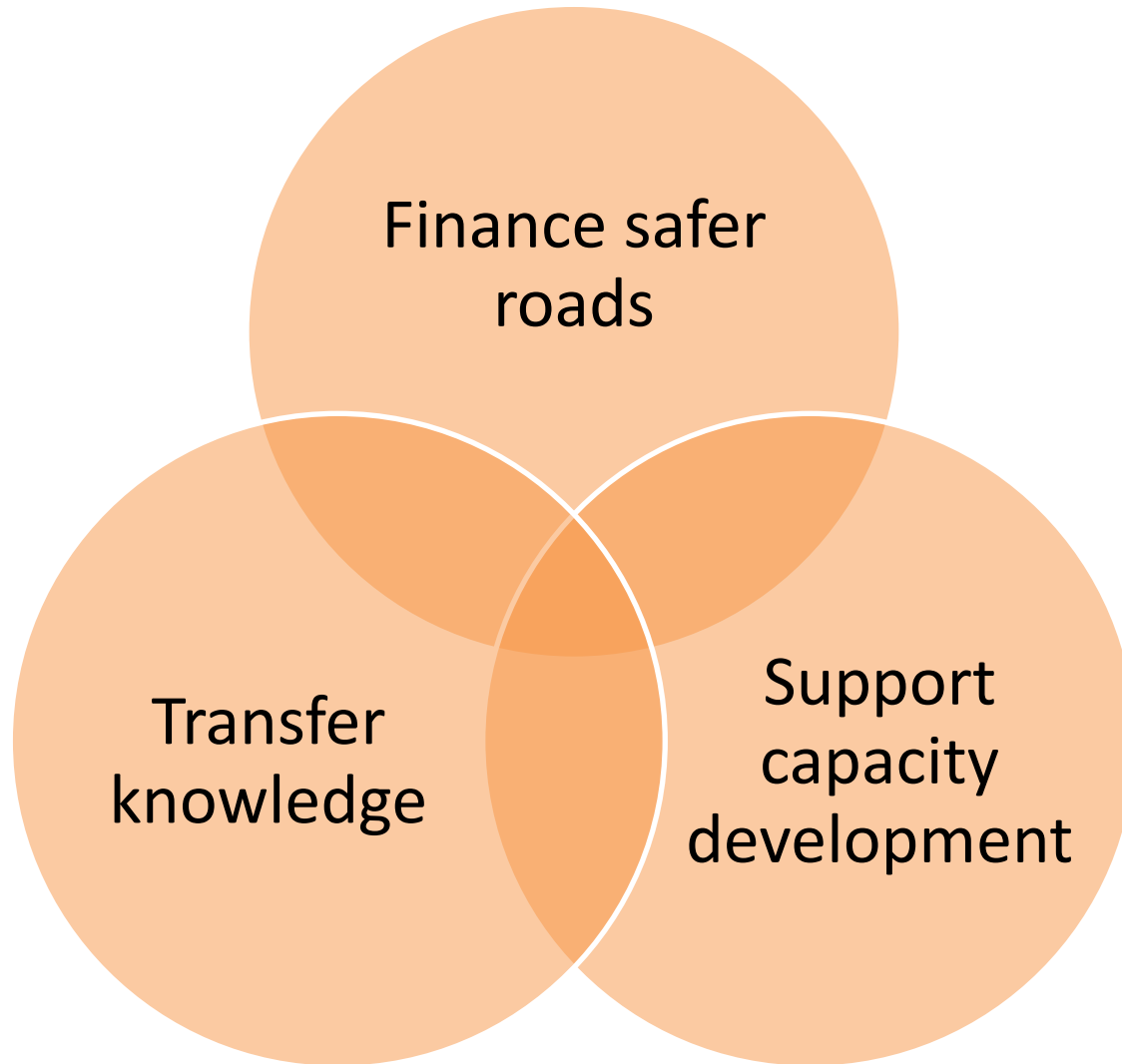
- Background
- **CAREC – A platform for regional action on road safety**
- Proposed commitment to improving road safety



Regional needs re-confirmed at TSCC



Opportunities for action under the CAREC program



Planned way forward

For SOM
endorsement

Commitment at MC (Sep 2015)

Capacity
development
(Now-2016)

Road safety
strategy
(By Sep 2016)

Incorporate RS
in CAREC
projects
(Now-)

Safer CAREC corridors

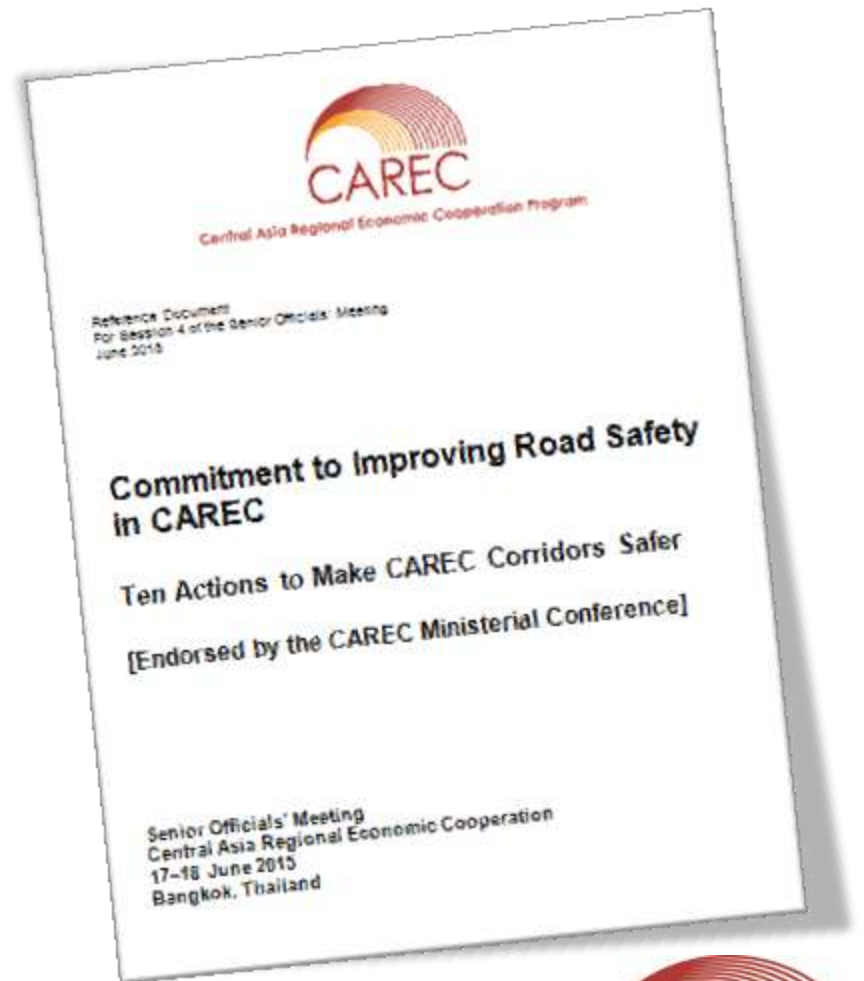
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- Background
- CAREC – A platform for regional action on road safety
- **Proposed commitment to road safety**

Proposed Commitment at MC

Why?

To ensure **high level political commitment** for the CAREC Road Safety Strategy to be delivered in 2016



2015: Mid year of the UN Decade of Action

Opportunity for CAREC countries to showcase action



Moscow (2009)



Brazilia (2015)

How?

5 pillars of
safe systems
approach



10
concrete
actions



Safer CAREC
Corridors

Safer CAREC corridors

1. Data collection

2. Research

3. Capacity Development

4. Road standards

5. Vehicle safety

6. Enforcement

7. Awareness/Education

8. Post-crash response

9. Partnerships

10. Regionally shared approach

**Road safety
management**

**Safer
roads and
mobility**

**Safer
vehicles**

**Safer road
users**

**Post –crash
response**

i. Data Collection

Improve:

- ✓ Quality
- ✓ Comparability

At the national and regional levels

Good
Data



Informed
Policies

Example: Part of a road crash reporting form from the UK, allowing systematic collection of data ▼

ACCIDENT STATISTICS
TOTAL / SERIOUS / SLIGHT

1.3 ACCIDENT REFERENCE

1.9 TIME DAY* Su M T W Th F S 1.7 DATE 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

1st Road Class & No. at junction with / or 2nd Road Name

Outside House No. or Name or Market Post No. at junction with / or metres N S E W * of

2nd Road Class & No. at junction with / or 2nd Road Name

Town

County or Borough

Parish No. or Name

1.11 Grid Reference

REPORTING Name OFFICER

1.2 Force

Tel Number

1.3 Number of vehicles

1.4 Number of casualties

1.14 ROAD TYPE

1.25 Speed Limit (Permanent)

1.26 JUNCTION DETAIL

1.21a PEDESTRIAN CROSSING - HUMAN CONTRIB.

1.21b PEDESTRIAN CROSSING - PHYSICAL FACILITIES

1.21 LIGHT CONDITIONS

1.24 SPECIAL CONDITIONS AT SITE

ii. Research

- **Better understand** unique causes & circumstances of crashes
- **Develop** most effective solutions and targeted interventions



Copyright: M.Huzaifah

◀ **Determining the causes of crashes**

iii. Capacity Development

Undertake JOINT capacity development, e.g. on:

- Road safety policy
- Engineering
- Enforcement
- Education
- Emergency response
- Data and evaluation

Example: ASEAN joint training ▼



iv. Road Standards

Ensure future roads in CAREC corridors –
designed with highest road safety standards



v. Vehicle Safety

Improve vehicle safety through:

- ✓ Research
- ✓ Adaptation of technology
- ✓ Inspections
- ✓ Vehicle insurance



GLOBAL NCAP
www.globalncap.org



NCAP

???

vi. Enforcement

Promote
enforcement of traffic
rules and regulations



Source: Kazakhstan 2050

vii. Awareness and Education

Raise awareness through:

- ✓ Targeted safety advocacy
- ✓ Focus on vulnerable users

Examples of campaigns targeting children and young drivers



viii. Post-Collision Care

Improve chances of survival after crash

◀ **Example: Hydraulic cutters similar to those being considered under an ADB project**



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Copyright: FIA Foundation

ix. Partnerships

Key Factors in tackling road safety (WHO, 2004):

- ✓ Institutional capacity across interlinking sectors
- ✓ Backed by strong political will, and
- ✓ Adequate and sustainable resources



GLOBAL
ROAD SAFETY
PARTNERSHIP



Asia Pacific Road Safety 2015

28 – 30 April 2015 | ADB Headquarters, Manila, Philippines



Global Alliance of
NGOs for Road Safety



x. Regionally Shared Approach

Examples from regional initiatives in other parts of the world:

✓ OISEVI (Latin America)

- Coordinate road safety strategies at regional level
- Data collection and sharing

✓ ASEAN Road Safety

- regional action plan
- stimulate road safety across ASEAN
- Support and facilitation of national action plans



Proposed Steps

14th TSCC Meeting

- Initial draft presented
- Agreement in principle on intent and draft text

May 2015 Countries further reviewed the draft and sent comments

- Revised draft developed

SOM

- For your further review and guidance

Ministerial Conference

- Final deliberation by ministers
- Launch

Thank You!

<http://www.careprogram.org>

