



Summary of Proceedings Road Safety Workshop

18–19 April 2016, Bangkok, Thailand

Background

1. The 14th CAREC Ministerial Conference endorsed a joint commitment to road safety in Ulaanbaatar, Mongolia on 25 September 2015. This involved a commitment to reduce road crash deaths and injury by adopting international good practice in road safety practices and building on existing efforts for safer road infrastructure, safer vehicles and safer road users. CAREC countries decided to develop a regional road safety strategy and agreed on plans to advance strategy development in 2016.

Confirmation of objectives

2. This first workshop importantly sought CAREC country delegate views and inputs to guide and direct strategy development. The objective of this first workshop was to define a road safety strategy framework upon which to develop an action plan for discussion at the second workshop intended to be held in August 2016.

Confirmation of the challenge, strengths and weaknesses

3. CAREC member delegates updated the workshop on the status of road safety in their countries and advised on apparent trends. An emphasis on established data collection practices and procedures acknowledged the primary importance of data accuracy in defining the scale of the road safety challenge.

4. The workshop was presented with a review of the magnitude of road safety issues on CAREC corridors. The review was informed by the initial findings of the regional technical assistance program (RETA 8804), *Enhancing Road Safety for CAREC Member Countries to support delivery of the road safety commitments outlined in TTFS 2020*. The review identified common challenges observed on the CAREC corridor network including issues concerning road safety coordination and cooperation at the country level, the need for greater focus on safer road engineering practices in the management and operation of CAREC corridors, the need to strengthen policies and programs designed to increase the safety of vehicles using the road networks, the need to support safer road users through awareness activities, strengthened enforcement activities, improved legislation, more effective driver licensing and training programs and a greater focus on commercial fleet safety on users of CAREC corridors. The need to strengthen post crash care facilities and services on many CAREC corridors was also apparent.

5. Country delegates considered, documented and discussed the strengths and weaknesses of their own existing regulations and processes by which they manage the common challenges. This enabled a discussion focus on areas considered suitable for regional collaboration and cooperation.

Developing the vision

6. Delegates considered a range of sample vision statements upon which to develop the draft road safety strategy framework. The discussion led to delegate agreement on the statement: “Make CAREC international road corridors safe, efficient and attractive for all road users”.

Developing the strategy

7. Two technical working groups considered each pillar of the road safety strategy. The delegates expressed broad agreement on the intent and text in the draft road safety strategy framework included in Appendix 1. The technical working groups reported to each other on requested changes to the draft road safety strategy framework. Considered and detailed discussion led to agreement on changes to the text to more clearly define the strategy priorities. Representatives agreed that all five road safety pillars were important and should be included in the strategy, but that (i) sequencing of actions and (ii) consideration on whether actions are appropriate to be undertaken through the CAREC program, need to be kept in mind as the strategy is being developed.

Next steps

8. The CAREC Secretariat proposed, and the delegates agreed to, the following timeline for the development of a draft CAREC road safety strategy. The CAREC Secretariat will present a draft strategy to member countries on 12 May 2016. Member countries will provide comment and feedback on revisions required to the strategy by 7 June 2016. The CAREC Secretariat will share the second draft of the strategy, incorporating all CAREC member country comments and feedback, by 7 July 2016.

9. The delegates agreed on the benefit of holding a second workshop to detail the strategy, action plan and implementation arrangements. The timing of the second workshop, the exact format of submission of the documents to the SOM and subsequently to the MC shall be tabled for the decision of the 15th TSCC.

Appendix 1: DRAFT FRAMEWORK FOR THE CAREC ROAD SAFETY STRATEGY

This framework for the Central Asia Regional Economic Cooperation (CAREC) Road Safety Strategy identifies the focus areas, issues and strategies to be included in the strategy. These are based on a review of the road safety situation in the region and feedback from member countries at the CAREC Road Safety Workshop held in Bangkok, Thailand, on 18-19 April 2016. The framework has been based around the five pillars from the Global Plan for the United Nations Decade of Action for Road Safety 2011-2020. Many of the existing national road safety strategies in CAREC countries are based around these five pillars.

PILLAR 1: ROAD SAFETY MANAGEMENT

Focus	Issues	Strategies
1.1 Effectiveness of management and coordination	<i>Within the CAREC region the effectiveness of management and coordination of road safety is an issue in many countries. Road safety must not be the responsibility of just one agency, it requires a multi-sectoral and multi-stakeholder approach. This is best achieved by building effective partnerships for coordinated and integrated action by different agencies and organisations.</i>	1.1 Improve management and coordination of road safety and security across CAREC countries.
1.2 Access to good road crash data	<i>Effective road safety plans and programs need to be identified and guided by good quality information and data. All countries have developed road crash data information systems, but in many cases the data are incomplete or inadequate to be able to provide a clear baseline and detailed understanding of the causes of crashes. This is essential for informed policy decisions to be taken.</i>	1.2 (i) Improve the effectiveness and accuracy of the systems for the collection and analysis of crash data across CAREC countries.
	<i>Road crash data is not accessible by all national agencies responsible for road safety. This access to the data is important for identification of programs that cater to the different agency priorities and needs.</i>	1.2 (ii) Ensure regulations in each CAREC country allow authorised agencies responsible for road safety to have access to crash data.
1.3 Funding for road safety	<i>Funding for road safety activities is both limited and insufficient across CAREC countries. Safety is always indicated as a priority issue, but in practice the safety aspects of road programs are often omitted when designs are being made or when budget submissions are being compiled.</i>	1.3 Provide mechanisms for allocating sufficient resources to improve road safety on CAREC corridors.
1.4 National road safety action plans	<i>A review of road safety across the CAREC region has identified that not all countries have an effective national road safety action plan. The absence of such plans inhibits the ability to achieve better road safety across the regional road network. It is important for all countries to adopt national road safety action plans.</i>	1.4 Support the development and implementation of national road safety action plans in all CAREC countries.
1.5 Insurance	<i>The system of insurance schemes across CAREC countries varies considerably from those countries where insurance is compulsory to others where it is yet to be regulated. Insurance systems are</i>	3.3 Improve regulations for insurance requirements across CAREC countries so that quality health care is available to all crash

	<i>considered important in that they can provide assistance to cover the social impacts of crashes by ensuring that resources are available to cover the medical care and perhaps life care costs of crash victims.</i>	victims.
--	---	----------

PILLAR 2: SAFER ROADS

Focus	Issues	Strategies
<p>2.1 Improving road engineering design standards</p>	<p><i>A common observation across the CAREC region is that national road design standards are often out-of-date in terms of road safety engineering principles and they do not follow international good practice. There is an urgent requirement to review design standards to ensure that they meet safety practices commonly used in other regions.</i></p>	<p>2.1 Improve the existing road engineering design standards to bring them up to date with international safety practices.</p>
<p>2.2 Road planning, design and maintenance meeting the safety needs of all road users</p>	<p><i>Current road planning, design, construction, improvement and maintenance tends to focus only on issues to do with motorised traffic, such as vehicles carrying passenger and goods. There are also vulnerable road users (pedestrians, bicyclists, motorcyclists), agricultural machines and farmers moving livestock using the CAREC corridors. The safety needs of all these road users should be recognized and incorporated into road planning, design, construction, improvement and maintenance projects and works.</i></p>	<p>2.2 Ensure the safety needs for all road users are included in road planning, design, construction, improvement, management and maintenance of CAREC corridors.</p>
<p>2.3 Eliminating hazardous road locations</p>	<p><i>There are many hazardous road locations on existing CAREC highways which warrant urgent remedial action. While many countries address hazardous locations on a regular basis, the resources allocated for such action remain well below the needs. There is an urgent requirement to implement widespread programs to both identify and eliminate hazardous locations in the six CAREC corridors traversing the region.</i></p>	<p>2.3 Eliminate hazardous road locations (“blackspots”) on existing CAREC corridors.</p>
<p>2.4 Consistency in the provision of safe roads</p>	<p><i>There is inconsistency in the provision of road safety on CAREC corridors. While roads have generally been designed to a common set of design standards, there is significant inconsistency across each of the CAREC corridors. Many of the inconsistencies are attributable to limited resources available to implement full improvement options. There is a requirement to undertake an extensive inspection of the road network to identify a program of works to reduce safety inconsistencies in the network.</i></p>	<p>2.4 Improve consistency in the provision of safe roads across CAREC corridors.</p>
<p>2.5 Enhancing safety at road work sites</p>	<p><i>A common observation on CAREC corridors is the number of crashes occurring at road works sites. This is often due to poor management and operation of road works sites. There are good practices based on international experience to reduce crash risks and these need to be adopted for works on CAREC highways.</i></p>	<p>2.5 Improve safety at road work sites along CAREC corridors to provide protection for road workers and road users.</p>

PILLAR 3: SAFER VEHICLES

Focus	Issues	Strategies
3.1 Heavy vehicle overloading	<i>Overloading of heavy vehicles is commonly encountered across the region and this has the adverse impact of both prematurely destroying road pavement infrastructure as well as increasing crash risks. Addressing overloading requires strict enforcement across the network and this will require strengthened enforcement operations by each country.</i>	3.1 Improve the level of compliance of heavy vehicle configuration of axles, axle loadings and dimensions across all CAREC countries.
3.2 Vehicle inspection and maintenance	<i>There are considerable differences in vehicle inspection and maintenance requirements and processes across CAREC countries. Some countries have effective systems while others have no regular inspection requirements or operate ineffective systems. There is a need to review systems across the different jurisdictions to ascertain the different regulations and requirements and identify issues and problems with existing systems.</i>	3.2 Ensure that vehicles operating on CAREC corridors are mechanically sound and comply with vehicle safety requirements.
3.3 Slow moving vehicles	<i>A common characteristic in some countries concerns slow moving vehicles, particularly farm vehicles in rural areas. These can create a significant safety issue on some routes due to the large range in speed differential between different road users, as well as limited knowledge of road laws by drivers of such vehicles.</i>	3.3 Ensure that slow moving vehicles do not create safety hazards for other road users.

PILLAR 4: SAFER ROAD USERS

Focus	Issues	Strategies
4.1 Legislation	<p><i>The effectiveness of legislation around road rules in CAREC countries is not consistent. There is a need for evidence-based strong legislation that will improve road safety. Road users should be encouraged to use the road safely through effective rules and regulations. It is also essential that penalties and sanctions for not obeying rules and regulation are severe enough to effectively deter unsafe road user behaviour.</i></p>	<p>4.1 (i) Ensure that legislation promotes and prioritises road safety on CAREC corridors.</p> <p>(ii) Ensure that the penalties and sanctions are severe enough to effectively deter unsafe road user behaviour.</p>
4.2 Increasing awareness of risks	<p><i>The level of awareness of the road crash risks amongst all road users using CAREC corridors varies and in certain cases it is a serious issue. Addressing awareness of risk is a complex task and requires effective education and communication programs covering a broad range of activities at multiple levels. Programs need to be targeted towards those risk factors and road users that are high priority.</i></p>	<p>4.2 Improve the level of awareness of road crash risks for all road users through effective education and communication.</p>
4.3 Enforcement	<p><i>The traffic police enforcement efforts for key risk factors (speed, alcohol/drug impairment, seat belts, helmets, fatigue and distractions, such as mobile phone use) is an important component in reducing crash deaths and injuries. In some CAREC countries, adjustments to legislation are required to both reduce risks and make enforcement programs more effective. For many countries, an emphasis needs to be placed on strengthening the enforcement of road traffic rules and regulations.</i></p>	<p>4.3 Enhance enforcement efforts by authorised agencies on CAREC corridors.</p>
4.4 Driver licensing and training	<p><i>The driver licensing systems across CAREC countries varies and some have significant inadequacies with safety implications.</i></p>	<p>4.4 Improve the quality of driver licensing and training for drivers to enhance safety.</p>
4.5 Vulnerable road users	<p><i>A significant proportion of those killed or injured in road crashes in CAREC countries are vulnerable road users, and pedestrians make up the majority of these casualties. It is important that improvements to the safety of vulnerable road users on CAREC corridors is prioritised.</i></p>	<p>4.5 Improve the safety of vulnerable road users on CAREC corridors.</p>
4.6 Commercial fleet safety	<p><i>Commercial vehicles are major users of the CAREC corridors for both national and international trade. As such, there is a range of issues related to the safe operation of commercial vehicle fleets on CAREC corridors that can adversely impact safety. Some of the important factors include the regulation of driving hours and rest breaks for drivers and operators, maintenance of vehicles and driver training procedures. Regulations, standards and practices vary widely across the different CAREC countries.</i></p>	<p>4.6 Ensure that commercial vehicles using CAREC corridors are operated in a safe manner.</p>

PILLAR 5: POST CRASH CARE

Focus	Issues	Strategies
5.1 First responder services	<i>Crash victims on many CAREC corridors are at higher risk of not surviving road crashes because of limited availability to emergency rescue and medical services. Many portions of the corridors traverse remote regions with rugged terrain and weather conditions, and long distances between towns and communities. Under such conditions, providing first responder services is a challenge due to remoteness and communication difficulties.</i>	5.1 Ensure access to high quality first responder services across all CAREC corridors.
5.2 Health and emergency care services	<i>The majority of the CAREC corridors are through rural areas where health and emergency treatment centers and services are more limited than in the urban areas and larger towns. This is to be expected, however, emergency treatment centers are needed in remote locations in many CAREC countries not only to cater to road crash victims, but also to provide emergency services to local populations.</i>	5.2 Improve health and emergency care services throughout all CAREC corridors, ensuring that treatment can be provided within a defined time period.
5.3 First aid	<i>Generally throughout the CAREC region road users are not well equipped to treat casualties in road crashes, as they lack training and knowledge on how to provide basic first aid. This first aid can make a significant difference for the survival and health outcomes of a crash victim. Training of professional drivers, such as public transport and truck operators, in first aid can have a significant impact, particularly in remote regions since they are often the first persons to reach a crash site.</i>	5.3 Ensure professional drivers have the knowledge and skills to be able to provide first aid at to road accident victims when required.
5.4 Communication	<i>With the remoteness of many parts of the CAREC corridors, mobile telephone networks are often limited and restrict the ability to call for assistance in the event of a road crash.</i>	5.4 Ensure that all sections of CAREC corridors have adequate mobile telephone coverage.