

**UNEC SafeFITS Round Table Meeting
Geneva 30 June 2017**

Road Safety Practice by ADB

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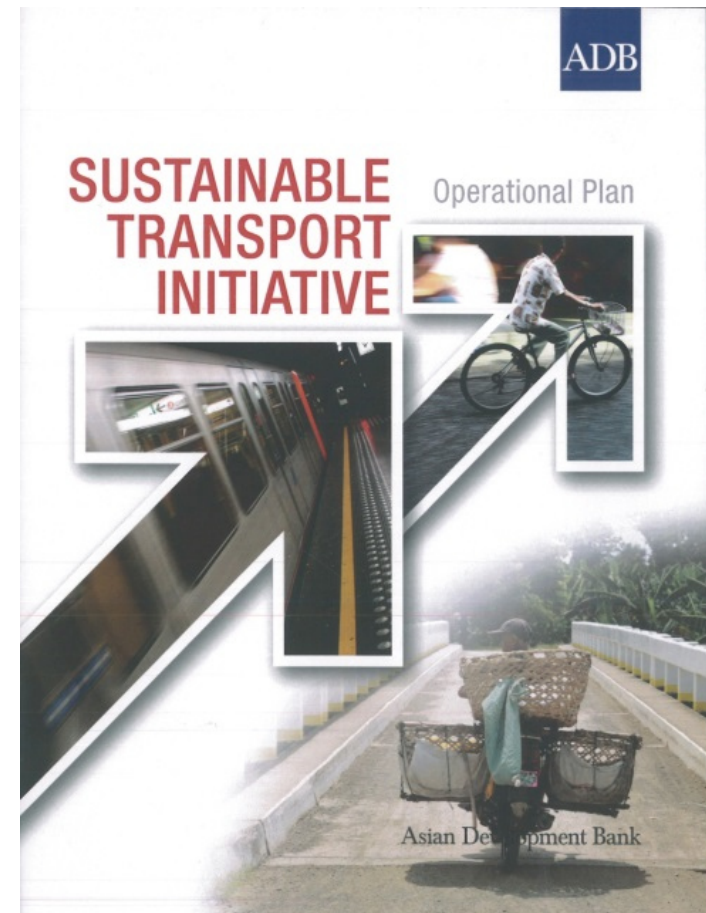
Sustainable Development and Climate Change Department

Asian Development Bank



ADB adopted sustainable transport as overall focus in the transport sector

- Building up more **sustainable** types of transport operations over the period from 2010 to 2020.
- New **priority areas**: urban transport, addressing climate change, cross-border transport and logistics, and **road safety** and social sustainability.



ADB toward Sustainable Urban Transport

Road Safety Interventions in ADB

Road Safety Strategy : Regional CAREC

Road Safety Policy & Action Plan : National

Road Safety Audit : National & Road Projects

-
- Not Streamlined : case by case practice
 - Road Safety Audit becoming a standard practice
 - Safety cost is not always included in the project appraisal
 - Funding is not reflected in the project TA : SDCC Fund

Road Safety Strategy : Regional CAREC



SAFELY CONNECTED

A Regional Road Safety Strategy for CAREC Countries, 2017-2030

Endorsed at the 15th CAREC Ministerial Conference
Islamabad, Pakistan, 26 October 2016

Aim :

50% fatality reduction by 2030

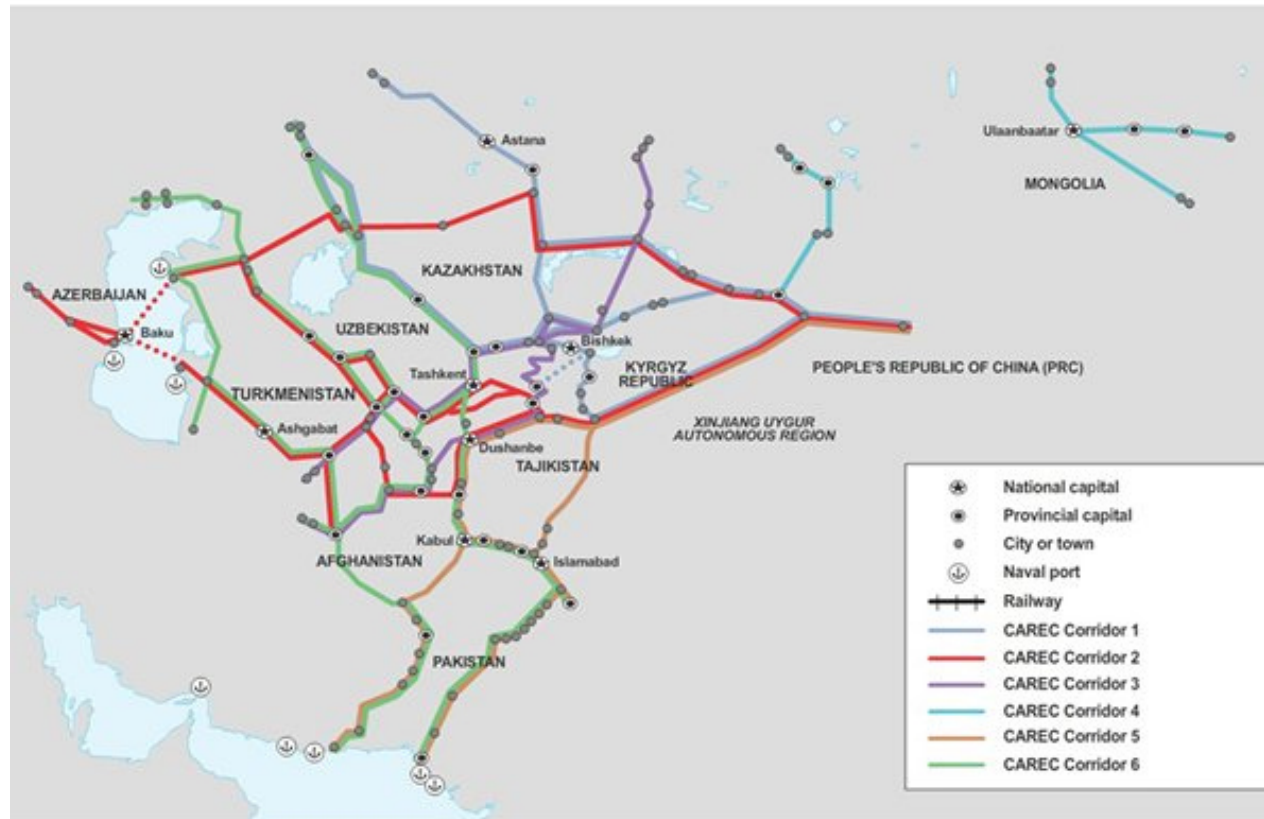
- **23,000 lives saved per year**
- **250,000 serious injury prevented**
- **\$16 billion saving per year**

Road Safety Strategy : Regional CAREC

CAREC : Central Asia Economic Cooperation

- 11 countries and 6 MDB partners
- Transport, Trade Facilitation, Trade Policy, and Energy

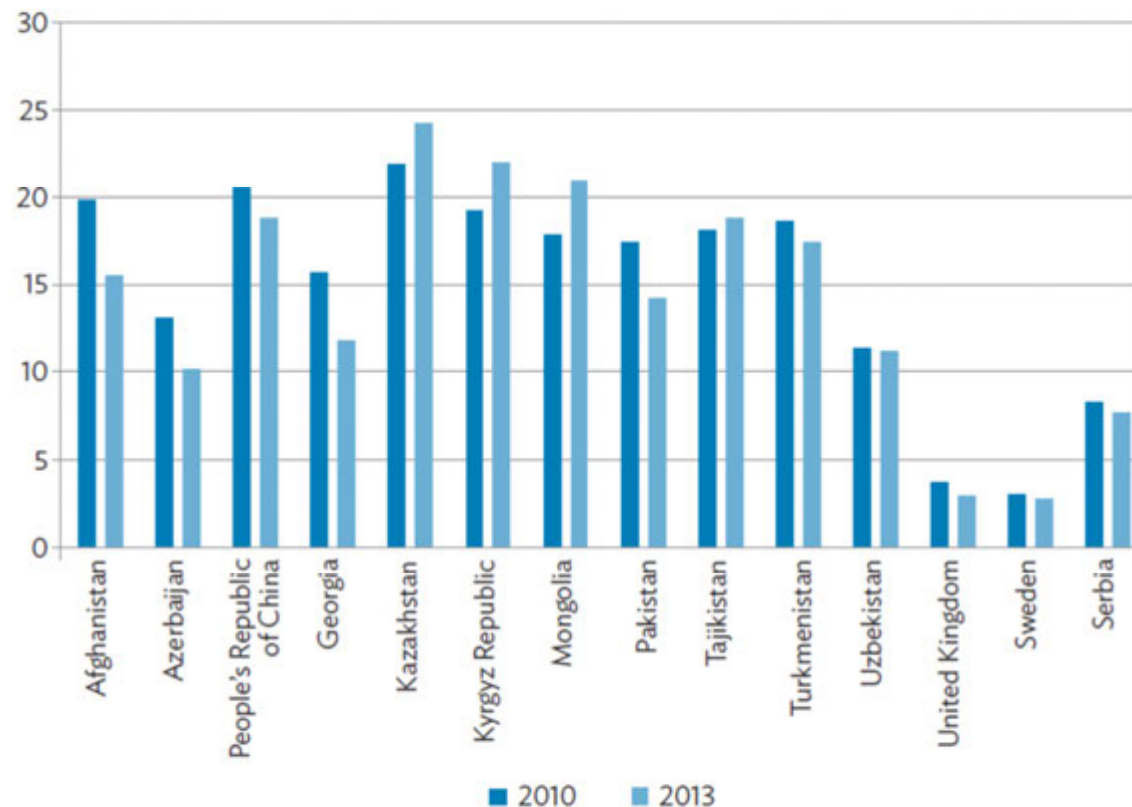
Key CAREC Projects by Corridor



Source: Central Asia Regional Economic Cooperation (CAREC)

Road Safety Strategy : Regional CAREC

Figure 1: Estimated Road Traffic Death Rates in CAREC Countries, Serbia, Sweden, and the United Kingdom, 2010 and 2013
(per 100,000 population)



Sources: *Global Status Report on Road Safety 2013: Supporting a Decade of Action*, Geneva. World Health Organization, 2013, and *Global Status Report on Road Safety 2015*. Geneva. World Health Organization, 2015.

Road Safety Strategy : Regional CAREC

Introduction

- Road Safety—A Global and CAREC Issue
- CAREC Program
- CAREC Road Corridors
- Road Crashes in CAREC Countries
- Cost of Road Crashes in CAREC Countries

Development of the CAREC Road Safety Strategy

- High-Level Political Commitment
- Analysis of Current Situation
- Regional Workshops
- Guideline Manuals

Vision Statement

Targets

- Background
- Agreed Target

Achieving the Vision: Key Principles

- Decade of Action
- Priorities Developed through Consultation
- Links with National Road Safety Strategies
- The CAREC Program as a Vehicle for Implementation

Strategic Directions

- Pillar 1: Road Safety Management
- Pillar 2: Safer Roads
- Pillar 3: Safer Vehicles
- Pillar 4: Safer Road Users
- Pillar 5: Postcrash Care

Action Plans to Support Road Safety

- Prioritization
- Action Plan

Monitoring and Evaluation

- Results Framework
- Monitoring


Delivery: Shared Responsibility

Appendixes

- 1 CAREC Commitment to Road Safety
- 2 Framework for the CAREC Road Safety Strategy
- 3 Results Framework

Road Safety : National Policy & Action Plan

DESIGN AND MONITORING FRAMEWORK



ADB

Technical Assistance Report

Project Number: 49139-001
Policy and Advisory Technical Assistance (PATA)
July 2016

Mongolia: Development of Road Safety Policy and Action Plan

Impact the TA is Aligned with			
Road crash casualties in Mongolia reduced (Road Safety Policy) ⁸			
Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting	Risks
Outcome National road safety policy and action plan developed	By 2018 a. National road safety policy is adopted by the national government policy (2016 baseline: Not applicable) b. Road safety action plan is adopted to road safety related agencies (2016 baseline: Not applicable)	a. Annual report of the MRT b. Annual reports of the MRT and the National Traffic Police	Government changes may delay the adoption of the national road safety policy and action plan
Outputs 1. Mongolia road safety white paper prepared 2. National road safety policy and action plan prepared 3. Road safety management capacity improved 4. ICT-based crash database and crash investigation application developed and deployed 5. Knowledge products disseminated	1a. White paper is presented for government endorsement by 2017 (2016 baseline: Not applicable) 2a. National road safety policy and action plan presented for endorsement by parliament by the end of 2017 (2016 baseline: Not applicable) 3a. 100% of road safety staff ⁸ in the government and 50 traffic police gain road safety accreditation certificates for training by the end of 2017 (2016 baseline: Not applicable) 4a. National crash database established by the end of 2017 (2016 baseline: Not applicable) 4b. Mobile road crash investigation application developed and deployed by the end of 2017 (2016 baseline: Not applicable) 5a. Two knowledge products disseminated by the end of 2017: (i) National Road Safety Policy and Action Plan of Mongolia; (ii) ICT-based crash database and investigation system (2016 baseline: Not applicable)	1a. Annual reports of the MRT and the National Traffic Police 2a. Annual report of the MRT 3a. Consultant report and annual report of the MRT and the National Traffic Police 4a. Consultant report and annual report of the National Traffic Police 4b. Consultant report and annual report of the National Traffic Police 5a. Consultant deliverables	Lack of systematic road crash data may adversely affect the quality of outputs 1, 2, and 3

Road Safety Audit

National : Pakistan RAP (2017 – 2019)

- Government 30% + ADB 70% Funding
- Project RAP => National RAP

2 Building PakistanRAP Proposal

This plan proposes a three-phase approach for *Building PakistanRAP* from 2017 to 2019:

1. Completing Star Rating and Safer Roads Investment Plan (SRIP) assessments of National Highway 5 (NH-5) and conducting introductory training.
2. Conducting road assessments on approximately 5,000km of national highways and building local capacity within NHA.
3. Mentoring NHA while they conduct road assessments on the remainder of the national highways (approximately 5,500km) and supporting implementation.

Project Level Road Safety Audit : on-going

- SDCC Recommendation or RD Requests
- Spreading to ADB wide

Thank You

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