

**6th UN Road Safety Collaboration Meeting
Muscat, Oman, 27-28 February 2007**

**UNESCAP Ministerial Conference on Transport
Road safety outcomes, Ministerial Declaration,
and follow-up**

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UNESCAP Ministerial Conference on Transport 2006

6 - 11 November 2006
BEXCO Busan, Republic of Korea

- 62 ESCAP member countries and associate members
- Ministerial Declarations on
 - (a) Transport Development
 - (b) Improving Road Safety in Asia and the Pacific
- Intergovernmental Agreement on the Trans-Asian Railway
- Asian Conference of Ministers of Transport (ACMT)

Ministerial Declaration on Improving Road Safety in Asia and the Pacific (Busan, 11 Nov. 2006)

- **Overall goal**

- *“Save 600,000 lives and to prevent a commensurate number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015”*

- **Invites members to**

- implement the recommendations of the 2004 WHO RS report
- provide priority support to multi-country road safety initiatives
- address eight priority areas (goals)

- **Requests**

- the development of a “set of road safety goals, targets and indicators, to be achieved by 2015... in order to assess and evaluate road safety progress”
- Note: conference endorsed “issues”, including a set of goals, indicators and targets.

- **Brochure** (under development)

Priority areas (goals) of the Ministerial Declaration

- Making road safety a policy priority;
- Making roads safer for vulnerable road users, including children, senior citizens, pedestrians, non-motorized vehicle users, motorcyclists, and persons with disabilities;
- Making roads safer and reducing the severity of accidents;
- Making vehicles safer and encourage responsible vehicle advertising;
- Improving national and regional road safety systems, management and enforcement;
- Improving cooperation and fostering partnerships;
- Developing the Asian Highway as a model of road safety;
- Providing effective education on road safety awareness to the public, young people and drivers.

Goals and Targets	Indicators for monitoring achievements
<p>Overall Objective: Saving of lives and preventing injuries on roads</p> <p>a) Reduce the fatality rates by twenty percent from 2007 to 2015 (or reduce it to less than 10 per 10,000 motor vehicles by 2015).</p> <p>b) Reduce the rates of serious road injuries by twenty percent from 2007 to 2015.</p>	<p>1) Number of road fatalities (and fatality rates per 10,000 motor vehicles, per motor vehicle-km and per passenger-km)</p> <p>2) Number of anticipated road fatalities (baseline)</p> <p>3) Number of road accidents</p> <p>4) "Fleet safety records" of public or private organizations (e.g., deaths per 100,000 km)</p> <p>5) Number of anticipated serious injuries on roads (baseline)</p> <p>6) Number of serious road injuries (and injury rate per 10,000 motor vehicles, and per motor vehicle-km)</p>
<p>Goal 1: Make road safety a policy priority</p> <p>a) Create a road safety policy/strategy, designate a lead agency and implement it.</p> <p>b) Allocate sufficient financial and human resources to improving road safety.</p>	<p>7) Documents of road safety policy, strategy, and plan of action etc. Information on their actual implementation.</p> <p>8) Name of designated lead agency. Description of responsibilities of local, regional and national government organizations.</p> <p>9) National road safety reports or impact evaluation reports of government programmes</p> <p>10) Amount of public financial and human resources allocated to road safety</p> <p>11) Amount of private sector contributions, as well as special funds, from donors, or relevant financial institutions.</p> <p>12) Road safety programs and activities conducted. At least one major national road safety campaign</p>
<p>Goal 2: Make roads safer for vulnerable road users: children, pedestrians and motorcyclists</p> <p>a) Reduce by one third the pedestrian death rate in road accidents (or reduce it to less than 1 per 10,000 motor vehicles).</p> <p>b) Increase the number of safe crossings for pedestrians (e.g., with subway, overhead crossings or traffic signals).</p> <p>c) Make the wearing of helmets the norm and ensure minimum helmet quality, in order to reduce the motorcyclist death rate by one third (or reduce it to below the average motorcyclist death rate of the ESCAP region).</p> <p>d) Ensure minimum child safety measures, in order to reduce the child death rate by one third (or reduce it to less than 0.01 per 10,000 motor vehicles).</p> <p>e) Equip all school children with basic road safety knowledge</p>	<p>13) Pedestrian deaths per head of population and per 10,000 motor vehicles</p> <p>14) Number of safe crossings, or information on programmes for constructing or improving crossings.</p> <p>15) Motorcyclist deaths and motorcyclist death rate</p> <p>16) Law or administrative rule (Yes/No). (Survey) information on helmet use (percentage) and minimum helmet quality standards</p> <p>17) Death rate of children less than 5 years in road accidents.</p> <p>18) (Survey) information on the following of child safety norms (e.g., child restraints) (percentage).</p> <p>19) Existing measures for child safety in cars and on motorcycles (qualitative indicator).</p> <p>20) Road safety education part of the school curriculum (Yes/No)</p> <p>21) Existing education programs on road safety (qualitative indicator)</p>
<p>Goal 3: Make roads safer and reduce the severity of accidents ("forgiving roads")</p> <p>a) Integrate road safety audit in all stages of road construction at all locations.</p> <p>b) Increase separate/secure road space for pedestrians.</p>	<p>22) Number of road safety audits conducted</p> <p>23) Road Safety Audit is mandatory</p> <p>24) Programmes to make roads safer</p> <p>25) National or local program for road safety</p>
<p>Goal 4: Make road vehicles safer</p> <p>a) Make regular inspection of road vehicles mandatory</p> <p>b) Ensure safety requirements for new vehicles to be in line with international standards</p>	<p>26) Law or administrative rule (document). Description of existing practises (from survey) or technical measures.</p> <p>27) Documents specifying laws and regulations and implementation.</p>
<p>Goal 5: Improve road safety systems, management and enforcement</p> <p>a) Implement a national (computerized) database that provides information on the location of accidents.</p> <p>b) Significantly increase "compliance", e.g., with mandatory helmet, seat-belt wearing and speed limits.</p> <p>c) Allow alcohol tests for prosecution (either breathalyzer and/or behavioural tests)</p> <p>d) Make it the norm to keep motorbike front-lights on at all times.</p> <p>e) Increase coverage of emergency assistance systems for road victims, to cover at least all urban areas and trunk roads.</p>	<p>28) Yes/No indicator. If yes, which accident database system and responsible organizations (qualitative indicator).</p> <p>29) Country coverage of the regional APRAD database</p> <p>30) Information on rules and "compliance" on helmet wearing levels (percentage from surveys).</p> <p>31) Information on rules and "compliance" on seat-belt wearing levels (percentage from surveys).</p> <p>32) Information on rules and "compliance" related to "drinking and driving" (information from surveys not prosecutions)</p> <p>33) Yes/No. If yes, description of existing rules, types of tests and alcohol limits used and allowed for prosecution.</p> <p>34) Law or administrative rule (document). Description of existing practises (from survey) or technical measures.</p> <p>35) Kilometres of road (by type) on which emergency services are provided.</p> <p>36) Average response time</p> <p>37) Number of emergency service centres per length of highways (except city roads).</p>
<p>Goal 6: Improve cooperation and foster partnerships</p> <p>a) Encourage and recognize private-sector sponsored initiatives</p> <p>b) Create new and deepen existing partnerships with NGOs.</p>	<p>38) Number of major private sector initiatives. (Financial) volume of commitments.</p> <p>39) Number of major public-private partnerships in the area of road safety. (Financial) volume.</p> <p>40) Number of major private sector initiatives. (Financial) volume of commitments.</p>
<p>Goal 7: Develop the Asian Highway as a model of road safety</p> <p>a) Reduce the number of fatalities on the Asian Highway per number of accidents.</p> <p>b) Reduce the fatal collision rate on all Asian Highway segments to below 100 per billion vehicle-km (EuroRAP "medium")</p> <p>c) Increase resource allocation for road safety-related measures along the Asian Highway.</p> <p>d) Improve Asian Highway road segment to be forgiving to road users if a crash occurs. Demonstrate best practise.</p>	<p>41) Total number road fatalities and accidents on the Asian Highway in each country in each year.</p> <p>42) Fatal collision rate per billion vehicle-kilometres on the Asian Highway each year.</p> <p>43) (Financial and human) resources allocated for safety-related works for Asian Highway segments.</p> <p>44) Amount of safety-related grants for Asian Highway segments from international sources.</p> <p>45) Develop a road safety rating program based on onsite road inspection (EuroRAP star rating)</p>

8 Goals

24 Targets

45 Indicators

Follow-up to the Declaration

- **Goals and targets**

- **Formalization -> Meeting in June 2007**

- **Coherence**

- **National: > 25 ESCAP member countries have road safety targets**
- **Regional: ASEAN (2005-2010), ESCAP (2007-2015), EU (2001-2010), AU (2006-2015), soon APEC?**
- **Global: Suggestions for UNGA Resolution by Oman (overall political target?), Ministerial Conference (Italy, 2008?), UNDA project**

- **Support and resources**

- **Support to governments for implementation**

- **Concerns:**

- **Infrastructure**
- **Financing**
- **Growth**
- **“Safety Culture”**

- **Type of support: political, financial, technical**

- **Focus support for Asian Highway trunk roads**

Follow-up through the

Intergovernmental Agreement on the Asian Highway

- **AH road safety meetings**
 - Working Group (Oct. 2007)
 - Expert group meeting (June 2007)
- **Investment needs and priorities**
 - Asian Highway:
 - US\$ 25 billion currently being invested
 - Shortfall of US\$ 18 billion (121 priority projects, 25 countries)
 - All roads in the ESCAP region:
 - Investment: US\$103 billion, maintenance: US\$67 bln per year
 - 10% are equivalent to at least US\$ 10 billion per year!
 - Achieve Busan goal and save US\$15 billion per year!
 - Ex: Improve crossings (S. Asia): ~100 to 1000% social return
- **IDI-Japan/ESCAP project formulation missions**
 - Myanmar, Uzbekistan, Nepal, (next: Armenia), etc.
 - RS component or dedicated RS project
- **Collaboration with IRAP and interested parties?**

Conclusions

- **Partnerships to support:**
 - ESCAP Ministerial Declaration on Improving Road Safety in Asia and the Pacific
 - Intergovernmental Agreement on the Asian Highway Network
- **Lessons-learnt for measurable goals, targets and indicators**
 - GA resolution 2007, Ministerial Conference 2008, UNDA project
- **Major concerns**
 - Funding
 - Growth paradigm
 - Regional specificities
 - Road infrastructure
- **Role of the UN Road Safety Collaboration?**



Thank you!

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