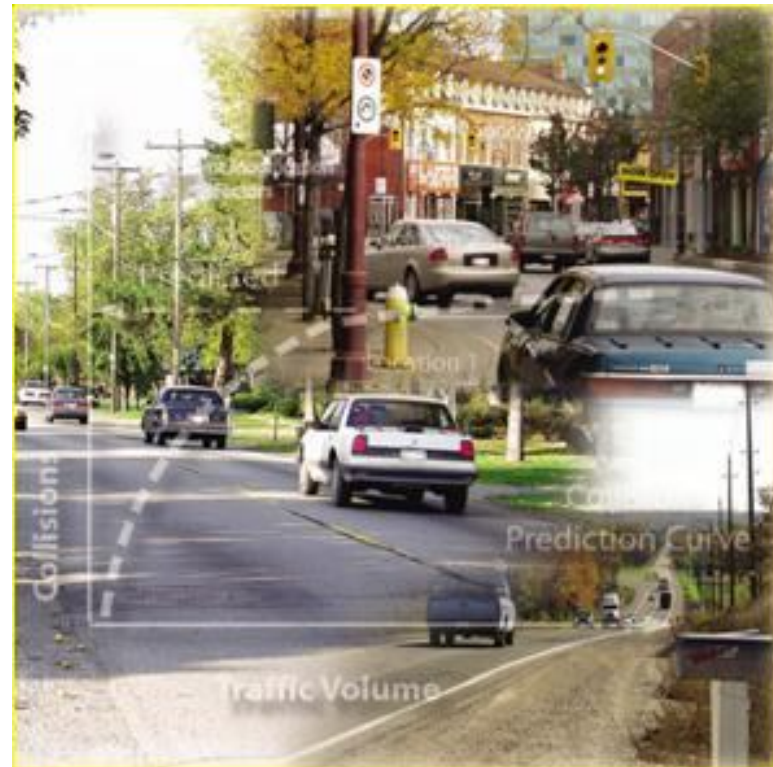


Mainstreaming Road Safety in ADB Operations: Draft Action Plan

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Road Safety Problem

- Road traffic crashes will become the fifth leading cause of death by 2030
 - Between 2000 and 2020, road traffic fatalities in Asia will increase by more than 80%.
- Factor in Poverty:
 - In India, 70% of families that lost their main earner in road accidents fall below the poverty line



Global Call for Action in Road Safety

- UN General Assembly in February 2010:
 - Proclaimed the period 2011-2020 as the Decade of Action for Road Safety
 - Sets the goal: to stabilize and then reduce the forecast level of road traffic fatalities around the world
 - Invites MDBs to providing adequate and additional funding to activities relating to the Decade



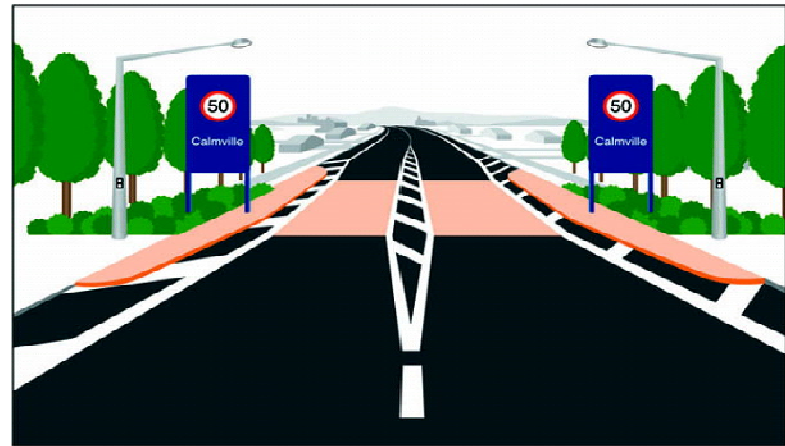
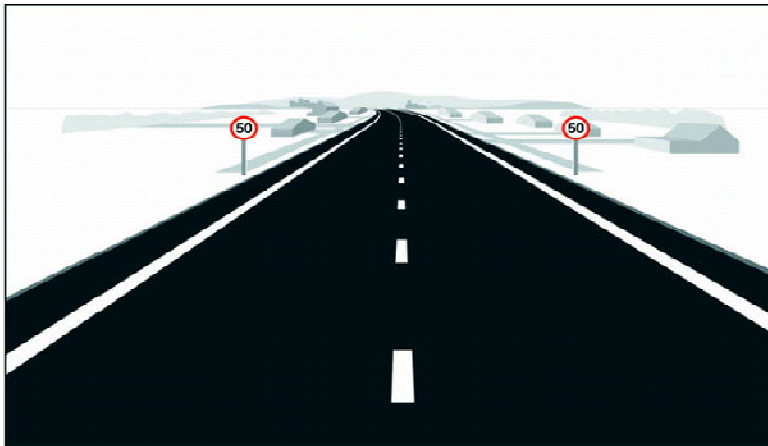
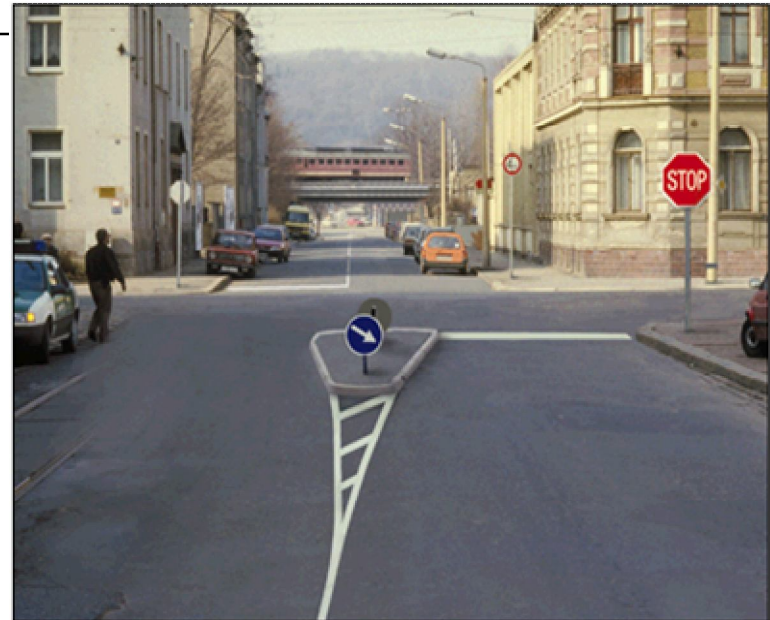
How Effective Are Road Safety Interventions?

- Road Safety Audits
 - In UK the average fatal and injury crash frequency at the audited project sites drops almost 5 times more than at comparable non audited sites
- Centreline rumble strips
 - Can reduce the frequency of head-on crashes by 21%
- Energy-absorbing barrier end treatments
 - Reduce probability of fatalities in a crash by up to 78 per cent
- Graduated licensing systems
 - Reduce fatal crashes by 7%-35% across different countries, jurisdictions and target groups
- Seat belts
 - Reduce the risk of being killed in an accident
 - for a driver and front seat passenger by 40-50%
 - for a back seat passengers by 25%
- Decrease in ambulance waiting time from 11-20 min to 1-10 min
 - Leads to 50% decrease in the risk of a fatality

Before



After



Before

After

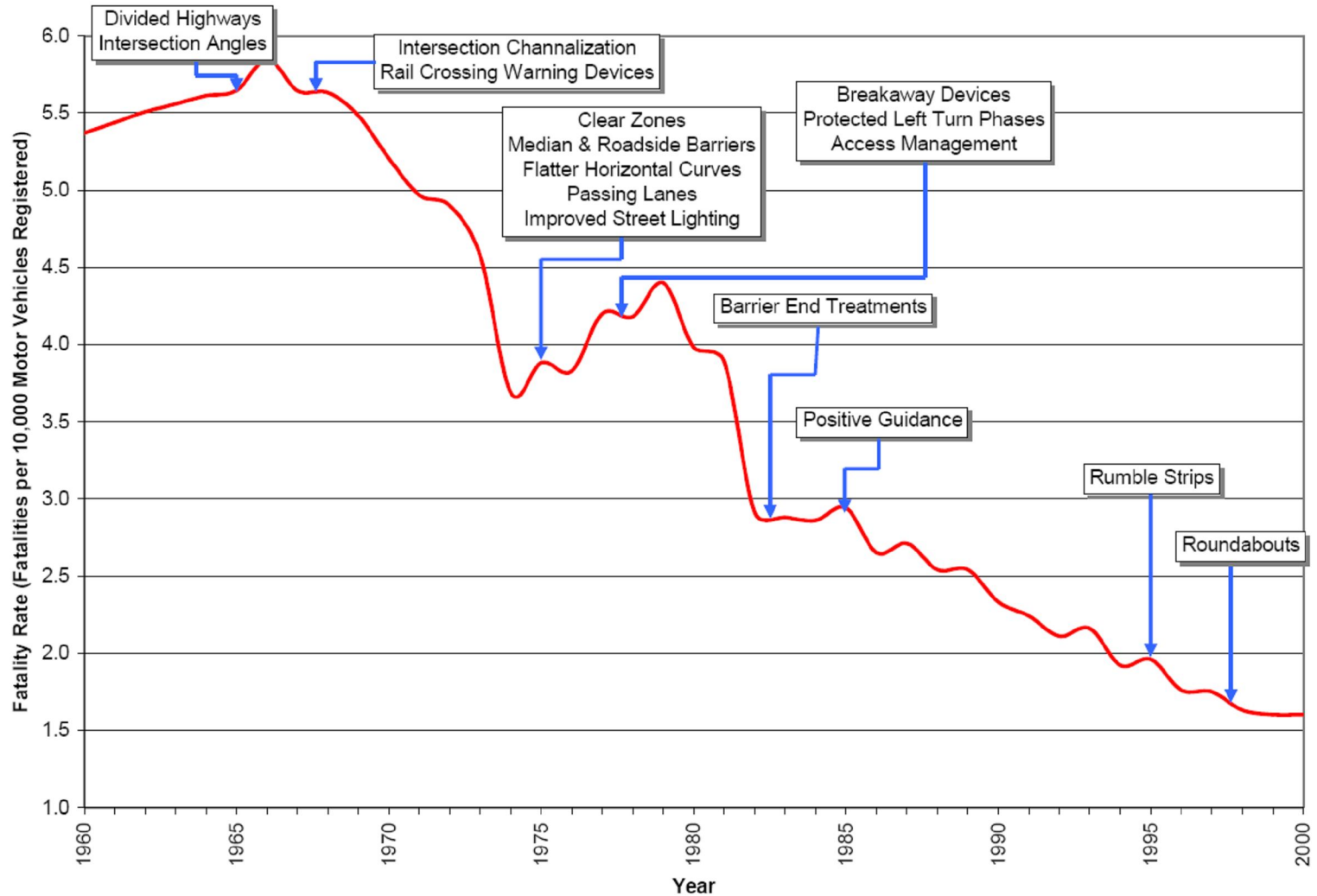


Before

After

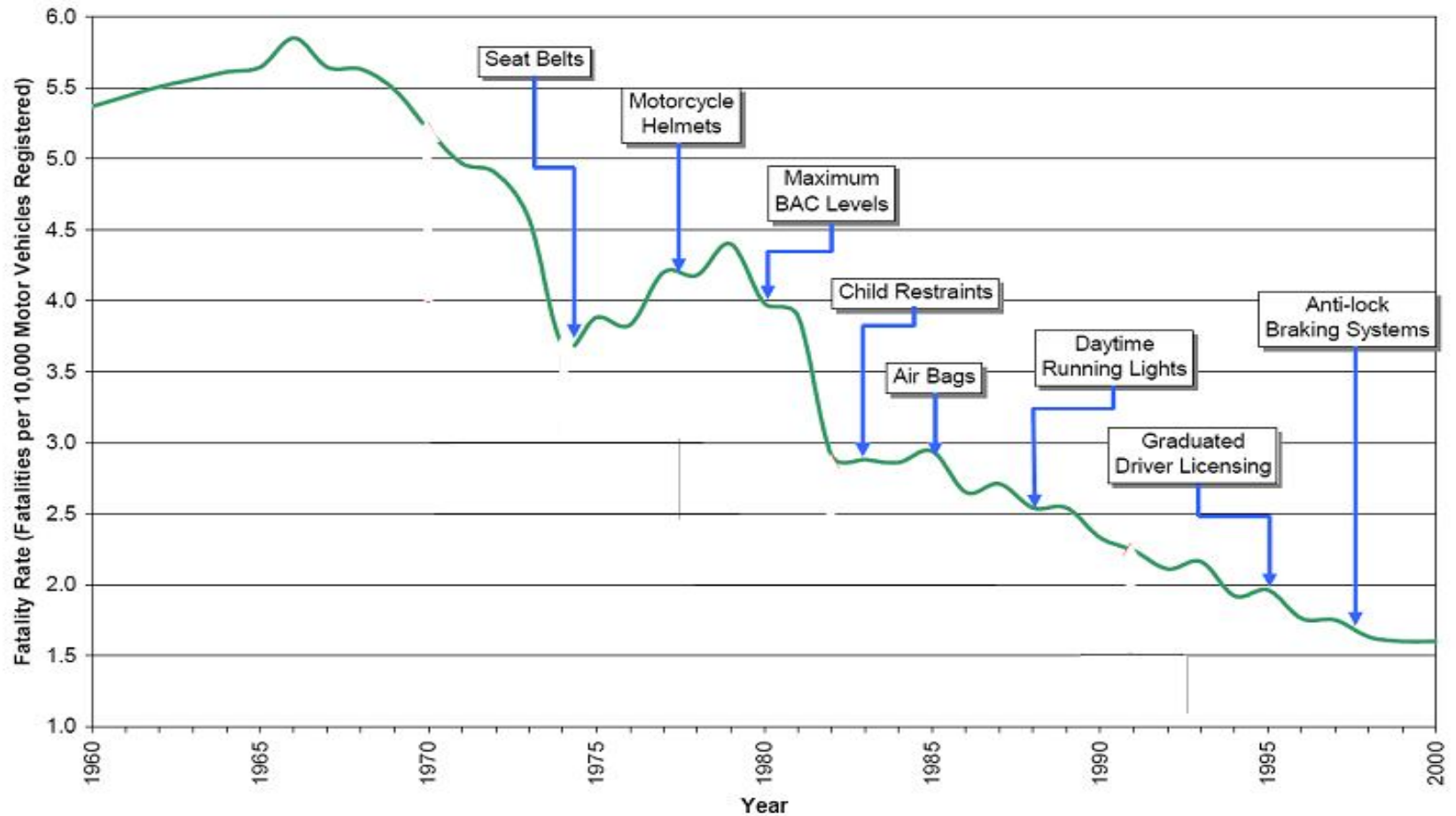


Effect of Engineering Measures (Canada)



Source: Zein, S. and Montufar, J. *Road Safety Benchmarks Over Time*, Transport Canada, 2003

Effect of Non-Engineering Measures (Canada)



Source: Zein, S. and Montufar, J. *Road Safety Benchmarks Over Time*, Transport Canada, 2003



ADB Sustainable Transport Initiative and Mainstreaming Road Safety

- STI will build up a portfolio of projects to support sustainable transport.
- STI identified four emerging needs
 - regional cooperation and integration;
 - urban transport;
 - climate change and energy efficiency, and
 - **road accidents** and emerging social issues.
- STI will be implemented through specific action plans in each focus area.



Road Safety in ADB Operations: Key Issues

- Limited ADB capacity on road safety
 - Hampers policy dialogue with DMCs
 - Hampers preparing and managing of road safety TAs and loan components
- No system for incorporating road safety throughout ADB project cycle
 - Little or no guidance available to ADB staff
 - No safeguards to ensure road safety
- Road safety share in ADB road projects is 1–2%
- Assistance is provided mainly through road safety components of road infrastructure projects
 - Localized effects
 - Systemic issues with road safety in DMCs are not addressed.
 - Often suffer from the low quality design of components
 - Low quality use of available tools, such as road safety audits
 - Mainly limited to infrastructure measures



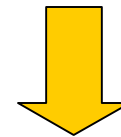
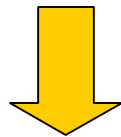
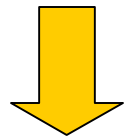
Action Plan: Focus, Objective and Scope

- Focus: actions that are internal to and within the control of ADB
- Objective: to establish a system ensuring sustainable and high quality incorporation of road safety in ADB operations
- Different from Action Plans on road safety in DMCs
 - contain country-specific physical and non-physical measures aiming at reducing road casualties in DMCs or jurisdictions
- Will put ADB in a better position to assist DMCs on road safety
- Confined to most urgent actions over the next 5 years
- Will be updated annually based on reviews of progress



Action Plan: Key Areas

A: Strengthen Internal Road Safety Management Capacity



B: Develop and operationalize procedures, guidelines and related tools

to incorporate safety each stage of the ADB project cycle

C: Strengthen and expedite implementation of existing road safety components

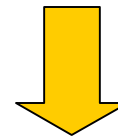
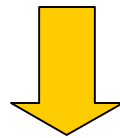
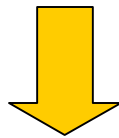
D: Identify opportunities for scaling up road safety in country strategies

E: Launch standalone road safety pipelines



A: Strengthen Internal Road Safety Management Capacity

A1: Establish Road Safety Group



A2: Launch systematic road safety training

- For ADB professional staff
- External/in-house training
 - Develop in-house training programs

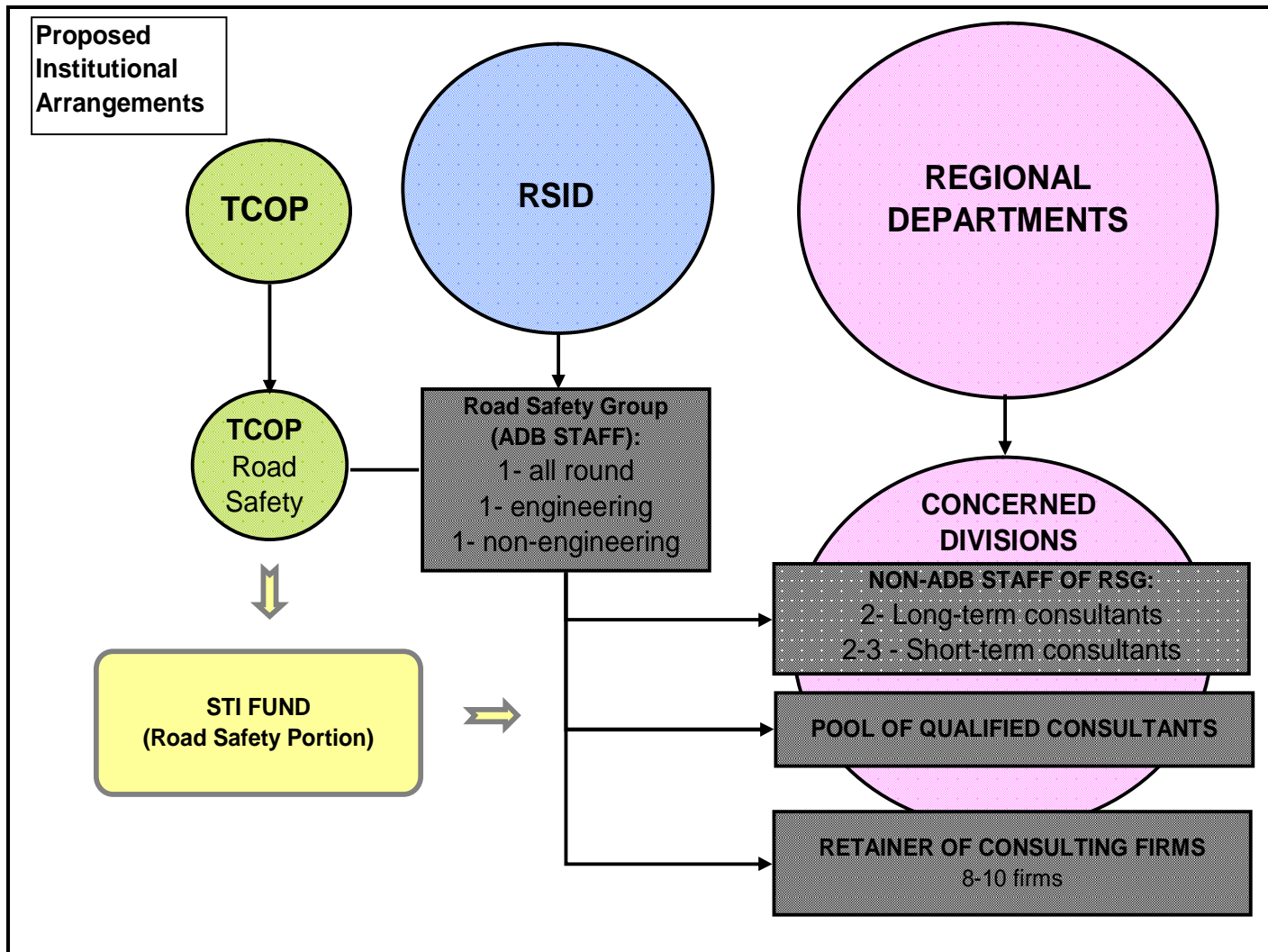
A3: Create a pool of ADB staff consultants

- To support road safety work in concerned divisions

A4: Create a retainer of qualified road safety consulting firms

- To conduct road safety TAs

Proposed Institutional Arrangements





TOR of Road Safety Group

○ Created in RSID

- guided by TCOP advisory team on road safety,
- in charge of road safety work across ADB.

○ Tasks

- assisting divisions in road safety work at each stage in the project cycle
- building internal road safety management capacity
- developing and assisting with the implementation of procedures, guidelines and tools
- developing, updating and monitoring the implementation of ADB road safety action plans.



RSG: Collective Qualification Requirements

- Road safety training
- Road safety audit at different stages
- Road safety inspections
- Road network screening
- Safety impact assessment
- Blackspot management
- Quantitative assessment of safety of design alternatives
- Quantitative assessment of societal costs of road trauma
- Country/jurisdiction strategies and action plans
- Accident data management
- Assessing/building road safety management capacity
- Highway rescue
- Enforcement
- Road safety legislature
- Road user education
- Driver licensing systems
- Awareness campaigns
- Road safety through ITS
- Positive guidance
- Passive/active vehicle safety
- Roadside hardware



B: Develop and Operationalize Procedures, Guidelines and Tools

B1: Develop

B2: Operationalize

B3: Develop and implement performance measures and monitoring/reporting system

- To enable monitoring of ADB performance on road safety



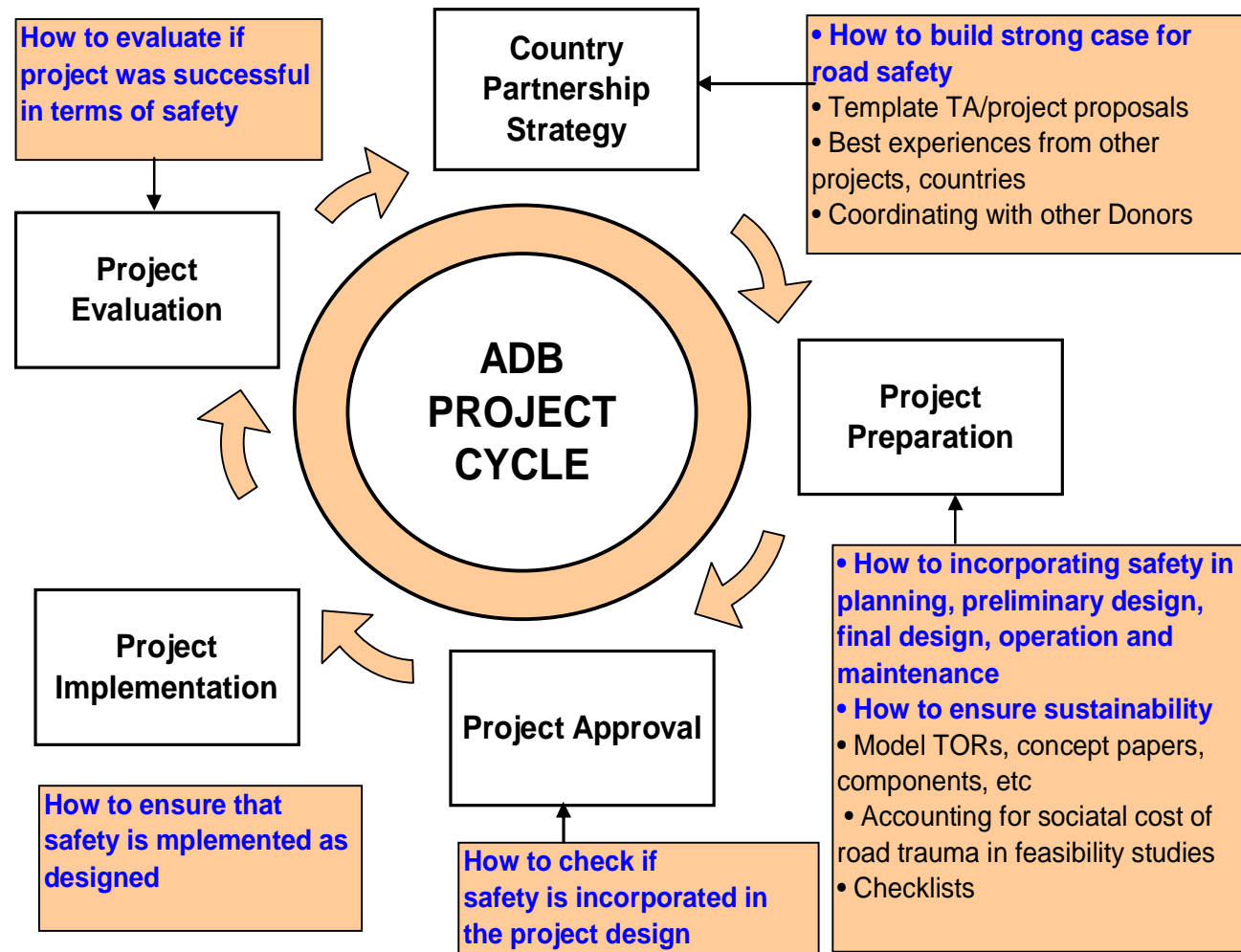
Existing Situation

- Little or no guidelines:
 - on the incorporation in the ADB project cycle of the road safety tools already available
 - RSAs, Road Safety Inspections, Black Spot Management, Network Safety Management etc
 - on how to conduct the non-engineering road safety work
 - such as assessment of road safety management capacity of EAs
 - establishment of proper institutional arrangements and capacity for road safety in DMCs
 - establishing effective highway rescue system
 - enforcement
 - awareness campaigns
 - education
 - accident data collection/management

Available Tools for Incorporation in Road Infrastructure Project Cycle



Guidelines and Procedures to Incorporate Safety in ADB Project Cycle





Milestones

- Assessment of:
 - Applicability and relevance of the tools
 - Needs for adjustments to specific conditions of DMCs
 - Needs for development of new tools

- Development/adjustment of tools
 - Include template institutional arrangements ensuring implementation and sustainability
 - Include Template TORs/project components to incorporate in ADB project cycle
 - Testing

- Changes to the ADB Operations Manual
 - To ensuring the incorporation in the ADB project cycle.



C: Strengthen Existing Road Safety Components

C1: Conduct inventory

- With input from concerned divisions
- Progress achieved, issues, potentials to expand, assistance needed, etc

C2: Propose measures

- To address issues
- To revive/strengthen

C3: Implement measures



D: Identify Opportunities for Scaling up Road Safety in Country Strategies

D1: Build strong case for road safety

- Highlight problem (Country Data, Global Call for Action)
- Promotional videos
- TA/project/component proposals
- Road safety pipelines proposals
- Best experiences from other projects, countries
- Coordinating with other MDBs/Donors

D2: Make the topic mandatory in the Agenda of Country Programming Missions

- RSG to participate in CP missions as needed

E: Launch Standalone Road Safety Pipelines

Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
E1	E2		E3			
PATA on Road Safety	PPTA Preparing standalone Road Safety Project		Implementation of Road Safety Investment Project			
Prefeasibility level	Feasibility level		Implementation			
Advisory support, on-the job training, knowledge transfer National/Jurisdiction Road Safety Action plans Mass actions & road safety programs in selected high-risk corridor(s)/blackspots Draft concept of the Road Safety Investment Project	Selection and feasibility study of components Design of the Road Safety Investment Project Advisory support, on-the job training, knowledge transfer		Component A (Investment): Selected components of the road safety programs Component B (Non-Investment): Advisory support, training, knowledge transfer			



Next steps

- Discussions with the directors of relevant departments
 - Transport, Urban
 - Completed by August 2010?
- Final version
 - By September 2010?
- Management approval
 - By November 2010?



End of Presentation

Thank you!