

Case Studies of Progress

Action towards implementation of the Global Plan in Asia and the Pacific

Mr. Ishtiaque Ahmed, PhD

Economic Affairs Officer, Sustainable Transport Section, Transport Division, UNESCAP, ahmed200@un.org

Decade of Action for Road Safety 2021-2030

DECADE OF ACTION FOR **ROAD SAFETY**



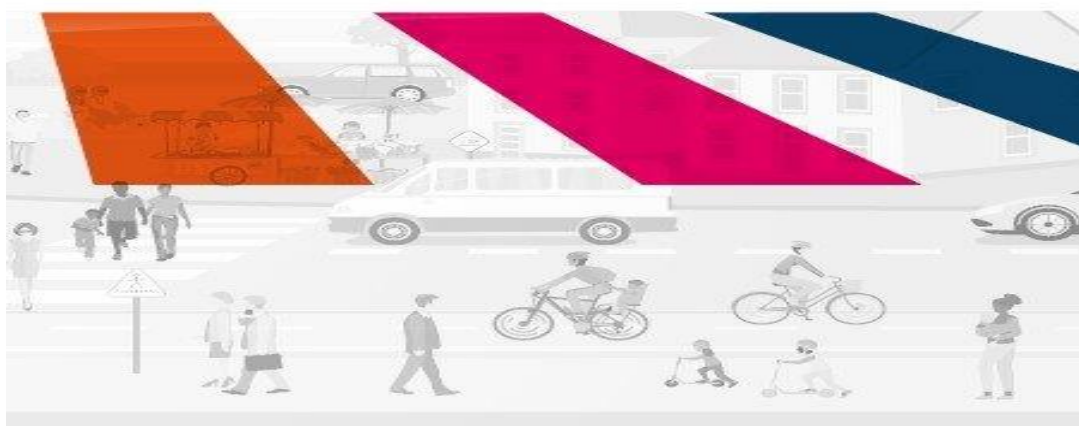
2021 - 2030

The second Decade of Action for Road Safety 2021 – 2030 was declared through the UN Resolution on Improving Global Road Safety in August 2020.

The Global Plan



GLOBAL PLAN DECADE OF ACTION FOR ROAD SAFETY 2021-2030



The **GLOBAL PLAN** has been developed by the World Health Organization and the United Nations Regional Commissions, in cooperation with partners in the United Nations Road Safety Collaboration and other stakeholders, as a guiding document to support the implementation of the Decade of Action 2021–2030 and its objectives.

The Global Plan

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY 2021-2030

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated **SAFE SYSTEM APPROACH**

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries **BY AT LEAST 50%** during that period



WHAT TO DO?

-  Multimodal transport & land-use planning
-  Safe road infrastructure
-  Safe vehicles
-  Safe road use
-  Post-crash response

HOW TO DO IT?

-  Legal frameworks
-  30 Speed management
-  Capacity development
-  Gender
-  Technologies
-  Focus on low- and middle-income countries

WHO TO DO IT?

-  Financing
-  Government
-  Civil society
-  Private sector
-  Funders
-  UN agencies



World Health Organization



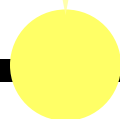
United Nations

For further information, visit:
[DECADE OF ACTION FOR ROAD SAFETY 2021-2030](#)



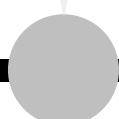
Development of the Regional Plan

The Second Decade of
Action for Road Safety
2021-2030



September
2020

Global Plan for the
Second Decade of Action



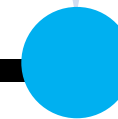
October
2021

Regional Action Programme
for Sustainable Transport
Development in Asia and
the Pacific 2022-2026



December
2021

Regional Plan of Action
for Asia and the Pacific
for the Second Decade of
Action for Road Safety
2021-2030



November
2022

The Regional Plan

of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030



Target

To reduce road traffic deaths and injuries by at least 50 per cent from 2021 to 2030.



Vision

To achieve an Asia-Pacific region increasingly free of the human suffering and economic burden of road crash deaths and injuries.

The **Regional Plan** of Action is intended to guide and support efforts to reduce road traffic deaths and injuries by at least 50 per cent from 2021 to 2030 and to achieve the Sustainable Development Goal targets related to road safety, including target 3.6, by 2030.

The Regional Plan

Asia-Pacific Focus

The Asia-Pacific Region is unique & the most diverse on earth

(This is considered in the Plan):

1. the most wonderful diversity of cultures, religions and peoples
2. permafrost to tropical islands to monsoon to hot desert and cold high-altitude deserts
3. the highest mountains to the lowest to sea level countries
4. the most populous countries to some of the smallest
5. tiny land masses to the largest
6. extraordinary frenetic streets with every form of transport mixing at once to well-arranged tightly-managed streets
7. containing all political systems
8. high to middle to low income countries, with very different road safety issues

The Basis of the Regional Plan

The Safe System Approach: Shared Responsibility



Accepts that human error is inevitable and accommodates errors;



Incorporates speeds, roads, and vehicles that limit crash forces to levels that are survivable for the human body;



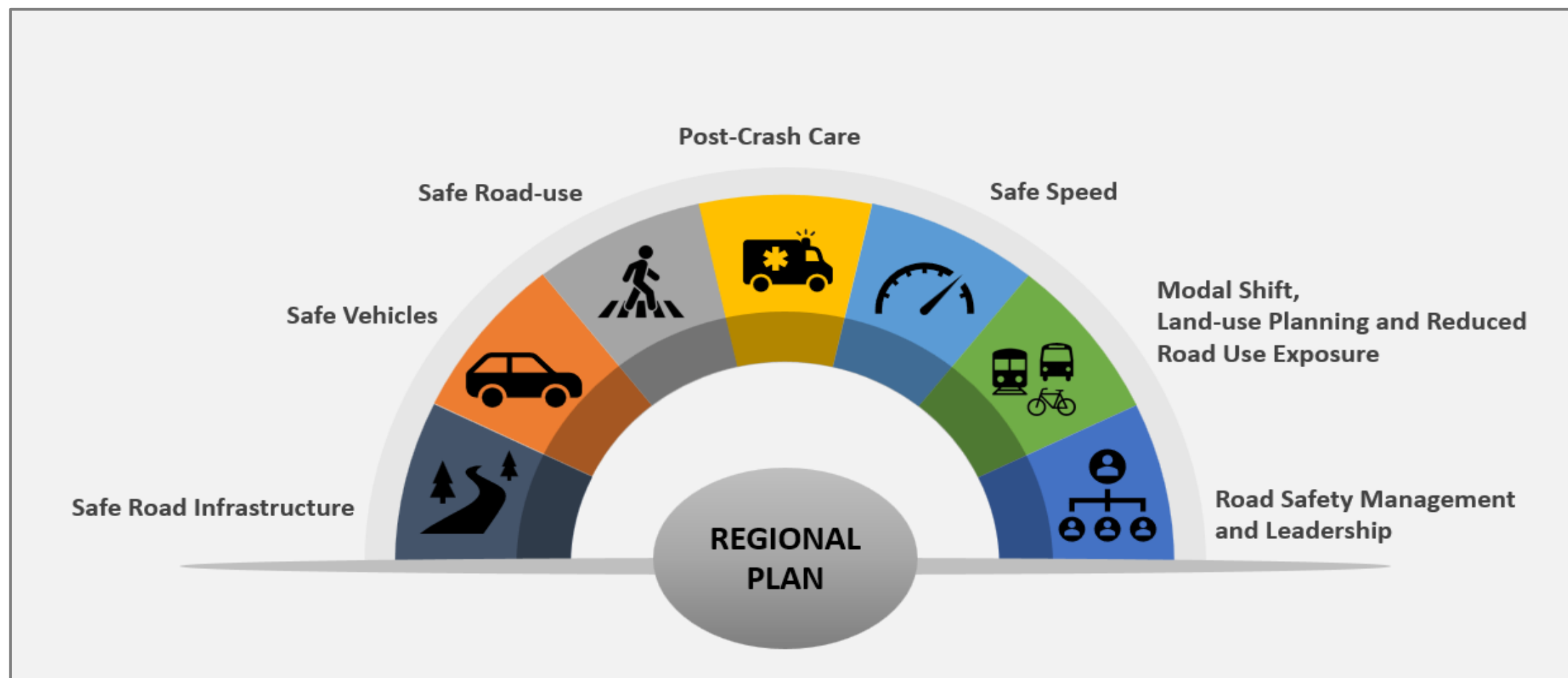
Motivates those who design and maintain the roads, manufacture vehicles, and administer safety programmes to accept and address shared responsibility for safety;



Adheres to the underlying premises that the transport system should not compromise safety for the sake of other factors such as cost or faster transport times;



The Regional Plan – 7 Arenas of Road Safety Interventions



Arena 1: Safe Road Infrastructure

This is a vital element of advancing from trying to fix road users



Example:
Providing
footpaths



Arena 2: Vehicle Safety

Safe vehicles offer major opportunities for improving safety through three mechanisms.

Vehicles can, with good technology:

- protect their occupants (safety belts, airbags, structural protection of survival space)
- protect those outside the vehicle in the event of a crash (more protective vehicle fronts for pedestrians, and under-run guards on trucks to protect other vehicle occupants in a crash)
- vehicles can prevent crashes or reduce the speeds of impact through active safety features such as electronic stability control and emergency brake assistance.



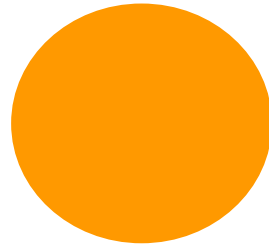
Arena 3: Safe road use

why USE enforcement not crash FEAR?
Psychology: Optimism Bias, driver-overconfidence

Better than average
(over-confidence)

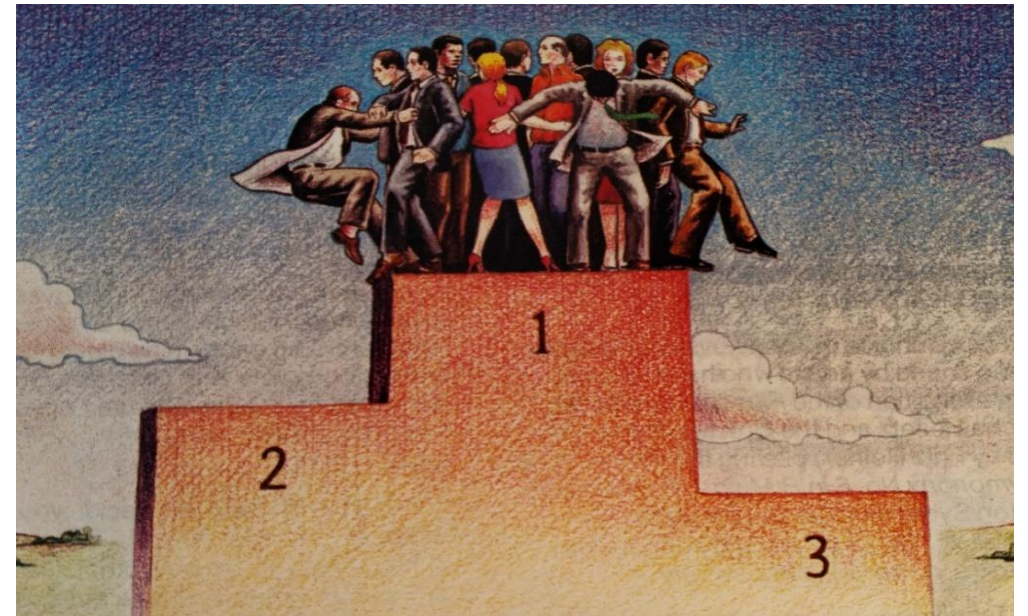


About average



Worse than average
(cautious)

● Only 2.1%



Arena 4: Post-crash Care

- This is another area with potential in technological advances
- Twice as many injured people who die before reaching hospitals in LMICs as in HICs.
 - Many factors, but significantly including the speed & quality of emergency care.
- Rapid effective emergency care not only saves lives but may also reduce long-term disability for survivors of road crashes and many other incidents.
- The people, processes, and funding required to achieve this are substantial, and largely outside the purview of road safety, as they should be based on the breadth of issues emergency care addresses.



Arena 5: Safe Speed, a cross cutting issue

Added as an arena of action in the A-P Plan because:

- Speed is critical to road safety: speed is a major factor in both crashes occurring and in crash severity and these are universal effects to every country
- Speed represents especially powerful cost-effective opportunities across the Asia-Pacific Region.

The best evidence combined from many countries:

Each 1% decrease in speed delivers:

Around a 4% decrease in deaths &

around a 3% decrease in serious injuries

Arena 6: Modal shift, land use planning, and Reduced Road Use Exposure

- Roads are the most dangerous form of transport: 97% of global transport system injury-related deaths are caused by **road** transport.
- Reducing road use is an effective road safety intervention.
- Road use can be reduced in two ways:
 1. moving people and freight from road transport to other transport (rail, metro, water, and air).
Provide and incentivize non-road transport options
 2. reducing the need for mobility.
Good land use/city planning and controls can close the distances between people and the employment, services, and good they access.
- Reduced motorized road use will also serve other global agenda (climate change, the health effects of air pollution and noise pollution, and increased active transport).

Arena 7: Road Safety Management and Leadership

Added as an arena of action in the A-P Plan because:

1. Management & leadership is an arena of strong opportunity in the A-P Region.
2. The activities and expertise required for this work cannot be achieved by a committee or council, but can be achieved a strong well-resourced expert lead agency dedicated to road safety and working with a high-level committee which remains valuable.

Road safety is a product that can be delivered. Its delivery is achievable through selecting and resourcing actions across each arena, as presented in the Plan. This, in turn, requires effective Management and Leadership of road safety.

Road Safety Initiatives in the Asia-Pacific Region

IMPROVEMENT OF DRIVER LICENSING SYSTEM IN LAO PEOPLE'S DEMOCRATIC REPUBLIC

 COUNTRY Lao People's Democratic Republic	AREA OF IMPACT Safe Users	PROJECT DATES 01 Aug 2020 - 31 Dec 2023	PROJECT STATUS Ongoing	Budget \$570,000
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PROJECT OBJECTIVES

- 01** Develop and roll out a newly developed system for driver licensing and driver license testing system.
- 02** Train trainees of the department of transport towards becoming trainers.
- 03** Increase public awareness about the new driver license curriculum, new regulations and the new online system.

This project is expected to improve driver behaviors to drive safely through better training and testing in the licensing process, as well as ensure driver competency when issuing driving licenses.

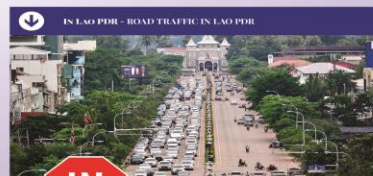
It is expected that the Lao People's Democratic Republic will see improvements in safe and appropriate driving and, thus, a significant reduction in the number of road traffic crashes resulting in serious



injuries and fatalities. It is anticipated that the lives of children and younger adults will be saved, providing important benefits to the country.

PROJECT OUTCOME

- 01** To reduce road traffic crashes, injuries and fatalities in Lao People's Democratic Republic through improved road safety awareness and knowledge of all new drivers and introducing an online driver licensing system.



LIST OF PARTNERS



Ministry of Public Works and Transport (MOPWT), Lao PDR

Asian Institute of Transport Development (AITD) India

Malaysia Institute of Road Safety Research (MIROS)

Currently, in Lao PDR, drivers are insufficiently educated, trained, and tested for road safety awareness and skills prior to the issuance of driver licenses. Against this background, this project is expected to improve the behaviors of drivers to drive safely through better training and testing in the process of licensing and ensure the competency of drivers when issuing driving licenses.

Road Safety Initiatives in the Asia-Pacific Region

BOOSTING THE CAPACITIES OF IRANIAN NATIONAL ROAD SAFETY COMMISSION

 Iran	Area of Impact Road Management	Project Dates 01 Oct 2021 - 30 Sep 2023	Project Status Ongoing	Budget \$230,440
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PROJECT OBJECTIVES

- 01** Demonstrate the proper use of institutional management functions and road safety (Road crash and road safety performance) data in effective and efficient road safety management at the network level.
- 02** Develop case studies to be shared with countries throughout the region by ESCAP, and more broadly through the UN Road Safety Fund Secretariat to encourage adoption of similar best practice approaches.
- 03** Creation of an internal monitoring system.
- 04** Periodic collection of monitoring data.

Iran's performance in policy making and implementation needs to be radically improved through effectiveness and efficiency enhancement in the country's road safety management system.

This project will support better mobilization and enhanced harmonization within the lead agency, which would lead to efficient and effective management and bring sustainable outcomes

(decrease in the number of road deaths and injuries) in the future.



↑ DRIVERS FREQUENTLY MAKE ERRATIC LANE CHANGES OR FAIL TO OBEY TRAFFIC LAWS



LIST OF PARTNERS



Kharazmi University

Ministry of Roads & Urban Development (MRUD), Islamic Republic of Iran

PROJECT OUTCOME

- 01** To establish a decision support system to help the lead agency build the capacity for evidence-based policy development and implementation.



↓ IN IRAN - ROADWAY CRASHES HAVE PUT A HUGE TOLL ON THE COUNTRY'S RESOURCES

This project is expected to support better mobilization and harmonization within the lead agency, resulting in efficient and effective management and long-term outcomes (a decrease in the number of road deaths and injuries) by improving data collection and integration, developing a framework for monitoring and evaluation, establishing a system for effective budget allocation, and setting up a network for road safety research.

Road Safety Initiatives in the Asia-Pacific Region

MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (ABS) ADVOCACY CAMPAIGN IN THE ASEAN COUNTRIES

Country	Area of Impact	Project Dates	Project Status	Budget
Selected South-East Asian Countries	Road Safety	01 Jan 2023 - 01 May 2025	Upcoming	\$240,000

PROJECT OBJECTIVES

01
To raise awareness of the benefits of motorcycle ABS in the South-East Asia subregion of ESCAP.

02
To encourage a subregion-wide commitment to implement motorcycle ABS legislation.

PROJECT OUTCOMES

01
Capacity building and demonstration programs for ABS initiatives in motorcycles.

02
Legislation for making ABS mandatory in motorcycles.



Motorcycle ABS is a recommended technology for implementation in the Global Plan for the Decade of Action (2021–2030). This project proposes a motorcycle ABS initiative in the South-East Asia subregion of ESCAP. The project activities aim to affect

legislation through changing the rules and standards for admission of motorcycles to traffic, education through awareness-raising of motorcycle ABS for users, supporting market penetration of motorcycle ABS, and providing international regulatory support

for adherence to UN Regulation 78/GTR 3 for motorcycle ABS under UN vehicle agreements. These policy initiatives are fully aligned with the Global Plan and the Inland Transport Committee of ECE Recommendations for enhancing national road safety systems.



↑
MOTORIZED TWO-WHEELER ACCIDENT DEATHS ARE HIGH IN THE SOUTH-EAST ASIAN REGION.



↓
THE ANTI-LOCK BRAKING SYSTEM (ABS) IS AN EFFECTIVE TECHNOLOGY TO PREVENT MOTORCYCLE ACCIDENTS.



LIST OF PARTNERS








Motorcyclists are vulnerable due to the lack of protection compared to car occupants. One of the most effective motorcycle safety technologies available to date is the motorcycle anti-lock braking system (ABS). Research has shown that motorcycle ABS can increase rider stability, reduce stopping distances, and decrease rider fatalities.

Road Safety Initiatives in the Asia-Pacific Region

STRENGTHENING CAPACITY OF ROAD SAFETY MANAGEMENT FOR IMPLEMENTATION OF NATIONAL ROAD SAFETY ACTION PLAN IN NEPAL

Country	Area of Impact	Project Dates	Project Status	Budget
 Nepal	Road Safety Management Safe Roads Safe Vehicles Safe Users Post-Crash Response	01 Mar 2023 - 01 Sep 2025	Upcoming	\$800,000

PROJECT OBJECTIVE

01
To build national capacities in road safety management to reduce the number of fatalities and losses from road accidents.

There are many reasons behind the poor situation of road safety in Nepal, but the fundamental one among them remains the weak capacity of the National Road Safety Council (NRSC) to function as the lead agency on road safety, which is critical for the implementation of the National Road Safety Action Plan (NRSAP) 2021–2030.



IN NEPAL - UNSAFE VEHICLES CAN NEGATIVELY IMPACT ON ROAD SAFETY



IN NEPAL - POORLY MAINTAINED ROADWAYS CREATE SERIOUS HAZARDS FOR DRIVERS

With extensive consultation with the government and other stakeholders, a package of support following a system approach for the institutional capacity building of the NRSC to function as the national lead agency on road safety for the implementation of the NRSAP (2021–2030) has been proposed by this project.

PROJECT OUTCOMES

01
Reviewed country capacity on road safety

02
Enhanced capacity of the lead agency

→ Conduct a national capacity review on road safety management.

→ Increase the NRSC's capacity for road safety management

→ Implement priority road safety actions as per the NRSAP.



IN NEPAL - ROAD SAFETY IS ADVERSELY AFFECTED BY UNSAFE ROAD INFRASTRUCTURE

LIST OF PARTNERS



There are numerous reasons for Nepal's poor road safety situation. The most significant one, however, is the National Road Safety Council's (NRSC) inability to serve as a lead organization on road safety. This project aims to strengthen Nepal's leading road safety agency, the National Road Safety Council, in order to enhance road safety.

Success Stories in the Asia-Pacific Region

DEVELOPMENT OF STRATEGIC PLAN FOR INCREASING HELMET USE IN NEPAL

- Many riders in Nepal still do not wear helmets or wear substandard helmets, which can lead to serious injuries or even death in the event of a crash.
- Against this background, NRSC developed a strategic plan to increase helmet use in Nepal, that is currently in action as of May 2023.
- The strategic plan for the implementation of helmet usage is an important initiative that aims to promote helmet usage among riders and create a safer, healthier community.



Success Stories in the Asia-Pacific Region

DEVELOPMENT OF STRATEGIC PLAN FOR INCREASING HELMET USE IN NEPAL

The plan includes:

- Raising awareness among the public about the importance of wearing helmets,
- Making helmets more affordable and accessible,
- Enforcing strict regulations to ensure that only standard helmets are sold and used.

The plan will involve all relevant stakeholders in the process, including helmet manufacturers, law enforcement agencies, and transport authorities in the implementation process.



Success Stories in the Asia-Pacific Region

IN-DEPTH MOTORCYCLE ACCIDENT INVESTIGATION IN THAILAND

- 1,001 motorcycle crash cases (2016-2020) were investigated and supported by Honda and Yamaha in Thailand.
- The causes and consequences of Motorcycle accidents are identified.
- The data were used to develop proper countermeasures to reduce the number and severity of motorcycle accidents in Thailand.
- This investigation recommended countermeasures and policies.

MOTORCYCLE ACCIDENT INVESTIGATION PROCESS

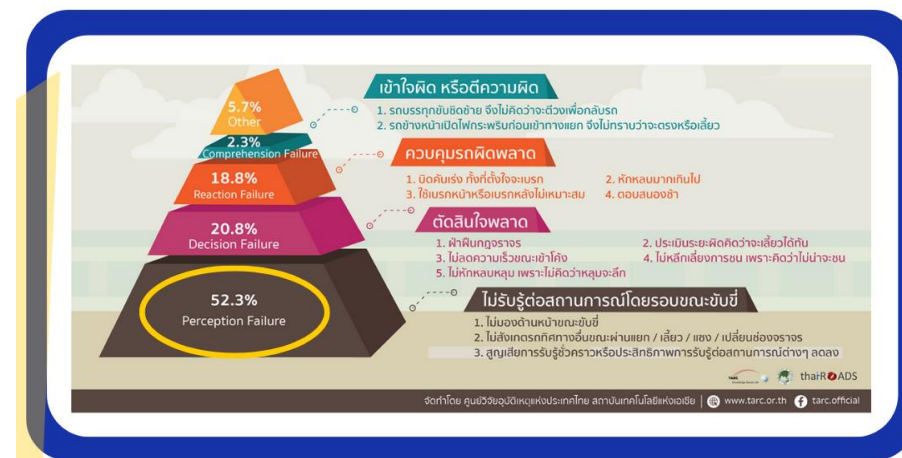


Success Stories in the Asia-Pacific Region

HAZARD PERCEPTION TRAINING IN THAILAND

- Studies have been performed from a psychological standpoint to better understand motorcycle crash risks in Thailand.
- A training curriculum for Thai drivers on hazard perception has been developed and validated.
- It assesses how well the driver can spot hazards when driving on the road and how to respond safely.
- This will aid in anticipation and enhancing awareness and understanding high-risk situations.

HAZARD PERCEPTION



Success Stories in the Asia-Pacific Region

MOTORCYCLE ANTI-LOCK BRAKE SYSTEM (ABS) ADOPTION IN THE ASEAN COUNTRIES

- One of the most effective motorcycle safety technologies available to date is motorcycle anti-lock braking system (ABS).
- In ASEAN, the implementation of an ABS motorcycle regulation in the region is likely to be able to save the lives of up to 8,000 motorcyclists every year.
- Endorse and implement a region wide mandate to regulate for motorcycle ABS for all powered two wheelers that are capable of travel speeds of 50km/h or greater.



Success Stories in the Asia-Pacific Region

MOTORCYCLE ANTI-LOCK BRAKE SYSTEM (ABS) ADOPTION IN THE ASEAN COUNTRIES

- The ABS on motorcycles appeared in Vietnam in the late 2010s. Leading motorcycle manufacturers, such as Honda and Yamaha, began equipping high-end models with ABS from those years.
- Currently, Thailand and Malaysia are mandating motorcycle ABS to accelerate its uptake.
- The life saving potential of motorcycle ABS is huge. In Thailand, the use of motorcycle ABS is estimated to be able to save nearly 6,000 to 9,000 lives in the 5 years after the ABS regulation is implemented.
- **On 24 May 2022, the Malaysian Minister of Transport announced the mandatory installation of an anti-lock braking system (ABS) on new motorcycles with an engine capacity of 150cc and above, in line with a study conducted by the Malaysian Road Safety Research Institute (MIROS).**



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