Road safety in OIC/IDB Member Countries with particular emphasis on MENA and Central Asia

by Haydar Ozkan
IDB Resource Person
IDB TA Grant to Arab Union of Land Transport (2011-2013)

Road safety perspectives for SPECA?
Main obstacles to international road transport

Main causes of waiting times at borders are well known:

« Inappropriate procedures and lack of mutual recognition »
Barriers to Road Transport Impede Development

- Each day of delay = reduces trade by at least 1%
- Each day of delay = 85 km of distancing from trade partners
- Poor trade facilitation affects the composition of trade
  - prevents countries to export time-sensitive goods
  - a day’s delay reduces a country’s relative exports of time-sensitive goods on average by 7%

Source: Economic and Policy Research Institute, TEPAV, 2007
OIC Member States in the World Bank Logistics Performance Index 2014

<table>
<thead>
<tr>
<th>Afghanistan (158)</th>
<th>Albania</th>
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Global benchmarking tool
160 countries compared
OIC Member States: 5 in top 50 / 5+13 in top 100
Road Safety in the World!

1.24 million road traffic deaths every year.

As many as 50 million are injured each year.

8th leading cause of death globally

How safe you are depends on where you are:

Road fatalities per 100,000 population:

- Americas: 16.1
- Eastern Mediterranean: 21.3
- Europe: 10.3
- South East Asia: 18.6
- Western Pacific: 18.5
- Africa: 24.1
Road Safety – Situation in the Arab World

Deaths By Road Accidents

- United Arab Emirates: 2%
- Tunisia: 3%
- Yemen: 9%
- Saudi Arabia: 11%
- Iraq: 16%
- Egypt: 17%
- Sudan: 18%
- Morocco: 9%
- Jordan: 2%
- Kuwait: 1%
- Lebanon: 1%
- Qatar: 0%
- Oman: 1%
- Mauritania: 2%
- Bahrain: 0%
Road Safety – Situation in the Arab World

Death % for each 100.00 Population

Bahrain
Egypt
Iraq
Jordan
Kuwait
Lebanon
Mauritania
Morocco
Oman
Qatar
Saudi Arabia
Sudan
Syria
Tunisia
United Arab Emirates
Yemen
OIC Member Countries need road transport facilitation and safety at the same time!
Signed in Jeddah on 13 June 2011, TA Grant Agreement searched for a Regional Action Plan for the MENA region!
AULT Project Results!

Action Plan
For safer and more efficient road transport in the Arab World

ADR Driver Training
Training: Transport of Dangerous Goods by Road

Road Safety
League of Arab States Truck Accident Case Study Feasibility Study

CPC Manager
Training: Certificate of Professional Competence for transport managers

Facilitation
Facilitation of border crossing procedures in the Arab World

SPECA Road Safety Workshop
Almaty, Kazakhstan – 11 September 2015
3-step Strategy!

- Implement international standards
- Attack the main cause of accidents
- Develop professional training
3-step Strategy!

Implement international standards
Solution: UN multilateral facilitation instruments!
UN Conventions are open to all of the UN Member States!

In 1992,

The UNESCAP Resolution 48/11 recommends its Member States to join and implement the main UN Trade and Road Transport Facilitation Conventions.
Contracting Parties in the Middle East and SPECA (as of 30 March 2015)
To facilitate trade and road transport and improve road safety:

- Traffic and Road Safety
  - Road Traffic
  - Road Signs and Signals
  - Carriage of Dangerous Goods by Road (ADR)
- Harmonised Contractual Conditions and Documents:
  - CMR
- Harmonised Customs Procedures, Equipment and Frontier Controls:
  - Container Convention
  - Temporary Importation of Commercial Vehicles
  - Carriage of Perishable Foodstuffs (ATP)
  - Harmonisation Convention
  - TIR Convention
Objectives:

To facilitate international road traffic

To increase road safety

• Through internationally agreed traffic rules and the reciprocal recognition of documents issued in conformity with those rules
## Convention on Road Traffic, 1968
(as of 30 March 2015)

### Contracting Parties

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### OIC Member States

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- Albania
- Algeria
- Azerbaijan
- Bahrain
- Bangladesh
- Benin
- Brunei
- Burkina Faso
- Cameroon
- Chad
- Comoros
- Cote D’Ivoire
- Djibouti
- Egypt
- Gabon
- Gambia
- Guinea
- Guinea-Bissau
- Guyana
- Indonesia
- Iran
- Iraq
- Jordan
- Kazakhstan
- Kuwait
- Kyrgyzstan
- Lebanon
- Libya
- Malaysia
- Maldives
- Mali
- Mauritania
- Morocco
- Mozambique
- Niger
- Nigeria
- Oman
- Pakistan
- Palestine
- Qatar
- Saudi Arabia
- Senegal
- Siera Leone
- Somalia
- Sudan
- Surinam
- Syria
- Tajikistan
- Togo
- Tunisia
- Turkey
- Turkmenistan
- Uganda
- UAE

**86 Contracting Parties**

**19 OIC Member States**
Convention on Road Signs and Signals, 1968

Objectives

To facilitate international road traffic
To increase road safety

• Through internationally agreed rules for road signs and signals
Convention on Road Signs and Signals, 1968

- Danger Warning Road Signs
- Regulatory Road Signs
- Informative Road Signs
**Convention on Road Signs and Signals, 1968** (as of 30 March 2015)

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**76 Contracting Parties**

**20 OIC Member States**
Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), 1967

Objectives

To improve security of transport of dangerous goods by road through definition of appropriate conditions to allow their transport thanks to:

• appropriate packaging and marking
• rules for cargo loading and securing
• rules for construction, maintenance and operation of vehicles
• harmonised training of drivers and staff
Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), 1967 (as of 30 March 2015)

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48 Contracting Parties

7 OIC Member States
3-step Strategy!

Attack the main cause of accidents
Voyeurism!!!
Trucks: Only a Small Fraction of Vehicles on the Road

One in ten!

Source: EU Transport in Figures, 2007
Specific Road Safety Strategy needed!

The road transport industry supports all measures that improve road safety if they effectively target the main causes of accidents involving trucks.
Results confirmed by US Study

There are only a few scientific studies identifying the main cause of accidents involving trucks

ETAC – First of its kind!
ETAC Study

- Experts cooperate with emergency services
- Expert teams check selection criteria:
  - the accident involves at least one truck (over 3.5t)
  - the accident resulted in at least one injured person
- Investigation and 2-year data collection on +600 accidents
- Data analysis and data verification
- Accident reconstruction
ETAC Accident Categories

Accident

- 7.4% Single truck
- Truck and other road user (vehicles and/or pedestrians)
  - 27.0% Accidents at intersections
  - 20.6% Accidents in queues
  - 19.5% Accidents due to lane departures
  - 11.3% Accidents after an overtaking manoeuvre
Main Causes of Truck Accidents in Europe!

1. Non-adapted speed
2. Failure to observe intersection rules
3. Improper manœuvre when changing lanes
ETAC Conclusion: Top Main Cause is the Human Factor!

624 accidents showed that the main cause of accidents is human error

<table>
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<tr>
<th>Cause</th>
<th>Percentage</th>
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<td>Human factors</td>
<td>85.2%</td>
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<td>Technical Failure</td>
<td>5.3%</td>
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<td>Infrastructure condition</td>
<td>5.1%</td>
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<tr>
<td>Weather condition</td>
<td>4.4%</td>
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Source: EU, IRU

Key recommendation: Training!

However, from the 85.2% linked to human error, 75% were caused by other road users!
AULT Project confirms feasibility of a LASTAC Study for MENA region!

- Technical feasibility
- Operational feasibility
- Legal feasibility
- Financial feasibility
- Schedule feasibility
3-step Strategy!

Develop professional training
5 National Workshops, 9 Training Programmes, 35 Instructors, 11 Checklists!
AULT Project main recommendations for professional training in the MENA Region!

› Adopt rules for access to profession in the occupation of road transport
   Adopt all provisions of the UN Consolidated Resolution on the Facilitation of International Road Transport (R.E.4) on the Harmonisation of Requirements Concerning International Road Transport and Facilitation of its Operation;

› Establish manager qualification frameworks and implement high quality professional training recognised at international standards
   Increase the number of IRU Academy ATIs able to deliver high quality training programmes to road transport professionals, as currently implemented by ATIs who benefited from the IsDB-AULT-IRU grant in selected LAS countries;

› Establish examination capacity to ensure sustainable and continuous quality in IRU Academy programmes trainees’ assessment
   Setup or nominate an institution/authority responsible for ensuring, in compliance with international standards, qualitative delivery of professional driver training and organisation of examinations while ensuring the sustainable and continuous quality of IRU Academy Programmes through the organisation of transparent, reliable, affordable and objective testing of IRU Academy students in the Pan-Arab region under the supervision of the AULT and in close cooperation with national competent Authorities in LAS countries;
AULT Project paved the way towards a Pan-Arab Examination Capacity at IRU Academy international standards!
Looking forward: Safer roads in the SPECA region!

Join and implement key UN conventions on road safety!

Conduct SPECA Truck Accident Causation Study!

Develop SPECA Examination Capacity and compulsory professional training at IRU Academy standards!

COOPERATE WITH REGIONAL AND INTERNATIONAL ORGANISATIONS TO ELABORATE AND IMPLEMENT A SPECA REGIONAL ACTION PLAN FOR MORE EFFICIENT AND SAFER ROAD TRANSPORT INDUSTRY ACROSS THE REGION!
Looking forward: Safer roads in the SPECA region!

THANK YOU!

haydar.ozkan@bsec-urta.org