Road Safety Practice by ADB

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

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
## DESIGN AND MONITORING FRAMEWORK

Impact the TA is Aligned with:
Road crash casualties in Mongolia reduced (Road Safety Policy)\(^8\)

<table>
<thead>
<tr>
<th>Performance Indicators with Targets and Baselines</th>
<th>Data Sources and Reporting</th>
<th>Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Outcome</strong> National road safety policy and action plan developed</td>
<td>a. Annual report of the MRT</td>
<td>Government changes may delay the adoption of the national road safety policy and action plan</td>
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<tr>
<td>By 2018</td>
<td>b. Annual reports of the MRT and the National Traffic Police</td>
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<tr>
<td>a. National road safety policy is adopted by the national government policy (2016 baseline: Not applicable)</td>
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<tr>
<td>b. Road safety action plan is adopted to road safety related agencies (2015 baseline: Not applicable)</td>
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<tr>
<td><strong>Outputs</strong></td>
<td>1. Mongolia road safety white paper prepared</td>
<td>Lack of systematic road crash data may adversely affect the quality of outputs 1, 2, and 3</td>
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<td>2. National road safety policy and action plan prepared</td>
<td>2a. Annual report of the MRT</td>
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<tr>
<td>2a. National road safety policy and action plan presented for endorsement by parliament by the end of 2017 (2016 baseline: Not applicable)</td>
<td>1a. Annual reports of the MRT and the National Traffic Police</td>
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<td>3. Road safety management capacity improved</td>
<td>3a. Consultant report and annual report of the MRT and the National Traffic Police</td>
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<tr>
<td>3a. 100% of road safety staff in the government and 50 traffic police gain road safety accreditation certificates for training by the end of 2017 (2016 baseline: Not applicable)</td>
<td>4a. Consultant report and annual report of the National Traffic Police</td>
<td></td>
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<tr>
<td>4. ICT-based crash database and crash investigation application developed and deployed</td>
<td>4b. Consultant report and annual report of the National Traffic Police</td>
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<tr>
<td>4a. National crash database established by the end of 2017 (2016 baseline: Not applicable)</td>
<td></td>
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<tr>
<td>4b. Mobile road crash investigation application developed and deployed by the end of 2017 (2016 baseline: Not applicable)</td>
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<tr>
<td>5. Knowledge products disseminated</td>
<td>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)</td>
<td></td>
</tr>
<tr>
<td>5a. Consultant deliverables</td>
<td></td>
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</table>

- 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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