



APRSO Annual Meeting

11 November 2022 | 13:00 – 15:30 (GMT +8)



APRSO Annual Report 2020/2021

Charles M. Melhuish
Consultant, APRSO

Members

- Afghanistan
- Armenia
- Australia
- Azerbaijan
- Bangladesh
- Cambodia
- Cook Islands
- Fiji
- Kazakhstan
- Kyrgyz Republic
- Lao PDR
- Maldives
- Marshall Islands
- Mongolia
- Nepal
- Pakistan
- Philippines
- Solomon Islands
- Sri Lanka
- Turkmenistan
- Myanmar (Observer Status)

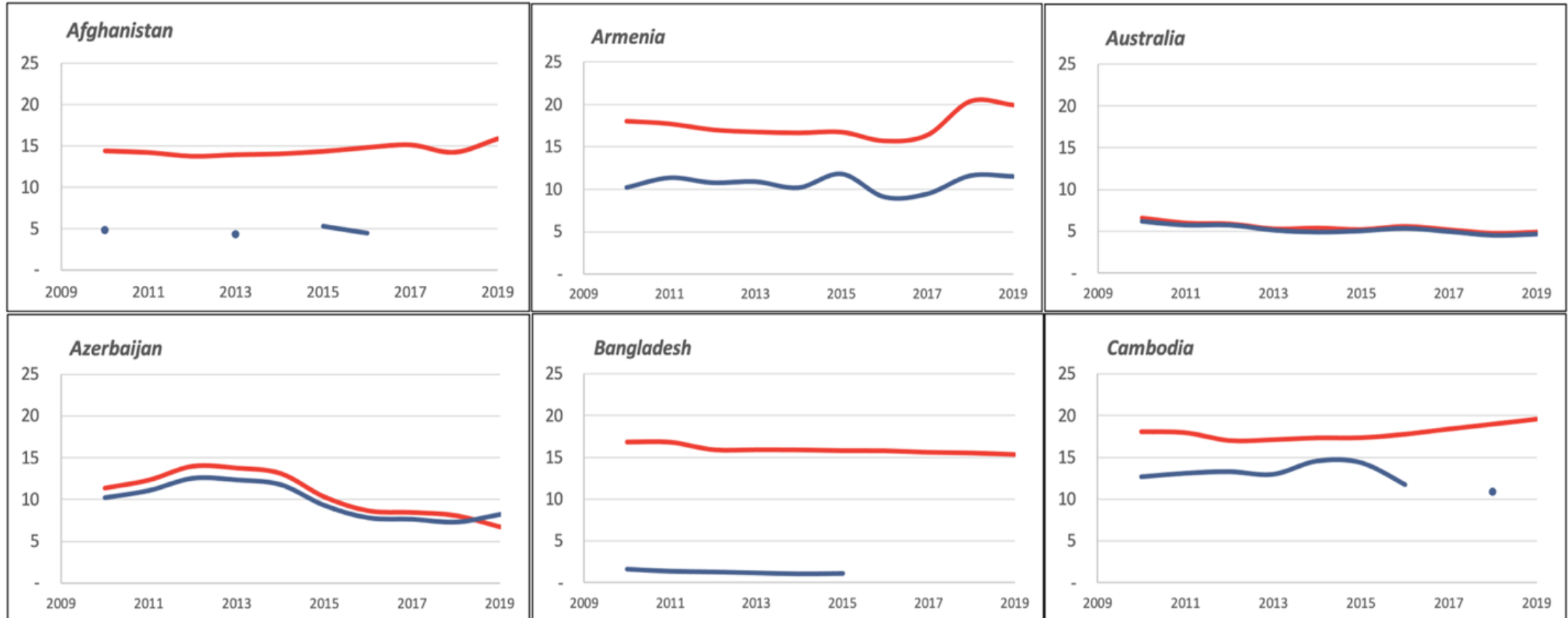
Supporting Members

- **Asian Development Bank**
- **Federation Internationale de' Automobile**
- **International Transport Forum**
- **United Nations Economic and Social Commission for Asia and the Pacific**
- **World Bank Group**
- **World Health Organization**

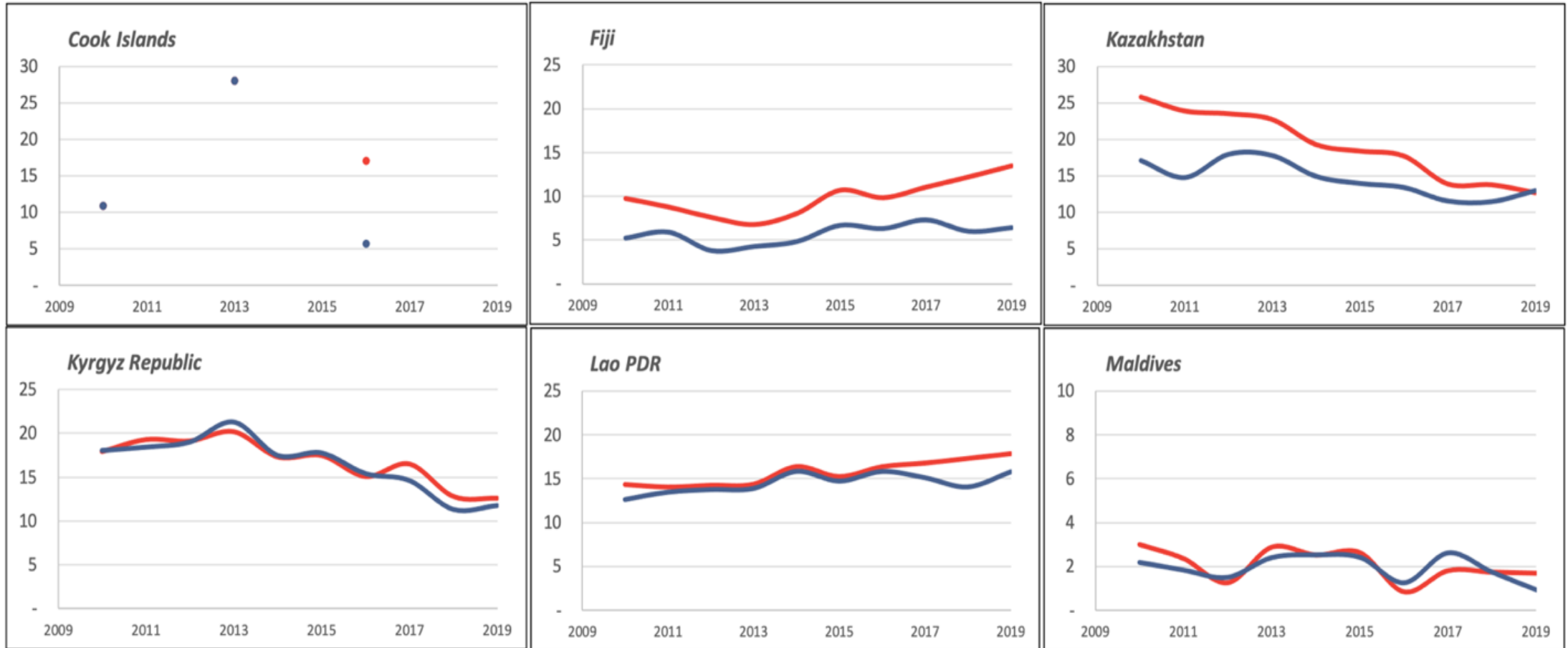
Fatalities in the Region

Region	Reported Fatalities		Estimated Fatalities		Percentage reported
Asia Pacific Region	320,100		747,500		43
APRSO Member Countries	33,140		90,340		37
Source: 2018 WHO Global Status Report					

Estimated and Recorded Fatalities in APRSO



Estimated and Recorded Fatalities in APRSO (2)



Estimated and Recorded Fatalities in APRSO (3)



Summary of Fatality Trends in APRSO

- Underreporting has a large impact on the estimated cost of road crashes on a country's economy.
- Figures suggest that the real cost of crash fatalities to the economy are more than double the reported amount.
- The overall cost in most countries is between 3% and 6% of GDP.
- Improvement and modernization of the crash data collection and reporting system should be a high priority in many countries.
- The historic efforts in most countries to address safety have been insufficient to reduce the actual number of fatalities.
- There is a need to place greater priority to addressing safety issues.

Safety Performance and Institutional Management Indicators

- Crash data alone is insufficient to determine the safety situation in APRSO countries.
- It is important to assess the effectiveness of safety regulations and performance of institutional frameworks.
- The following results are based on the WHO 2018 Global Status Report where countries completed self evaluation questionnaires.

A. Institutional Set-up

- All countries have a responsible institution – but it is not known if a multisectoral approach is followed.
- Nearly all are funded through the national budget.
- Most countries have a National Road Safety Strategy (4 do not).
- Only 3 countries have a fully funded strategy – the majority are only partially funded.

B. Safer Vehicles

- Road vehicles are a major cause of safety on the road network.
- Countries are often slow to take up new safer vehicle technologies.
- Support is required for the **UN benchmark standards** covering front and side impact, electronic stability control, seat belt anchorages and seat belts, pedestrian protection measures, child restraints and motorcycle anti lock braking systems.
- High proportion of road victims comprise vulnerable road users (powered 2 wheelers, bicyclists and pedestrians) all of whom could benefit from vehicles with latest safety devices fitted.
- Vehicle inspection and maintenance systems are not mandated in all countries, and where they are, they are often affected by poor governance.

C. Safer Roads

- Most countries indicated that they undertake safety audits for new road investments – 12 yes, 7 partial, 1 no
- Design standards for pedestrians and bicyclists - 4 yes, 14 partial, 2 no, 1 dk
- Inspections and star ratings – 13 yes, 5 no, 2 dk
- Black spot works – 14 yes, 5 no, 1 dk
- Policy and investment in urban transport – 14 yes, 5 no, 1 dk

D. Speed Management

- All countries have speed limit legislation.
- Speed limits on urban and rural roads in some countries is high.
- Enforcement is perceived to be mediocre – requires improvement.
- Half APRSO countries fully depend on manual enforcement measures.
- Greater focus on speed reduction is required and will save lives.

E. Helmets

- Almost all countries have helmet laws for drivers and passengers.
- Only 6 countries have regulations on fastening.
- Only 7 countries have helmet standards.
- 12 countries do not restrict children passengers on motorcycles but 7 countries have age limits (either 8 or 12 years old).
- Enforcement was perceived to need improvement.

F. Seat Belts

- 5 countries did not have a national seat belt law.
- Of the 15 countries that had such legislation, it did not apply to rear seated passengers in 8 countries.
- Enforcement was perceived to require improvement.
- For the 6 countries reporting on the use of seat belts, there was a relatively high non compliance for both drivers and front seat passengers.

G. Other Performance Indicators

Child Restraints

Only 5 countries had such legislation.

Distracted Driving

6 countries did not have legislation.

Drug Driving

4 countries did not have legislation.

Events and Training

- First Workshop on the Implementation of APRSO
- Global Conference of Regional Road Safety Observatories
- First APRSO Annual Meeting
- Road Safety Engineering
- Road Safety Management Leadership Course
- Improving Road Safety in Mongolia and Samoa
- Meeting Global Road Safety Performance Targets
- Ensuring Road Safety in Schools
- A New Toolkit for Post-Crash Response
- Road Safety Capacity Building Program

Average participation
estimated at 170
persons.

Communications and Outreach

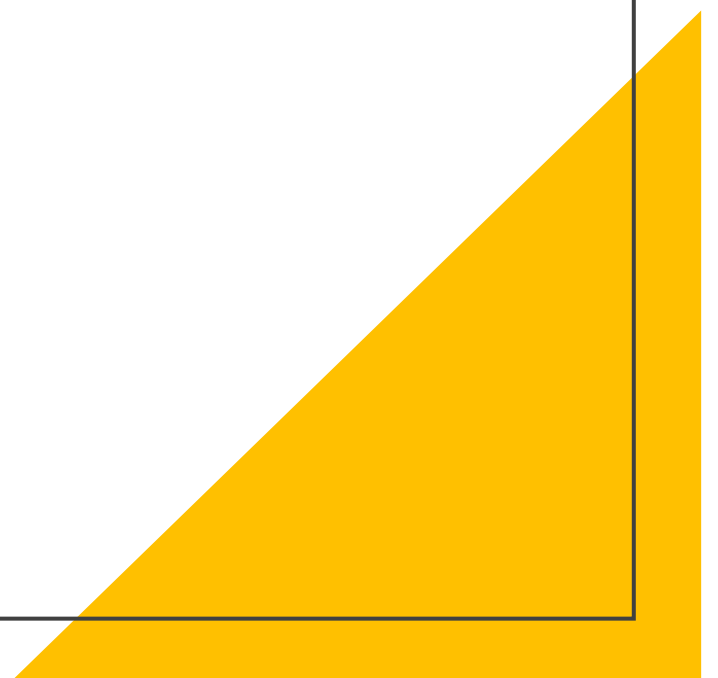
- The program only initiated in March 2021 so still in early stages of development.
- The assessment identified 3 categories of audience, provided the main focus of messaging and created initial mission statement.
- Expanded the range of content formats and increased use of visuals.
- Identified essential use of LinkedIn where over 522,000 professionals have “road safety” as part of job title.
- Expand use of social media particularly LinkedIn, Twitter and Facebook. Events are a major driver of engagement.

Studies and Technical Support

- Engaged in 4 studies:
 - Report on Road Safety Indicators in APRSO Member Countries Governance
 - South Asia Subregional Economic Cooperation
 - Data for Road Incident Visualization Evaluation and Reporting (DRIVER).
- Technical support – tbd but APRSO envisages to become the focal point for development in road safety and the creation of a knowledge hub where members can seek technical and practical information on different aspects of road safety.

Proposed APRSO Governance Arrangements

**Charles M. Melhuish
Consultant, APRSO**



Articles 1, 2 &3: Creation, Vision, Mission

Article 1: Creation

This document set out the governance structure and functions of APRSO as agreed by its member countries.

Article 2: Vision

- APRSO is the regional forum on road safety data, policies, and practices to ensure the protection of human life on the roads in the Asia and the Pacific.

Article 3: Mission

- The mission of APRSO is to generate robust fatal and serious injury road crash data and analysis to positively impact on policies for road safety in order to substantially reduce road traffic fatalities and serious injuries.

Article 4: Objectives

1. Be the regional forum to discuss and exchange road safety policy developments.
2. Collect, manage, and analyze road safety data with a view to establishing an Asia Pacific regional database for fatal and serious injury road crashes.
3. Collect and analyze FSI road crash casualty data.
4. Reduce the gap between police reported fatalities and mathematically estimated fatalities used internationally to monitor road safety.
5. Provide technical assistance to member countries on FSI road crash data collection systems, standards and analysis.
6. Share technical material, software, and necessary tools for collecting and analyzing FSI road crash data.
7. Share information and foster dialogue among key stakeholders on road safety within Asia and the Pacific.

Article 4: Objectives (cont)

8. Support the creation of a lead agency for road safety in every member country, as well as strengthen existing ones.
9. Provide capacity building on technical issues and guidelines related to road safety.
10. Provide training to police and other data collection agencies in crash investigation and reporting.
11. Establish cooperation agreements for implementing and evaluating road safety action plans among members.
12. Monitor road safety progress of its member countries.
13. Promote good practice on national and regional road safety policies and strategies.
14. Help assess how to reduce factors that lead to serious road injuries in member countries.

Articles 5 & 6: Organization and Location

Article 5: Organization

APRSO comprises the following bodies:

- (a) General Assembly
- (b) Steering Committee
- (c) Task Forces
- (d) Data Expert Group
- (e) Secretariat

Article 6: Location

APRSO will normally meet on the side of other regional transport meetings. The Secretariat will be located in a suitable organization as agreed by members.

Article 7: Membership

Voting members comprise (i) Governments in Asia and the Pacific, and (ii) Supporting donor organizations.

Non-voting members comprise (i) private sector firms, (ii) non-government organizations, and (iii) academia.

Articles 8, 9 & 10: General Assembly

- Comprises both voting and non voting members.
- It is validly constituted if at least half of the APRSO member countries are present.
- It is chaired by the Chair of the Steering Committee.
- Agreements shall be adopted by a majority vote of the countries present.
- Countries may be represented by individual duly appointed by the country. Donor organizations and non-voting members by persons nominated by the individual entity.
- It will meet once a year. Meeting notice will be at least 4 months.
- Extraordinary meetings can be convened by Steering Committee or if proposed by at least half of the voting members.

Articles 11: General Assembly Responsibilities

The General Assembly is responsible for:

- a) Ensuring APRSO meets its mission and objectives
- b) Electing members of the Steering Committee
- c) Maintaining the development and applicability of this statute
- d) Approving APRSO's Annual Work Plan
- e) Approving new members
- f) Considering, validating and endorsing reports, proposals and communications submitted by the Steering Committee
- g) Appointing Task Forces

Article 12: Record of Decisions of General Assembly

- Resolutions adopted by the General Assembly shall be recorded in the minutes of the meeting.

Articles 13, 14 & 15: The Steering Committee

Article 13: The Steering Committee ensures implementation of the decisions made by the General Assembly.

Article 14: Functions

- Carry out all necessary actions to fulfill the Assembly's mandate
- Prepare and implement the APRSO workplan
- Approve date and agenda of the annual General Assembly
- Prepare documentation, reports and proposals to GA
- Approve guidelines for the functioning of APRSO

Article 15: Procedure for Selecting Steering Committee

Voting members propose to the GA candidates for SC who must receive the majority vote of countries participating. Similar for renewing office.

Article 16, 17 & 18: Organization of Steering Committee

Article 16: Organization of Steering Committee

Consists of 7 members. 5 shall represent member countries and 2 represent supporting donor organizations.

Chair selected by committee members. Must represent member country.

Article 17 Steering Committee work sessions

Meets 4 times a year. Agenda, topics and decisions recorded in minutes.

Extraordinary sessions may be called at Chair request due to unforeseen or extraordinary circumstances.

Article 18: Validity of Position

Each Steering Committee member shall serve a 2-year term. Possibility of re-election twice, serving max of 6 years. To promote continuity half of its members should be subject to election every year.

Article 19: Task Forces

- The GA or SC may establish Task Forces covering specific areas of interest.
- TF will be led by APRSO members: at least 2 members will lead and co-lead respectively.
- Technical support will be provided as required. Funding of such technical support will use APRSO funds through the Secretariat.
- TF activities will submit monthly reports to the Secretariat and findings and conclusions delivered to the Steering Committee.
- Findings will be presented to the General Assembly.

Article 20: Data Expert Group

- Responsible for coordinating, collecting and agreeing the regional crash data.
- National Data Coordinators are nominated by their countries.
- They will liaise and coordinate between different national and local agencies such as traffic police, transport and highway departments, health departments and agencies, insurance companies, and other companies and agencies.
- Primary outcome is an improved national road crash data base.
- The Data Expert Group will meet at least once a year.

Articles 21 & 22: The Secretariat

- Hosted by ADB for at least initial 3 year period. Thereafter General Assembly will decide location.

Article 22: Secretariat Duties

1. Establish, manage and maintain the APRSO road crash database.
2. Collate and undertake statistical analysis of the FSI road crash data from members and produce an annual report for submission to GA and SC.
3. Promote training and projects aimed at improving the analysis of fatal and serious injury crash data that can drive policy change, enforcement and provide a business case for road safety programs.
4. Promote programs and projects aimed at improving public policies and practices on road safety by members.
5. Facilitate and conduct technical research on road safety either directly or as part of the Task Forces.
6. Recruit specialist(s) as may be required to provide inputs for the APRSO and/or Task Forces as required.

Article 22: Secretariat Duties (cont)

7. Facilitate and lead activities of the Data Expert Group.
8. Set up and manage the APRSO website to disseminate statistical data and information on good policies and practices.
9. Seek financial support for the APRSO.
10. Manage APRSO's budget and prepare annual work program and any required financial reports.
11. Carry out day to day operations and logistical support of the APRSO.
12. Manage APRSO's correspondence.
13. Record minutes and actions of Steering Committee and General Assembly meetings.
14. Undertake program and logistic preparations for APRSO General Assembly and other meetings.
15. Undertake other tasks assigned by the Steering Committee.

Articles 23, 24 & 25: Amending, Disputes, Effectivity

Article 23: Amending the Statute:

Amendments can be proposed by GA or SC. All amendment proposals submitted to Secretariat at least 2 months prior to GA meeting. Amendments must be approved by majority vote.

Article 24: Settlement of Disputes:

Any disputes, conflicts or complaints regarding interpretation of the Statute should be settled by reaching amicable agreement. If not possible Steering Committee shall intervene to resolve the conflict.

Article 25: Entry into Force:

The Statute shall enter into force one day succeeding its approval by APRSO members attending the first General Assembly

New Article 25: Evaluation of Statute

New Article 25 proposed by Australia:

“The terms of the APRSO Statute will be reviewed before the conclusion of two years to ensure that they are fit for purpose and serve the members as intended.”

If approved the existing Article 25 would be re-numbered 26.