3RD ANNUAL MEETING: ASIA-PACIFIC ROAD SAFETY OBSERVATORY

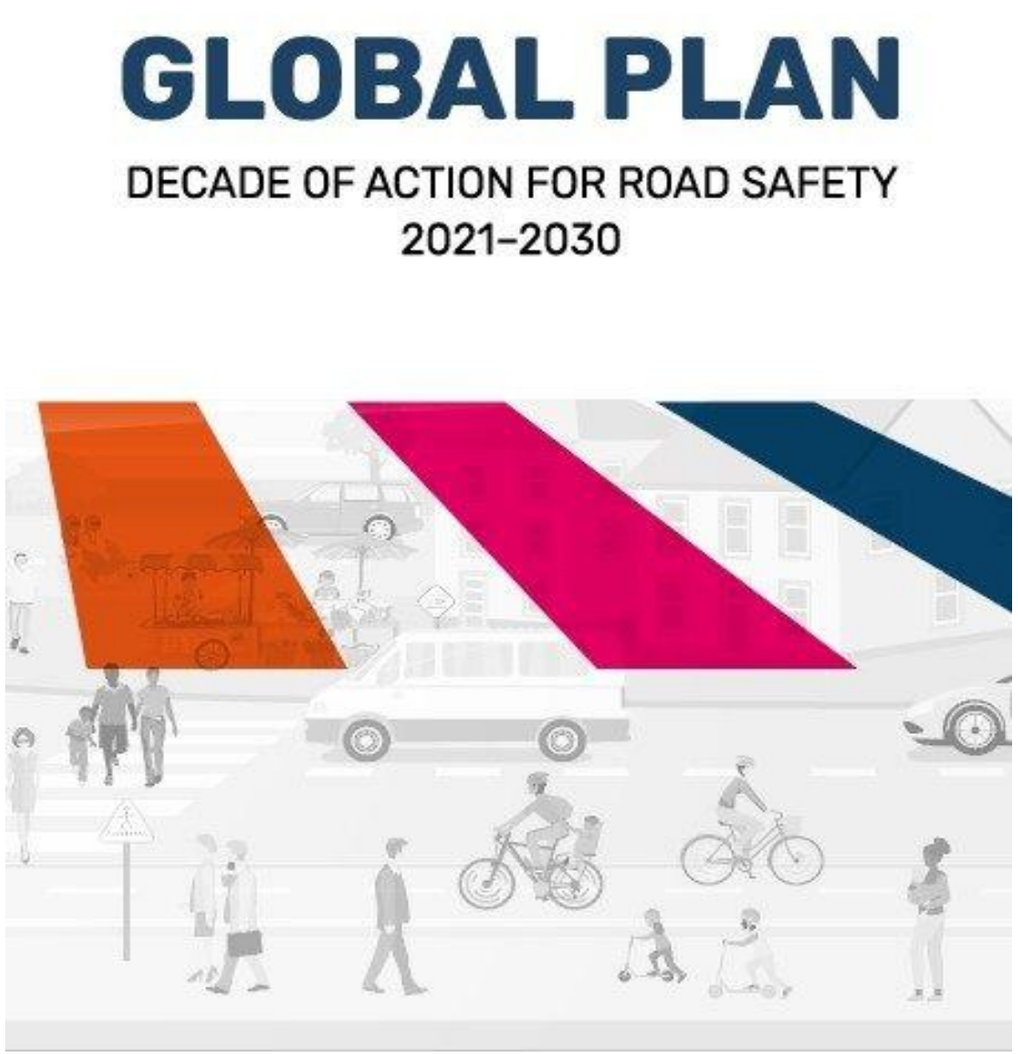
13 October 2022

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

Ishtiaque Ahmed, PhD
Sustainable Transport Section
Transport Division

ahmed200@un.org

1



The “Global Plan:

Decade of Action for Road Safety 2021-2030” was finalized and launched by the global community on 28 October 2021.

2

Development of a Regional Plan

A unique region

The Asia-Pacific region is a diverse region

It is a unique region with its own cultures and heritages

Despite the distinct features of the region, there is still much in common with the rest of the world when it comes to road safety.

The art is in determining which is relevant and applicable.

3 Development of a Regional Plan

Need for a Regional Plan

a) Focus on the regional issues

b) Adaptation to the related global issues

c) Drawing the attention of the regional stakeholders

d) Ownership building

e) Drawing the international attention to the regional needs

4

Development of a Regional Plan

Regional Mandate

The regional action programme (RAP) for sustainable transport development for Asia and the Pacific (2022-2026) noted the importance of the “Development of a regional plan of action for the Second Decade of Action for Road Safety 2021-2030” in line with the Global Plan.

5 Development of a Regional Plan

Regional Mandate

F. Road safety

1. Summary description

This thematic area is focused on reducing the number of fatalities and injuries from road traffic crashes by 50 per cent by 2030. The activities and intended outcomes in this area will utilize technology, innovation, automation, digitalization, regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to address: (a) the Global Plan of Action for the Second Decade of Action for Road Safety 2021–2030; (b) safe system interventions and key risk factors; (c) improved road crash data management systems; and (d) vulnerable road users, among others.

2. Activities

2.1 Develop a regional plan of action for the Second Decade of Action for Road Safety 2021–2030 in line with the related Global Plan.

6 Development of a Regional Plan

The review of the Global Plan by the Transport Division of ESCAP

Preparation of a first draft report of the Regional Plan with the help of an international consultant

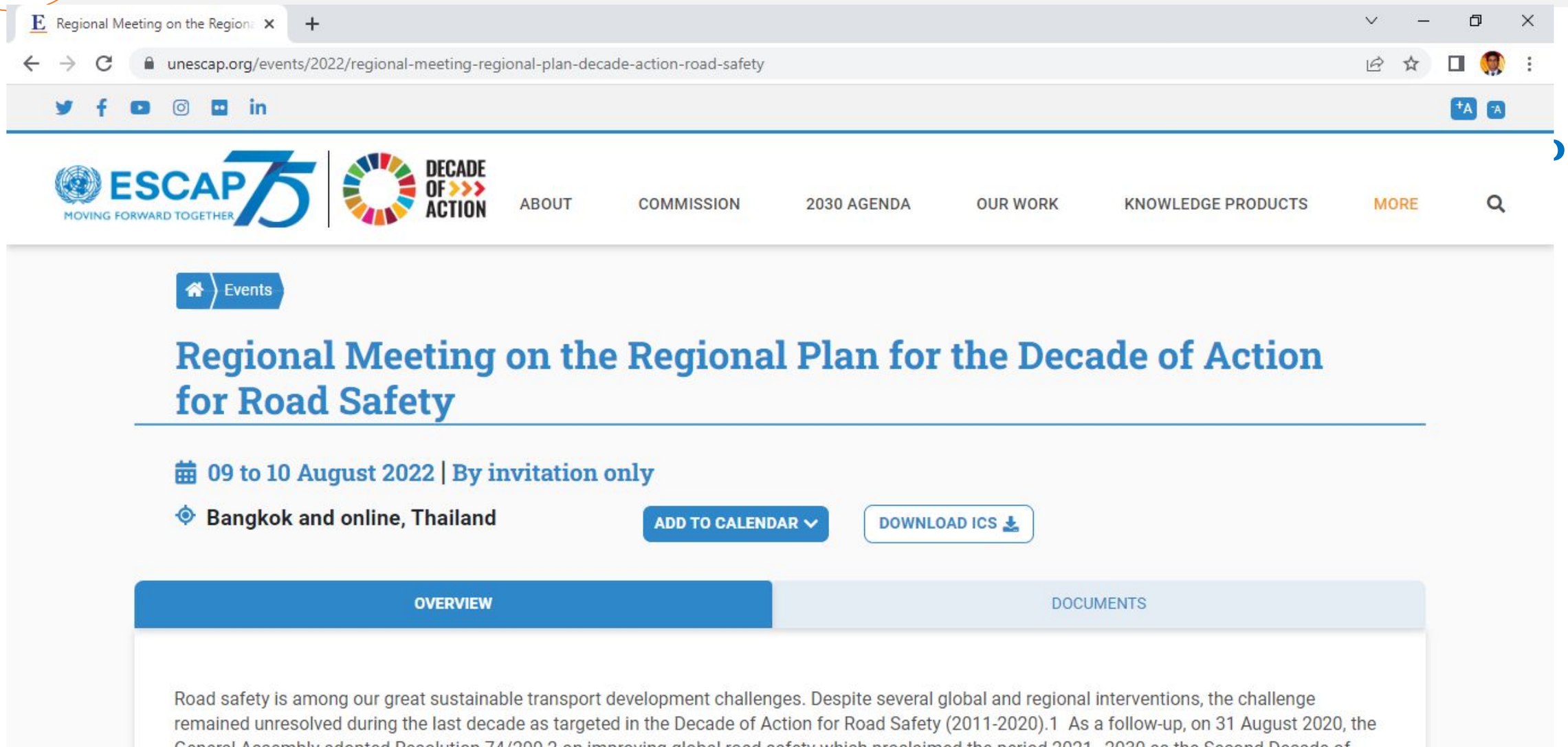
7 Development of a Regional Plan

Virtual Regional Workshop on 23 March 2022

Developing the Asia-Pacific Region Road Safety Plan

Virtual regional capacity building workshop on the development of a regional plan of action for the Second Decade of Action for Road Safety (2021-2030)

8 Acceptance by the participants in a Regional Meeting



The draft Regional Plan

Vital Features of the Plan

1. Asia-Pacific focus
2. LMIC focus, crash costs in A-P
3. Based on:
   - The UN Global Plan
   - Evidence-based recommendations
4. Vision and Target, Safe System
5. Brief coverage of each Arena of Action

10

The draft 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 draft Regional Plan

Asia-Pacific Focus

The Asia-Pacific Region has distinct road safety issues, though of course these vary from country to country

Most common are:

1. Speeds in cities, on rural roads and highways
2. Increasing motorization
3. Motorcycles
4. Pedestrians
5. Mountainous roads
6. Crowded city streets of mixed users

Combined with challenges in capacity, resourcing and funding- in most A-P countries

The draft Regional Plan

Low/Middle Income country focus- crash costs

THE OPPORTUNITY IS HUGE, and we are making progress

MICs suffer the vast majority of crash deaths in the A-P Region

Road crashes= deaths, disabilities, injuries, suffering, grief, and economic losses for LMICs in A-P

Economic costs of crash trauma:

Average 4.7% of GDP each year in LMICS in A-P (World Bank, 2019): Young victims

Retard long term economic growth of countries (World Bank, 2017)

Road safety is an excellent economic investment for LMICs

Its not a question of- Can we afford to invest in road safety?

It's a question of- Can we afford NOT to invest in road safety?

13 The draft Regional Plan

The Plan is Based On…..

1. <u>EVIDENCE-BASED RECOMMENDATIONS</u>
2. There is a huge body of scientific evidence in road safety
3. BUT, most of us do not know that evidence, and we are all road users:

- so we make road safety decisions based on common sense and personal experience. **This is very misleading, and leads to ineffective politically convenient investments**

- So, it is great that in many countries across the region more evidence-based effective interventions being adopted

The draft Regional Plan

Safe System, Shared Responsibility

Safe System recognizes that humans, speeds, vehicles, and road infrastructure must interact in a way that ensures safety.

1. Accepts that human will always make mistakes & accommodates errors
2. Incorporates speeds, roads, and vehicles that limit crash forces to levels that are survivable for the human body
3. Motivates those who design and maintain the roads, manufacture vehicles, and administer safety programmes to accept and address shared responsibility for safety

We can’t just deliver Safe System overnight in the A-P (or indeed anywhere), yet it guides what we should do with road safety investments

The draft Regional Plan

Vision and Target

- Vision: An Asia-Pacific Region increasingly free of the human suffering and economic burden of road crash deaths and injuries

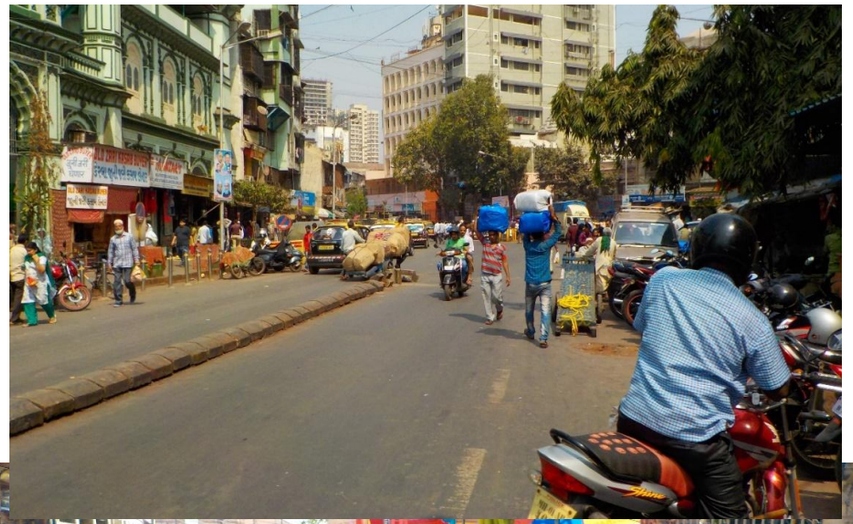
- Target: To reduce road traffic deaths and injuries by at least 50 per cent during the Decade

Brief coverage of each arena of action

- Arena 1: Safe Road Infrastructure
- Arena 2: Vehicle Safety
- Arena 3: Safe road use
- Arena 4: Post-crash Care
- Arena 5: Safe Speed, a cross cutting issue
- Arena 6: Modal shift, land use planning, and Reduced Road Use Exposure
- Arena 7: Road Safety Management and Leadership

Arena 1: Safe Road Infrastructure

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



Example:

Providing

footpaths

Arena 1: Safe Road Infrastructure

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

Large advantages: (1) the right design works for road safety (2) changes last many years (3) largely under the control of go

I see many successes in A-P

Arena 1: Safe Road Infrastructure

Recommendations (Relates to Global Performance Targets 3 and 4)

- In all decisions on road investment shift to modern evidence, and away from the myth that building faster roads, prioritizing motor traffic, and cutting safety investment is better for the economy. Over the last decade, the evidence for the huge economic costs of crashes and their retarding effects on national economies has grown and is compelling
- Capture a full economic picture for road investment decisions, including the increases in all costs of higher speed roads and prioritizing traffic (including more deaths and disabilities, more air pollution, greenhouse gasses, noise, dislocation, and inequity).
- Road infrastructure designs must consider the safety of vulnerable road users, especially pedestrians, bicyclists, and motorized two-wheelers in consideration of the local needs.
- Move steadily to a culture of increasingly protecting the road user through road features when mistakes are made, consistent with a safe system.
- Revise national road engineering and construction standards (such as GOSTs and SNiPs, and see related recommendation recommendations in the Safe Speed Arena) including the acceptance of the standards adopted by the Seventh Meeting of the Working Group on the Asian Highway entitled: “Annex II bis Asian Highway Design Standards for Road Safety” in 2017. In many countries of the Asia Pacific Region, current national standards for road design do not facilitate or may even prohibit the adoption of modern best practices in road safety infrastructure, and are in urgent need of extensive updating.

Arena 1: Safe Road Infrastructure

Recommendations (Relates to Global Performance Targets 3 and 4)

- Improve the classification systems and the policies which follow and thus prioritize motorized traffic movement over saving lives by preventing the speeds and safe infrastructure required for pedestrians once a road is classified as a highway. Road classification per section based on real use (especially pedestrians and cyclists), rather than the original intention for the road, will facilitate strong safety opportunities.
- Improve pedestrian safety (including for those with disabilities), through the provision of footpaths, preventing shops and other activities from taking footpath space, and providing safe crossing facilities with speeds managed down to 30 kmph.
- The other vulnerable road users (cyclists and motorcycle riders) increasingly be protected through the provision of the well-designed separated cycle and motorcycle lanes if feasible, with projects subjected to a full road safety audit wherever applicable.
- MDBs to make uniformly strong commitments to road safety following the MDB Joint Statement on Road Safety of 2020, with crash costs included in economic appraisals of projects.
- Improve capacity for, use, and influence of, Road Assessments and road safety audits, setting higher safety star rating standards for road projects.

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 2: Vehicle Safety

Safe Vehicles: Recommendations for the Asia-Pacific Region (Global Road Safety Performance Target 5)

Progressively regulate core safety features for manufacturer or import of vehicles, ultimately including:

- Electronic Stability Control, including for trucks
- Anti-lock braking system and daytime running lights for motorcycles
- Standards on front and side impact to ensure that occupants are protected in a front and side-impact crash
- Safety belts and safety belt anchorage for all seats to ensure that safety belts are fitted in vehicles when they are manufactured
- ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse
- Autonomous Emergency Braking to reduce collisions for all vehicles including motorcycles
- Pedestrian protection standards to reduce the severity of impact with a motor vehicle
- Motorcycle helmets are certified according to international harmonized standards and in consideration of the local climatic condition.
- Under-run guards on trucks.

Arena 2: Vehicle Safety

Safe Vehicles: Recommendations for the Asia-Pacific Region (Global Road Safety Performance Target 5)

- Promote safer vehicles to the community, influencing consumer vehicle purchase decisions and forcing improvements from manufacturers, and increasing funding for vehicle safety testing.
- Set high safety standards for vehicle fleet purchases/leases. Incentivise modal shifts of road vehicles away from motorcycles to buses and especially BRT systems. Motorcycles are dramatically and inherently more dangerous than cars (with around 10-20 times the death risk per km of travel), and cars are dramatically more dangerous than route buses, vii especially when the buses are regulated to set routes and are not competing on any given route.
- Maintain safety standards (and emission standards) of vehicles through well-regulated vehicle inspection schemes, including Audits of Vehicle Inspection Schemes.
- Countries that export second-hand vehicles to revise their export policies which currently often mean that the most dangerous and most polluting vehicles are being sent to the countries which are least able to manage the consequences. Countries that import second-hand vehicles need to consider this issue in their policies.
- Improve the vehicle registration and identification system, as vehicle identification is a requirement for speed cameras, enforcements, vehicle inspection processes, and the prevention of revenue leakage.
- Road safety must not be left waiting on the long-term development and infiltration of autonomous vehicles.

Arena 3: Safe road use

Opportunities in this arena are extensive and evidence-based interventions are critical. Common sense is most common and misleading in this Arena.

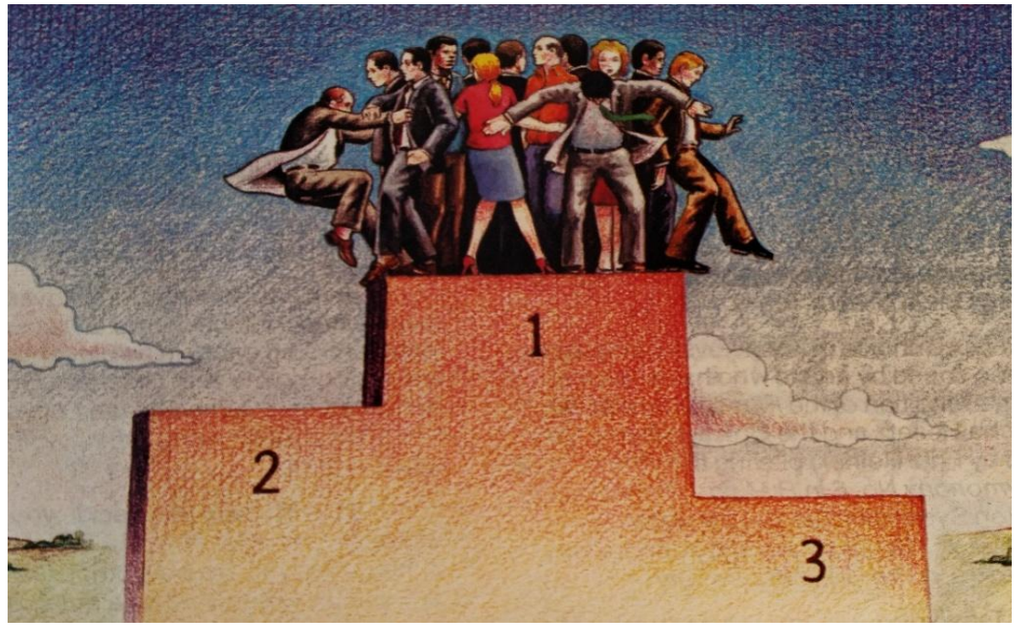
Effective interventions especially include:

Creating general deterrence through well-promoted enforcement, which creates the high perceived risk of detection and delivers swift, unavoidable, deterring penalties. Enforcement, legislation, technology, and multiple systems working in unison are required to achieve this.

Opportunities most relevant and valuable in the Asia-Pacific Region are listed in the recommendations below.

Arena 3: Safe road use

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



Better than average
(over-confidence)

Most drivers

About average

Worse than average
(cautious)

Only
2.1%

Arena 3: Safe road use

Safe Road Use: Recommendations for the Asia-Pacific Region (Global Road Safety Performance Targets 7 to 11)

- Ensure that all policies and programs are based on rigorous scientific evidence that the policy or intervention is effective in saving lives and injuries.
- Adopt enforcement activities and processes which deliver strong general deterrence, as the established key to changing behaviour. At a minimum, this requires enforcement to be promoted by strong warnings weeks in advance of changes in enforcement activities.
- Apply the effective enforcement processes to motorcycle helmet wearing and seatbelt use, along with monitoring of seatbelt use and motorcycle helmet use through on-road observational surveys (not self-report) to assess the efficacy of actions and allow refinements.
- Mandate vehicle safety features and technologies to support safe behaviours, including seatbelt.
- Ensure that road safety legislation exists and that effective enforcement occurs for low blood alcohol concentration (BAC) limits to prevent drink-driving, with specific lower BAC level provisions for novice and professional drivers. The measurement of alcohol in fatal crashes is also required to monitor progress.
- In countries with significant numbers of pedestrian victims and/or motorcycle victims, a focus on motorcycle enforcement, and enforcement of car, bus, and truck drivers to give way to motorcycles and pedestrians. Regulate bus systems, so that competition between operators is for exclusive assignment to a set route not a competition between providers on the same route.

Arena 3: Safe road use

Safe Road Use: Recommendations for the Asia-Pacific Region (Global Road Safety Performance Targets 7 to 11)

- Provide sufficient and suitable equipment for enforcement activities, including contracts to ensure maintenance and calibration of equipment. For many countries, this may be best achieved through contracting companies to continuously supply set amounts of working equipment rather than the purchase of equipment.
- Increase the proportion of driving undertaken by female drivers, who, evidence shows, are safer than males even when the amount of driving undertaken is considered.
- Create a licensing system that ensures that people start their driving careers ‘in the system’ with on-road training and testing.
- Adopt a graduated licensing scheme, which gradually releases drivers from various restrictions as they get older and pass relevant tests, if applicable.
- Legislate (if necessary) and create systems that allow enforcement of limits for maximum driving hours and minimum rest periods for professional drivers.
- Make liability insurance mandatory for operators of motorized vehicles and consider a levy on premiums to assist the funding of road safety, if possible.

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 4: Post-crash Care

Effective Post-Crash Care: Recommendations for the Asia-Pacific Region (relevant to Global Road Safety Performance Target 12)

- Set strong targets for minimum emergency response times, and manage, fund, and resource emergency response systems to achieve these targets, monitor progress, and refine actions to achieve targets.
- Provide access to emergency and hospital care for all regardless of ability to pay.
- Provide a single emergency care number available in all locations and well-known nationwide.
- Ensure that pre-hospital emergency response staff have suitable standardized training and certification.
- Provide equipment and training needs to fit these geographical needs – e.g. for rope rescue in steep terrain, or river rescue. In big, congested conurbations there are also specific issues: ‘Moto ambulances’ on two wheels can reach victims more quickly and carry essential emergency care at the scene more effectively than waiting for a larger vehicle to arrive.
- Enact Good Samaritan Laws to ensure protection for lay responders.
- Conduct post-crash care capacity reviews, if the current level of service is not clear, in order to guide the above improvements.
- Develop systematic trauma registry data systems and share data

Arena 4: Post-crash Care

Effective Post-Crash Care: Recommendations for the Asia-Pacific Region (relevant to Global Road Safety Performance Target 12)

- Provide medium and long-term care as well as rehabilitation to minimise disability.
- Provide social, judicial, and, where appropriate, financial support to bereaved families and survivors.
- Employ female rescue personnel, both as gender equity in employment issues and also to address the challenges faced by male staff in treating female victims in some countries.
- Include requirements for the provision of emergency care in concession contracts for toll roads where risk is relevant.
- Cautiously assess the relevance of eCall or Accident Emergency Call Systems (AECS), because these risk wasting resources by generating false alarms where a crash occurs but no one requires emergency care.

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 5: Safe Speed, a cross cutting issue

There are growing successes across the Region:

- ✔ 30km/h limits to protect pedestrians
- ✔ Road infrastructure to manage speeds
- ✔ Lower limits on rural roads

Arena 5: Safe Speed, a cross cutting issue

Safe Speed: Recommendations for the Asia-Pacific Region (relevant to Global Road Safety Performance Target 6)

- Revise current methods for setting speed limits, to give priority to safe system speeds, in preference to road classification-based speeds
- Adopt a large program of 30 kmph zones in areas where pedestrians or cyclists are common, with strong well-proven speed controlling infrastructure (which can be designed to be suitable for buses, trucks, and motorcycles: see next recommendation) and education of the community.
- Ensure that the national road engineering and construction standards not only allow, but require, road design features to reduce speeds (such as area-wide traffic calming, speed humps, speed cushions, well-designed roundabouts, raised pedestrian crossings, raised platform intersections, and gateway treatments- which have strong benefits and powerful economic returns) in areas such as pedestrian activity areas, markets, shopping areas, schools, and routes to schools for children.
- Promote the safety, economic and other benefits of managing speeds down. Seek out and collaborate with partners in other global agendas which also benefit from better management of speed (climate change, health, air pollution, gender, etc.) giving a stronger voice to the value of managing speed.

Arena 5: Safe Speed, a cross cutting issue

Safe Speed: Recommendations for the Asia-Pacific Region (relevant to Global Road Safety Performance Target 6)

- Undertake a review of readiness for speed cameras, following the recently developed GRSP-GRSF guide for assessing readiness and employ results to either help implement speed cameras, or improve the identified weaknesses ready for cameras. As soon as feasible, implement speed cameras, which deliver proven powerful road safety gains, and promote the importance of speed enforcement.
- Follow best practices in speed enforcement with a focus on creating general deterrence of speeding. This includes improved general deterrence from well-publicised effective enforcement, as well as penalties that deter and are unavoidable.
- Manage and monitor the speeding behaviour of employees, with negative consequences for speeding.

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

Reduced Road Use Exposure: Priority Recommendations for the Asia-Pacific Region (Relates to UN Target 11.2)

- Increase access to, and create incentives (or disincentives for the private vehicle) for the use of, non-roads forms of transport for people and goods: metro systems, air transport, rail, and water transport.
- Allow and facilitate increased work from home where possible to reduce commuting.
- Following COVID, serve the long terms benefit of cities by not expending substantial resources to reinvigorate city centres, and instead work to facilitate the more effective distribution of centrally concentrated facilities and services to locations that encourage and better serve those working from home.
- Emphasize vulnerable road user safety in land use planning. For example, bicycles, pedestrians, and motorized two-wheeler facility planning need to be incorporated into the land use planning
- Refocus the work of, and increase the influence of, urban planners/designers more on road safety and reducing road use (though more compact city designs, lower road travel speeds, transit-oriented development concentrating urban and commercial developments around mass transit nodes, incentives discouraging the use of private vehicles), and including the explicit calculation of crash cost saving and human life savings in assessments of urban planning policy and practice. Involve urban planners, road safety experts, and public transport experts in the development of a guideline for the above processes.

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

Reduced Road Use Exposure: Priority Recommendations for the Asia-Pacific Region (Relates to UN Target 11.2)

- Build capacity for city planning in the Asia-Pacific Region.
- Hold city administrations and planning accountable for reducing motorized road use, in the service of the many issues which will benefit.
- Resist presenting road safety performance measures in terms of death or injuries per 100million vehicle km (as some HICs do), because this dismisses the value of reducing road use.
- Create a cultural shift in the stated goal of the transport system from the provision of mobility to the broader aim of provision of access.

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.

Arena 7: Road Safety Management and Leadership

Road Safety Management and Leadership: Recommendations for the Asia-Pacific Region (Global Road Safety Performance Target 1)

- Sustainably fund the lead agency's operation as well as the direct delivery of road safety. While external sources (such as the UN Road Safety Fund, the World Bank Global Road Safety Facility, donors such as Bloomberg Philanthropies, and road safety funding in Multi-Lateral Bank funded projects) are valuable, governments must appreciate that the level of funding required cannot be provided from these sources, and that road safety is a sound economic investment. Ideally, this funding should be controlled by a road safety agency or at a minimum by pure road safety arms of relevant delivery agencies, not the larger agency.
- Employ the human and hard economic costs of road crashes (World Bank Global Road Safety Facility estimates exist from all low and middle-income countries) in business case considerations of the clear economic returns from effective road safety actions.
- Adopt a rigorous evidence-based approach, not a common-sense approach, to selecting road safety interventions, noting that this is not the same as a data-driven approach to road safety and that both are necessary.

Arena 7: Road Safety Management and Leadership

Road Safety Management and Leadership: Recommendations for the Asia-Pacific Region (Global Road Safety Performance Target 1)

- Create/maintain a national lead agency for road safety as well as a high-level national coordinating committee, which is suitably staffed with road safety experts and other relevant staff; is suitably funded; has the formally provided powers to co-ordinate, direct, guide, and monitor the road safety delivery of other government agencies/departments.
- Either have the funding to purchase road safety services and actions from other government entities or has the power to direct other entities included in the expenditure of their funding; has full access to crash and other data and responsibility for improving the data and representing the country in the APRSO; provides expert advice and secretarial services for the National Road Safety Committee/Council, which should meet several times per year.
- Develop and fund the actions contained in a National Road Safety Action Plan and/or Strategy based on this Plan including targets for actions, and intermediate outcomes, with milestones (interim targets) though the decade to connect the plan with the UN goal of halving deaths and serious injuries in the decade to 2030 These may be more efficiently developed by countries working in collaboration in the sub-regions of the Asia-Pacific.

Arena 7: Road Safety Management and Leadership

Road Safety Management and Leadership: Recommendations for the Asia-Pacific Region (Global Road Safety Performance Target 1)

- Adopt the well-proven Safe System approach to road safety, and promote and advocate for it. This includes rejecting and actively countering a victim-blaming culture and fostering road system operator responsibility and accountability for road safety.
- Government agencies and departments must commit to closer collaboration to deliver the range of interventions required for a safe system and the National Plan. This particularly includes collaborating in determining responsibility for actions, reporting on performance, and full open sharing of data.
- In several vital areas of road safety delivery (enforcement, road design, and construction, vehicle inspection) governance and transparency require significant improvement in many countries of the Region. (Responsibility: Governments)
- Map stakeholders to ensure the best partnerships beyond government are identified and adopted.
- Consider UN Legal Instrument(s) most suitable to the country and accede to it.
- In road safety management, highlight and leverage the synergies between road safety and the other global agenda noted above, including consideration of the costs of these agendas in the business case for synergizing interventions.

42

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

F. Road safety

1. Summary description

This thematic area is focused on reducing the number of fatalities and injuries from road traffic crashes by 50 per cent by 2030. The activities and intended outcomes in this area will utilize technology, innovation, automation, digitalization, regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to address: (a) the Global Plan of Action for the Second Decade of Action for Road Safety 2021–2030; (b) safe system interventions and key risk factors; (c) improved road crash data management systems; and (d) vulnerable road users, among others.

2. Activities

2.1 Develop a regional plan of action for the Second Decade of Action for Road Safety 2021–2030 in line with the related Global Plan.

2.2 Scale up capacity-building programmes and assist members and associate members in improving road safety by:

(a) Formulating and implementing national policies and strategies in line with the regional plan of action for the Second Decade of Action, including on tackling road safety risk factors;

(b) Implementing safe system interventions (e.g. interventions related to road infrastructure, vehicle safety, road user behaviour and post-crash response);

(c) Improving road crash data management systems through regional initiatives.

Table F: Road safety

Indicators of achievement under the overarching objectives
Towards safe and inclusive transport and mobility
▪ Endorsement of a regional plan of action for the Second Decade of Action for Road Safety 2021–2030
▪ Formulation of national road safety targets and plans of action in line with the regional plan of action for the Second Decade of Action for Road Safety
▪ Measures taken by members and associate members to improve road safety data management systems and tackle road safety risk factors
▪ Periodic publication of analytical studies of progress in the improvement of road safety in the Asia-Pacific region
▪ Publication of knowledge products on addressing road safety risk factors and the safety of vulnerable road users
▪ Awareness-raising activities and capacity-building workshop(s)/seminar(s) on the implementation of the regional plan of action for

Theme:

Road Safety

Activities:

Develop a regional plan of action for the Second Decade of Action for Road Safety 2021–2030 in line with the related Global Plan

Indicators of achievement:

Endorsement of a regional plan of action for the Second Decade of Action for Road Safety 2021–2030

Final version will be presented at the Committee on Transport in Nov 2022 for endorsement

THANK YOU

UNITED NATIONS
ESCAP
Economic and Social Commission for Asia and the Pacific