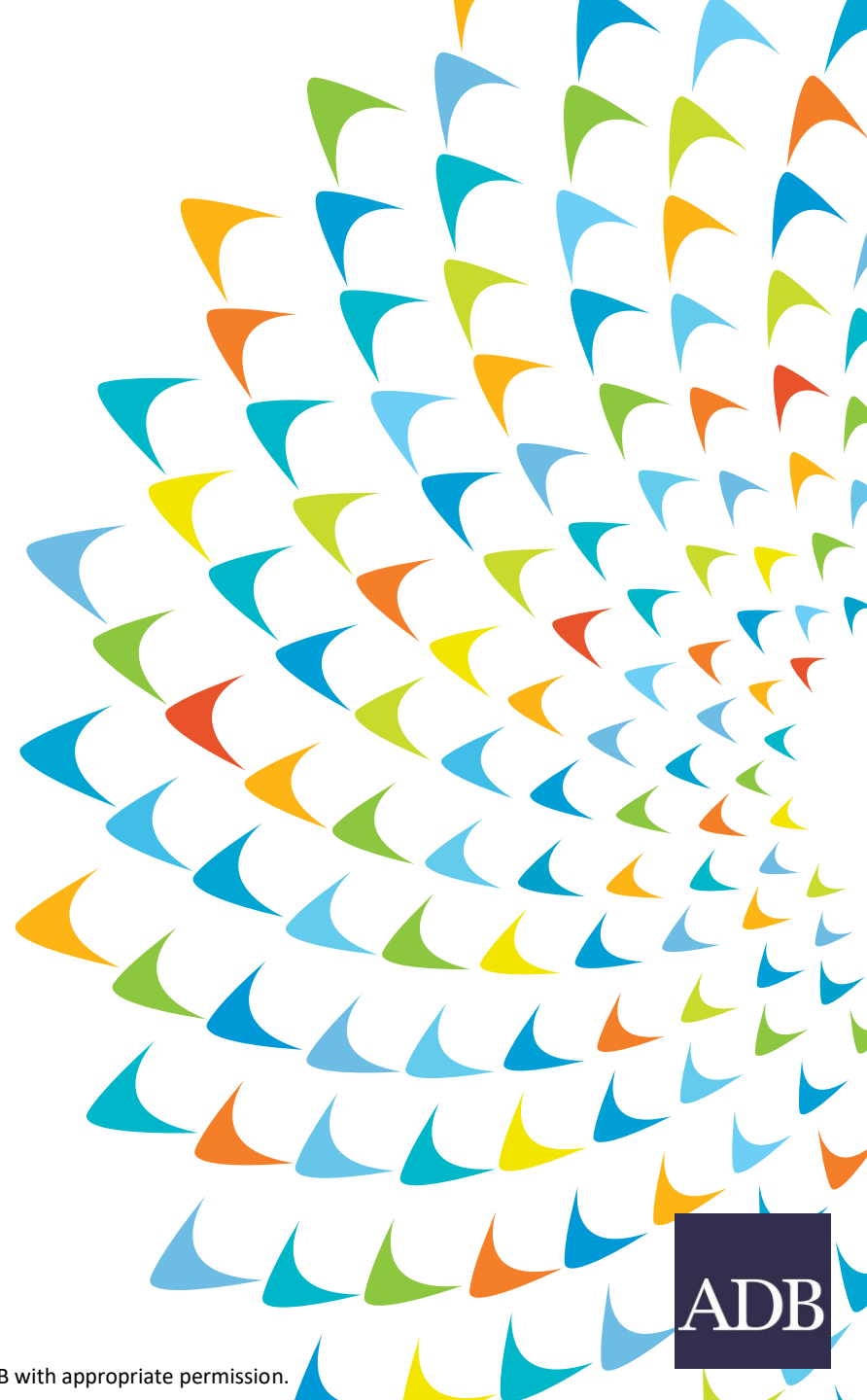




ADB support to safer road user interventions





ADB commitment to road safety

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

ADB Joins Partners in Supporting Decade of Action on Road Safety

News Release | 16 November 2020





ADB support for safe road use



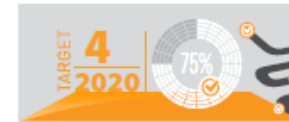
TARGET 1
2020
Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.



TARGET 2
2020
Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.



TARGET 3
2020
Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.



TARGET 4
2020
Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.



TARGET 5
2030
Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.



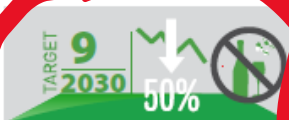
TARGET 6
2030
Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.



TARGET 7
2030
Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.



TARGET 8
2030
Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.



TARGET 9
2030
Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.



TARGET 10
2030
Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.



TARGET 11
2030
Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

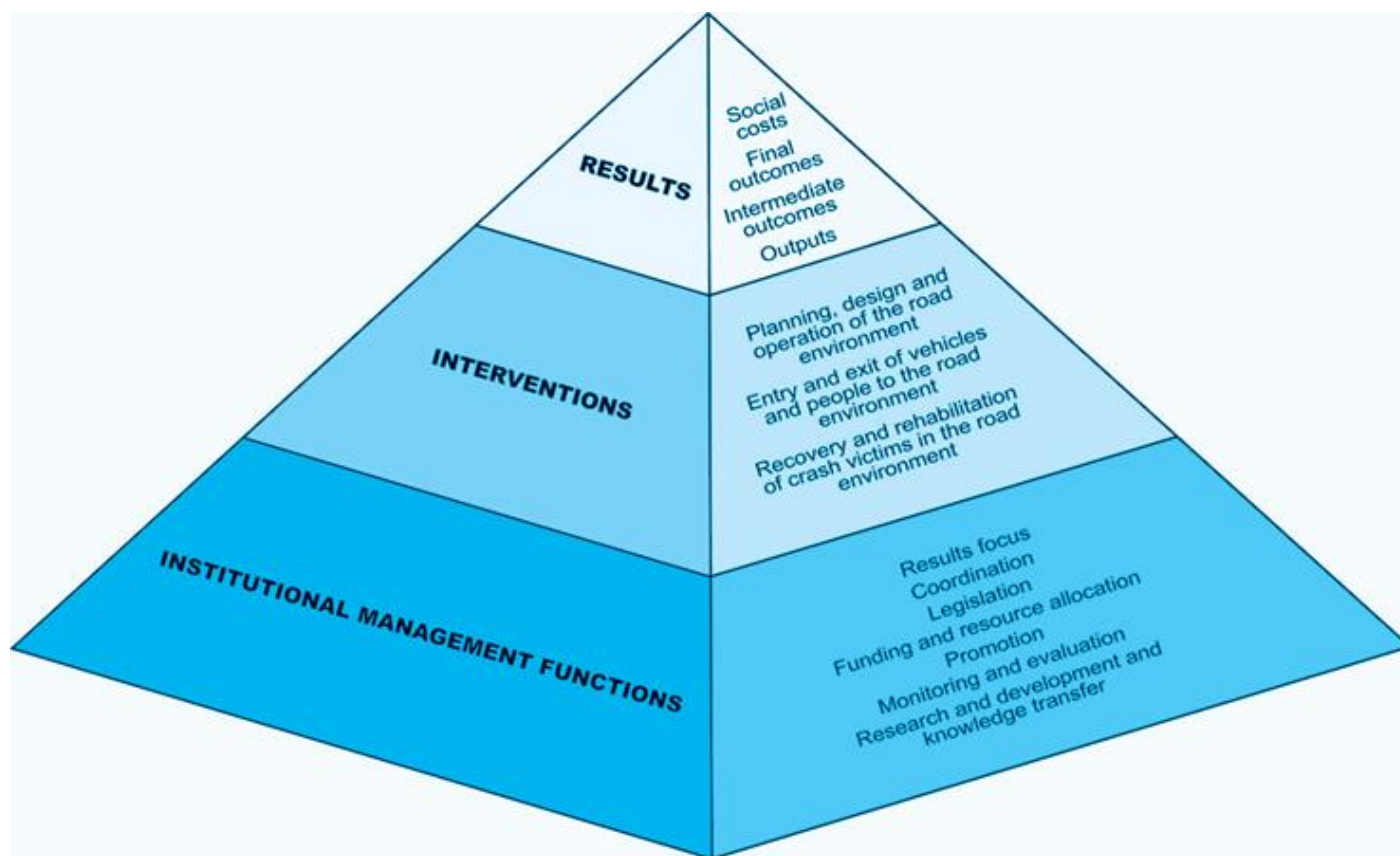


TARGET 12
2030
Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.





Building capacity for safe road use





Building management capacity

ROAD SAFETY MANAGEMENT AND LEADERSHIP COURSE

November 10 – December 3, 2020



GLOBAL
ROAD SAFETY
PARTNERSHIP



ASIA-PACIFIC
ROAD SAFETY
OBSERVATORY





Road user safety skills development

Pillar 1 Road Safety Management	Pillar 2 Safer roads and mobility	Pillar 3 Safer Vehicles	Pillar 4 Safer road users	Pillar 5 Post-crash response
<ul style="list-style-type: none">• Best practices on road safety management• Crash data analysis & crash scene investigation	<ul style="list-style-type: none">• Road safety auditing and black spot treatment	<ul style="list-style-type: none">• Best practices on vehicle technical inspection• Procedures and organization of driving learning• Professional driving safety management	<ul style="list-style-type: none">• Workshop on school road safety programs• Workshop on the use of road safety teacher's manual	<ul style="list-style-type: none">• Emergency services organization and procedures• Crash data analysis & crash scene investigation





Better understanding of safe road use

ADB'S MONGOLIA PROJECT – CAPTURING COMMUNITY CONCERNS (1) – INITIATED BY THE ADB



The Global Road Safety Partnership is funded by:

+ CIFRC



- **Focus groups (capturing age, gender & disability views) conducted with residents in the Ger areas to identify concerns –**
- Unsafe polluting buses difficult for elderly and persons with disabilities to enter
- Unhelpful & unsafe bus drivers and buses (*driving away from bus stops while passengers entering/exiting, drivers talking on mobile phones, insufficient handles for passengers to hold on, over crowding and changeable unreliable timetables*)
- Sexual harassment of young women on buses
- No safe place to wait for bus services (*e.g. protection from weather, alcohol related disorder*)

The purpose of the needs assessment was to understand expressed and latent needs, concerns and strengths of the users of transport services in Ger areas, Ulaanbaatar, Mongolia.





Guiding road user interventions

NATIONAL GUIDELINES FOR DRIVER LICENSING



GOVERNMENT OF PAKISTAN
MINISTRY OF COMMUNICATIONS





Investing in road user interventions

India Road Safety State Support Program US\$1B co-financing

Objective is to reduce road crash related deaths across 14 States of India contributing to around 85% of road fatalities.

Road user elements include:

- **Technology for traffic enforcement**
- **Driver training and testing**
- **Programs to reduce driver fatigue**
- **Targeted advocacy campaigns for improved road user behavior**
- **Automated fines management**



सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport and Highways





ASEAN

- **Road Safety Technical Assistance Program**

Strengthening ASEAN Member States' capacity:

- **Monitor and analyze road accident data**
- **Implement road safety strategies**
- **Address motorcycle safety issues**
- **Improve police enforcement capacity**



**ASSOCIATION
OF SOUTHEAST
ASIAN NATIONS**





SASEC

- **Assessment of road safety capacity development**
- **Identification of priorities**
- **Pipeline of priority projects**



CAREC

- **Regional Road Safety Strategy**
- **Road safety manuals**
- **Regional road safety committee**
- **Road safety training**





APRSO and road user safety



[Home](#)

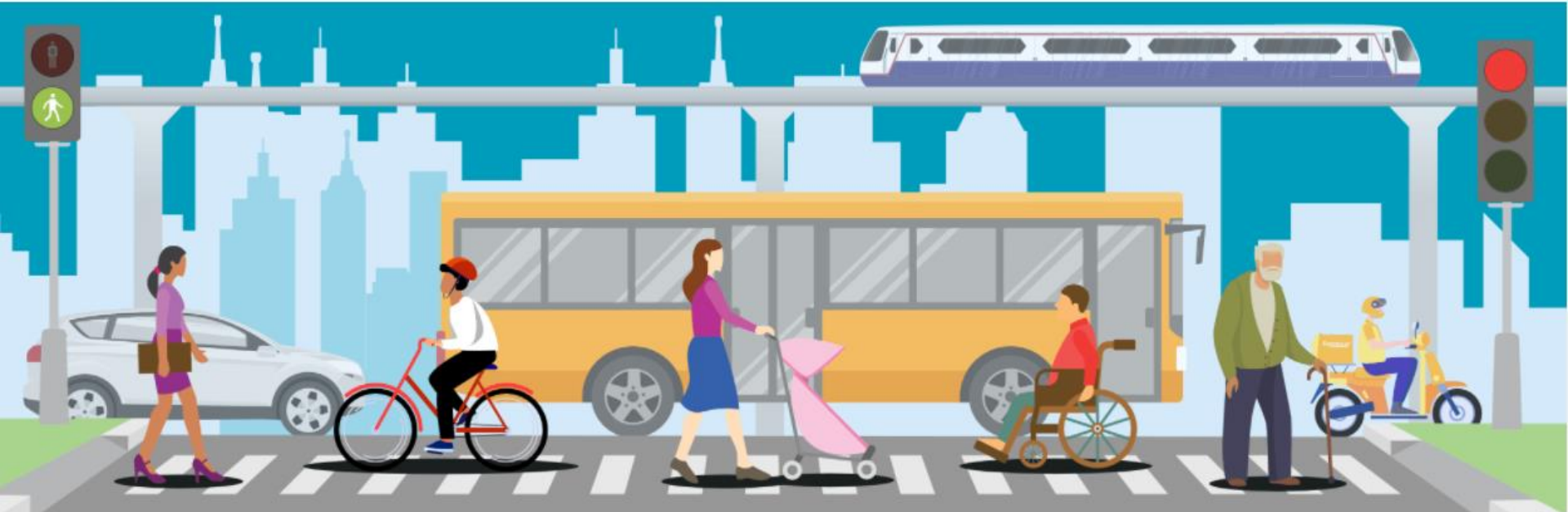
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The Asia Pacific Road Safety Observatory (APRSO) is the regional forum on road safety data, policies and practices to ensure the protection of human life on the roads across Asia and the Pacific. [Read More →](#)





Poll Question 1

In my country I see police enforcing speeding, drink driving or helmet use:

- Daily
- Weekly
- Monthly
- Never



Poll Question 2

In my country I see road safety promotion:

- Daily
- Weekly
- Monthly
- Never



Poll Question 3

In my country driver licensing is:

- Producing safe drivers and riders
- Needs some improvement for safety
- Has little impact on safety



Poll Question 4

In my country children receive school-based education in:

- Starting out safely (early school years)
- Safe walking and cycling (middle school years)
- Responsible driving and riding (upper school years)



Thank you.

