

### Summary of Comments on Governance Structure of Asia and the Pacific Road Safety Observatory

Organization/ Country	Reviewer	Comments	Actions taken/ Response	Suggestions
IFRC	Blaise Murphet	<p><b>Specific Comments</b></p> <ol style="list-style-type: none"> <li>Article 2: This Vision focuses on road safety data, policies and practices. However, the objectives are focused on crash data. We think there is a high value in explicitly having an objective to measure (by establishing clear methodology and guidelines) objective behavioural outcomes that are critical to monitoring road safety trends. These should include <ul style="list-style-type: none"> <li>• High alcohol hour drink drive rates</li> <li>• Free travel speeds urban and rural</li> <li>• Helmet wearing rates</li> <li>• Seat belt wearing rates front/rear</li> <li>• Child Restraints</li> <li>• Public attitudes to road safety surveys could also be considered</li> </ul> </li> </ol> <p>Could also consider attaching a glossary to define “crash data”? We would argue that should only focus on <u>fatal and serious injury (FSI) crash</u> data. Most crashes are non-injury and are of a different type to those that cause fatal/serious injury, which are not relevant to the Mission.</p> <ol style="list-style-type: none"> <li>Article 3: This differs from the current Article 2 Vision which is broader than just road crash data. As stated above, crash data itself is not useful. The focus should be on fatal and serious injury (FSI) crash data as most crashes are non-injury and are of a different type to those that cause fatal/serious injury.</li> </ol>	<p>Agreed and addressed</p> <p>Will work for preparing a glossary to define “crash data”</p>	

		<p>3. Article 4: Even in the best performing countries, police for complicated reasons don't report a large percentage of serious injury crashes. For example, police may be called to a single vehicle crash involving a drunk driver who wants to avoid being breath tested, particularly in rural areas. However, the driver/passengers, if seriously injured will seek medical attention. This hospitalisation data provided high value data as to the true number of crash casualty.</p> <p>It could be implied but at this stage it's not explicitly stated that the mechanism to improve the data quality is to train police in crash investigation and reporting. That's not currently explicitly part of the Observatory mandate but in our view has to be as without that, police will not produce quality reports and data</p> <p>4. Article 7: Relevant stakeholders: Do international organisations such as GRSP/iRAP fall under this category or do they generally fall under the Steering Committee? Terms of this membership: This is encouraging - this should include a commitment towards the provision of the appropriate resourcing to be a member.</p> <p>5. Article 9: <b>The highest authority on road safety:</b> This may be contentious in countries that do not have a clear mandate/strategy on whom the "highest authority" resides with. And the consideration of strong political buy-in and willingness may be more important than who is the highest authority.</p>		
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Vietnam	Tran Huu Minh	Specific Comments:		
		1. Clearer definition of APRSO position in relationship with other organizations ( APRSO will be located under which organization or platform? UNESCAP or ASEAN or Transport ministerial summit...? how working relationship will be?	TBC	
		2. Clearer definition of funding to maintain office, secretariat of APRSO (operation cost, source, membership..	TBC	
		3. Clearer explanation of commitment and obligation of members (level of obligation, responsibilities of members)	Added	
		4. Detailed criteria for other organizations to be member of APRSO, certified process...	To be discussed	