

THE APRSO ANNUAL REPORT

2021

Partnerships

TO CREATE SAFER ROADS FOR ALL IN ASIA AND THE PACIFIC

ASIA-PACIFIC
ROAD SAFETY
OBSERVATORY

FOREWORD

Road safety is a major issue in the Asia-Pacific region. WHO statistics show that of the annual global road fatality total of 1.35 million, more than half occur in the region, and up to 11.2 million are severely injured each year. This places great costs on healthcare systems and can account for over 5 percent of a country's national GDP - not to mention the substantial grief and suffering faced by families and communities.

Our region currently faces large obstacles in creating safer roads. For instance, it has a high percentage of underreported crash fatalities, and is lacking in adequate systems, processes and inter-agency data-sharing. Many countries in our region are recording less than 60 percent of all road deaths.

The Asia Pacific Road Safety Observatory (APRSO) was launched in February 2020 by a group of organizations: the Asian Development Bank, the World Bank Group, Federation Internationale de l'Automobile, and the International Transport Forum. The Observatory's role is to help member countries reduce road deaths by introducing more holistic and diverse approaches to road safety based on sound evidence.

Put simply, road safety does not happen through infrastructure investments or improvements only. The whole system must work together - from management, to operations, to maintenance, to policy. Only then can there be enough collective effort to achieve a 50 percent reduction in

death and serious injury by 2030. This is an ambitious goal outlined in the recently published United Nations Global Plan for the 2nd Decade of Action on Road Safety 2021-2030.

This summary illustrates a picture of road safety in Asia and the Pacific sharing what is already being done by some countries to make roads safer for their people - especially the most vulnerable road users. Through better data collection, technical assistance, evidence-based policy actions, outreach and frank dialogues, the APRSO is committed to creating a platform and community that champions road safety for all. - **Jamie Leather, Chief of Transport Sector Group, ADB**

"I WOULD LIKE TO REMIND YOU OF THE OPPORTUNITY WE ALL HAVE, AS PART OF THE OBSERVATORY, TO SAVE LIVES AND SUFFERING THROUGH POLICY."

Leather at the first APRSO Annual Meeting in April 2021

APRSO MEMBER COUNTRIES



Afghanistan



Armenia



Australia



Azerbaijan



Bangladesh



Cambodia



Cook Islands



Fiji



Kazakhstan



Kyrgyz Republic



Lao PDR



Maldives



Marshall Islands



Mongolia



Nepal



New Zealand



Pakistan



Philippines



Sri Lanka



Solomon Islands



Turkmenistan

ROAD SAFETY IN ASIA AND THE PACIFIC - KEY CHALLENGES

Under-reporting of crash fatalities

- Estimates show that:

ALMOST

60%

of fatalities are not recorded by official traffic crash records

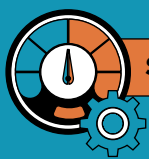
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of road fatalities amounting to approximately 57,190 lives are not accounted for by official traffic crash statistic

- Countries face challenges in collecting accurate road crash data
- APRSO member countries that are doing well: Australia, Azerbaijan, Kazakhstan, Kyrgyz Republic, Lao PDR, Mongolia, New Zealand and the Philippines
- APRSO member countries that need improvement: Afghanistan, Bangladesh, Cambodia, Cook Islands, Marshall Islands, Solomon Islands, Sri Lanka, and Turkmenistan
- These countries must prioritise the improvement of crash data collection and reporting systems and processes, including data governance and better communications among data-collecting agencies

Lack of data for certain safety indicators

Most countries have adequate regulations for key safety performance indicators but it is apparent in many that there is no systematic or regular data collection to support implementation and compliance with individual indicators, such as:



Speed management

Helmet use



Drunk driving



Up to 10% of drivers in crashes in Nepal tested positive for alcohol

Distracted driving



Seatbelt wearing



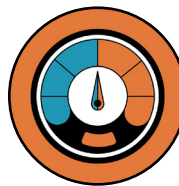
THE SAFETY PERFORMANCE AND MANAGEMENT LANDSCAPE

Beyond looking at crash data, it is important to consider the impact of safety performance and institutional management indicators on road safety in APRSO member countries.



Road Safety Management

Most APRSO member countries have certain foundations of the road safety management system, such as a lead agency and a national road safety strategy - but face challenges in securing funding.



Speed

All APRSO member countries have a National Speed Limit Law.



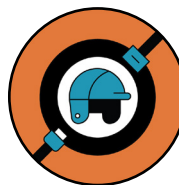
Safer Roads

This refers to enhancements to the road infrastructure that reduce fatal and serious injury crashes. The majority of APRSO member countries currently use road safety engineering tools and also conduct interventions for high-risk locations.



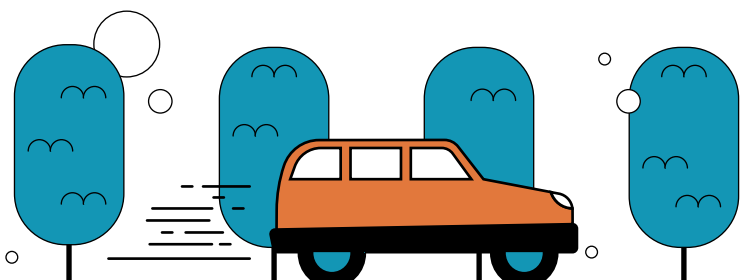
Safer Vehicles

With the exception of Australia and New Zealand, most APRSO countries are not yet enforcing safer vehicle standards set by the United Nations. Safer vehicle technologies minimize the risk of crashes and the severity of injuries - for instance, helping to prevent skidding, or reducing crash impact.



Safety Equipment

All APRSO member countries except Afghanistan have a National Motorcycle Helmet Law which applies to riders and passengers, but only a few of these countries require helmets to be fastened and to be of an acceptable quality standard.





Vehicle Fleet Mix

9 out of 14 APRSO member countries with vehicle registration data have vehicle fleet mixes that are dominated by motorcycles. They include Bangladesh, Cambodia, Lao PDR and the Philippines.



Drink-Driving

Most APRSO member countries have a National Drink-Driving Law, although they lack data on fatalities that involve drink-driving. Most use a blood alcohol content limit of less than 0.05 g/dL, which aligns with WHO best practice.



Drug-Driving

The majority of APRSO countries have passed a national drug-driving law, but there is currently no information regarding the effectiveness of the legislation or its enforcement in any jurisdiction.



Distracted Driving

14 of 20 APRSO member countries have a law on hand-held mobile phone use while driving, but only a few countries such as Fiji, Kyrgyz Republic, and Turkmenistan extend the prohibition to hands-free phones.



PROTECTING THE MOST VULNERABLE ROAD USERS

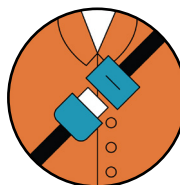
For the Asia-Pacific region, a high proportion of road deaths are attributable to 2 and 3-wheeled vehicles, pedestrians and bicycles, which are most vulnerable on the roads in addition to school children and the elderly. In Cambodia, 75% of road fatalities are motorcycle riders.

Given the large proportion of motorcycles in many national vehicle fleets and the high population densities across much of the region, vulnerable road users are a huge priority. The main challenge is the lack of design standards for vulnerable road users such as motorcyclists, pedestrians and cyclists.

What can be done?

- Road safety efforts need to implement evidence-based interventions targeting the predominant casualty crash types for the location
- National road safety action plans need to prioritize reducing vulnerable road user deaths.
- Vehicle registration databases need to include data of other vehicle types, especially in the informal transport sector; bicycles, tuk-tuks, jeepneys and mini-buses are just a few examples.

FACTS & FIGURES



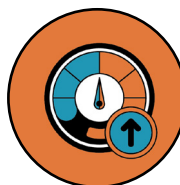
Seatbelts reduce the risk of death and injury for front seat passenger car and light vehicle occupants by 45-50% and rear seats occupants by 25%



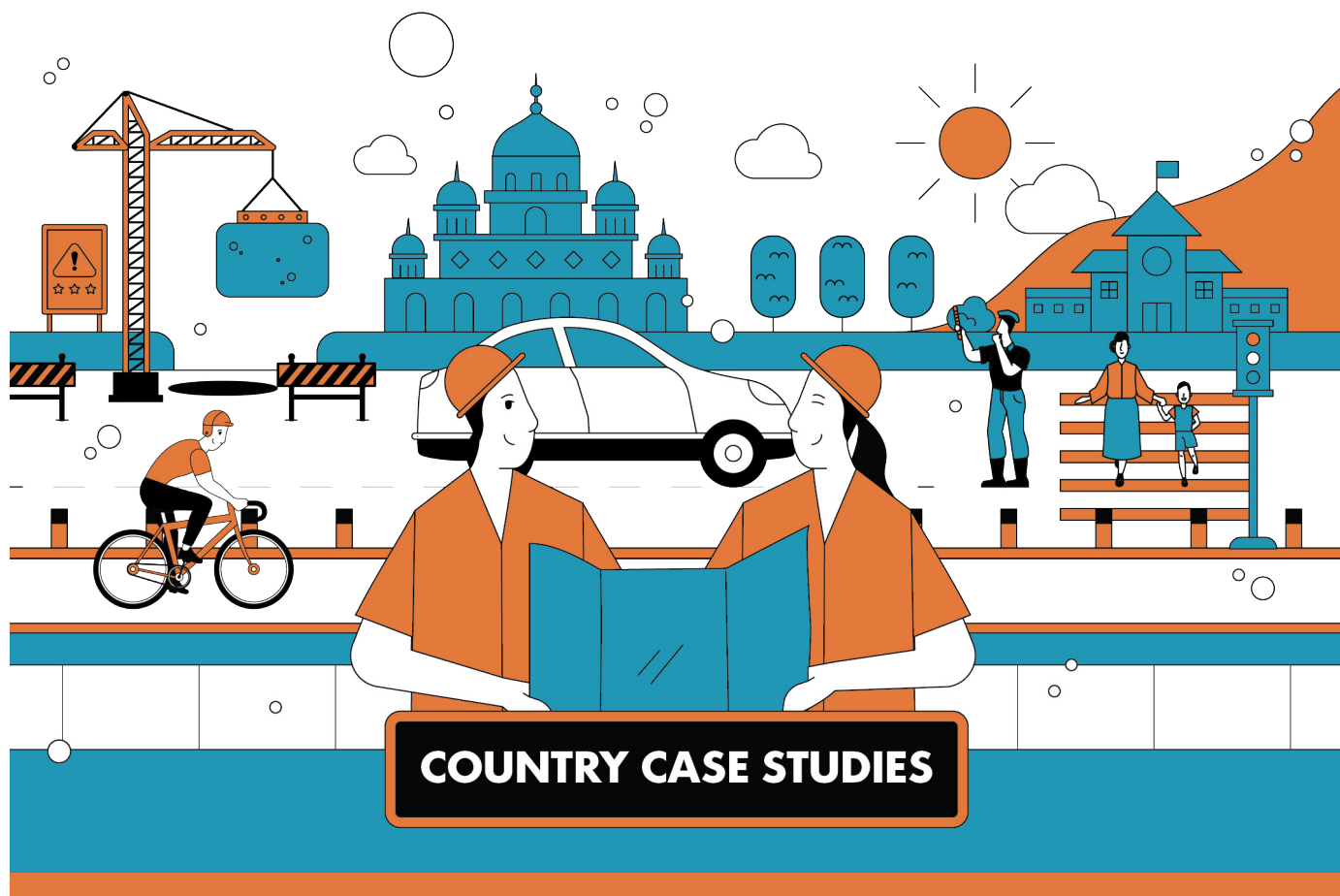
The use of child restraints in cars is highly effective and prevents death in small children by 60%



While some countries experience more gradual increases in crash fatalities, the scale of their road safety challenge is bigger than other countries. Mongolia only has a 0.48% average yearly increase in fatalities but has the greatest number of fatalities per 100,000 population.



APRSO member countries with higher urban speed limits, such as Armenia, also have more crash fatalities per 100,000 people. Several countries and cities are today working towards reducing speeds on urban roads to less than 30 km/h, the WHO recommended speed limit for urban areas.



Kazakhstan

Besides Australia and New Zealand, only Kazakhstan is employing all recommended road safety engineering tools such as road safety audits, iRAP assessments and blackspot treatments, as well as adoption of design standards for pedestrian and cycling infrastructure.



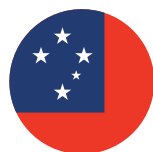
Philippines

The Global Road Safety Partnership (GRSP), another APRSO's partner organization, is working with local government agencies to build capacity in speed enforcement. This year, GRSP trained 150 traffic police officers in best practices; the latest speed measurement technologies; how to prepare speed checkpoints; and more.



Viet Nam

The AIP Foundation is making the roads around schools safer. Its program assesses high-risk school locations based on road attributes, and then provides low-cost recommendations for road improvements.



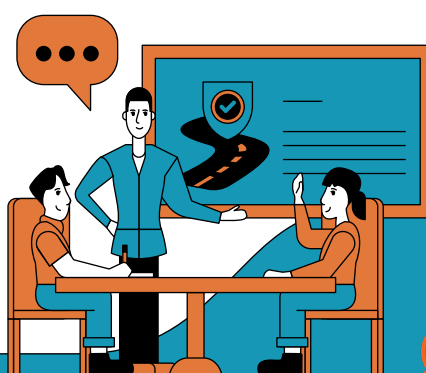
Samoa

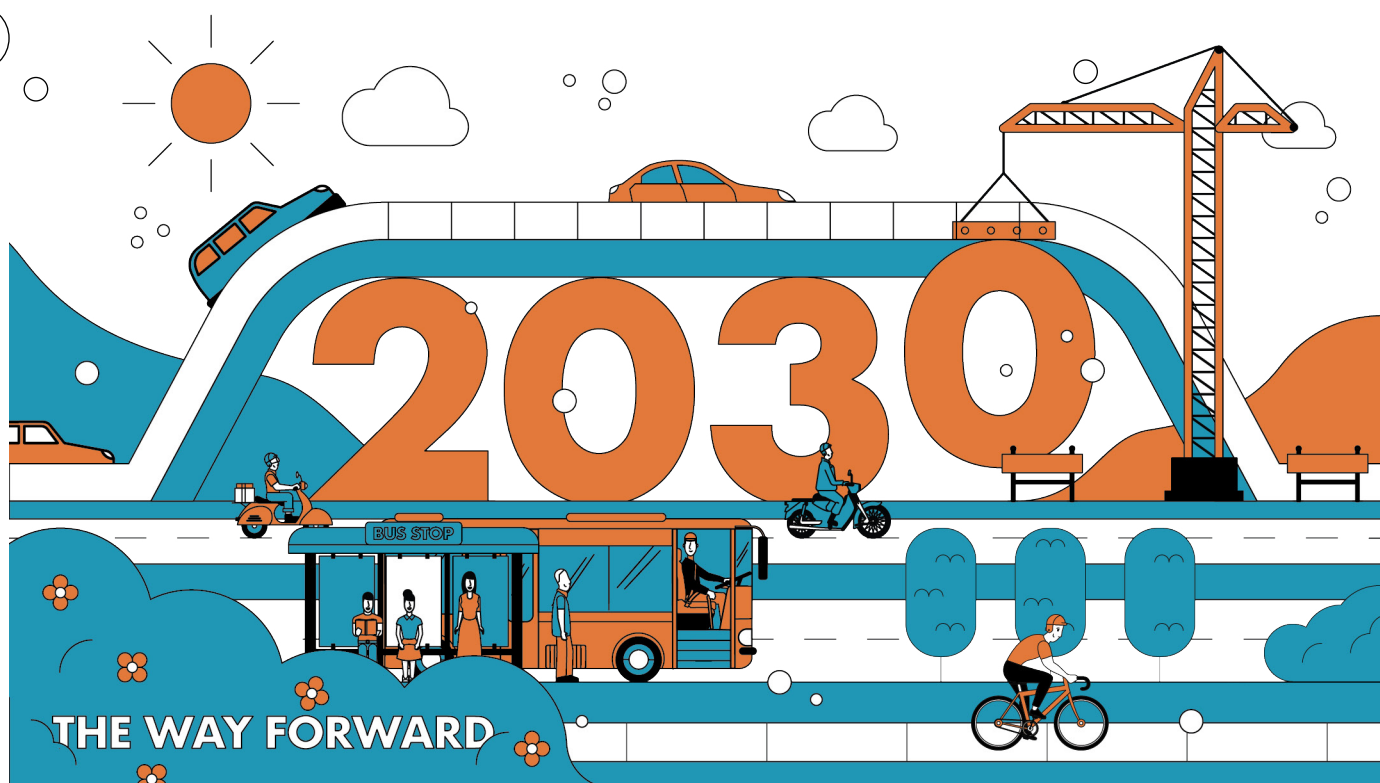
ADB Youth for Asia is working with youth in Samoa to educate school children about road safety. As part of this programme, youth leaders will design and run a road safety education program and awareness-raising activities in all schools along the Central Cross Island Road.



Pakistan

The International Road Assessment Programme (iRAP), an APRSO partner organization, is working with the Pakistani government on road improvements, in a country where road fatalities cost up to US\$2.3bn annually. iRAP has identified 362 high-risk locations in Pakistan's roads, and assigned star ratings from one to five accordingly. The aim is to build roads that rate three stars or better





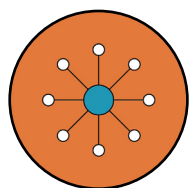
As we embark on the 2nd Decade of Action for Road Safety, it is clear that road safety is recognised as a major priority for the WHO, the United Nations and the world. APRSO has been established to support this priority and assist Asia-Pacific nations to achieve the 2030 target of a 50% reduction in road deaths and serious injuries.

ADB supports its developing member countries with a broad suite of actions to address road safety and other transport sector challenges. The bank supports countries in the region to design safe, sustainable, efficient and inclusive transport systems. The ADB will soon be publishing two important pieces of work that will serve as key resources or tools in this endeavour:



Futures Thinking & Foresight

The first is the futures thinking and foresight report, which is designed to drive long-term thinking and support the design of future-ready transport investments.



Transport Framework

The second is the transport framework, which outlines emerging priorities - such as e-mobility - for transport sector assistance by the ADB from now until 2030.

All these actions demonstrate commitment at the highest level towards making safe roads in Asia and the Pacific a reality. Setting aside lofty goals and ambitious targets, we urge you to remember what is ultimately at stake - the very real, tragic, irreversible loss of human lives.

"IN STOCKHOLM IN FEBRUARY, WE ALL COMMITTED TO THE SUSTAINABLE DEVELOPMENT GOALS, PARTICULARLY IN CUTTING IN HALF THE NUMBER OF ROAD DEATHS, AND INJURIES BY 2030. WE HAVE LESS THAN 10 YEARS TO GO, AND WE NEED TO TAKE ACTION NOW."

Hartwig Schafer, Vice-President for South Asia, World Bank, Implementation of the Asia Pacific Road Safety Observatory 2020

