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Capacity Building of Institutions Involved in Road Safety

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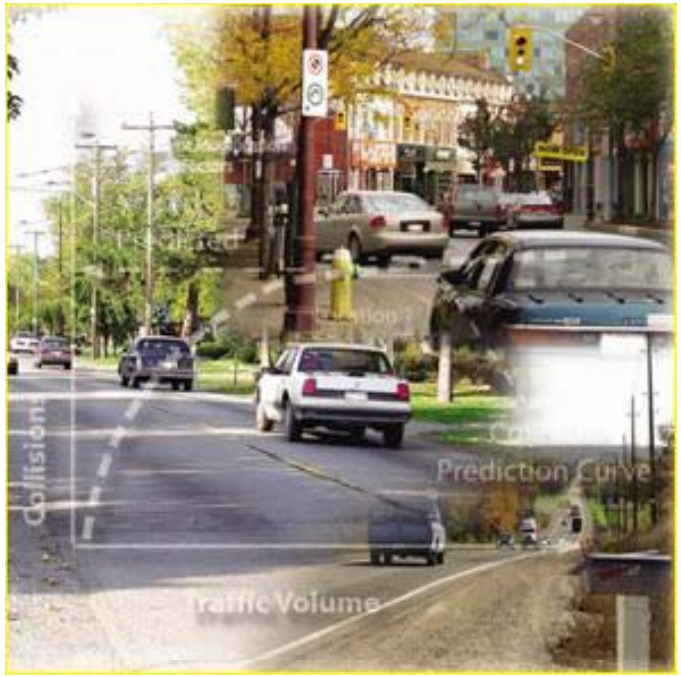


Presentation Outline

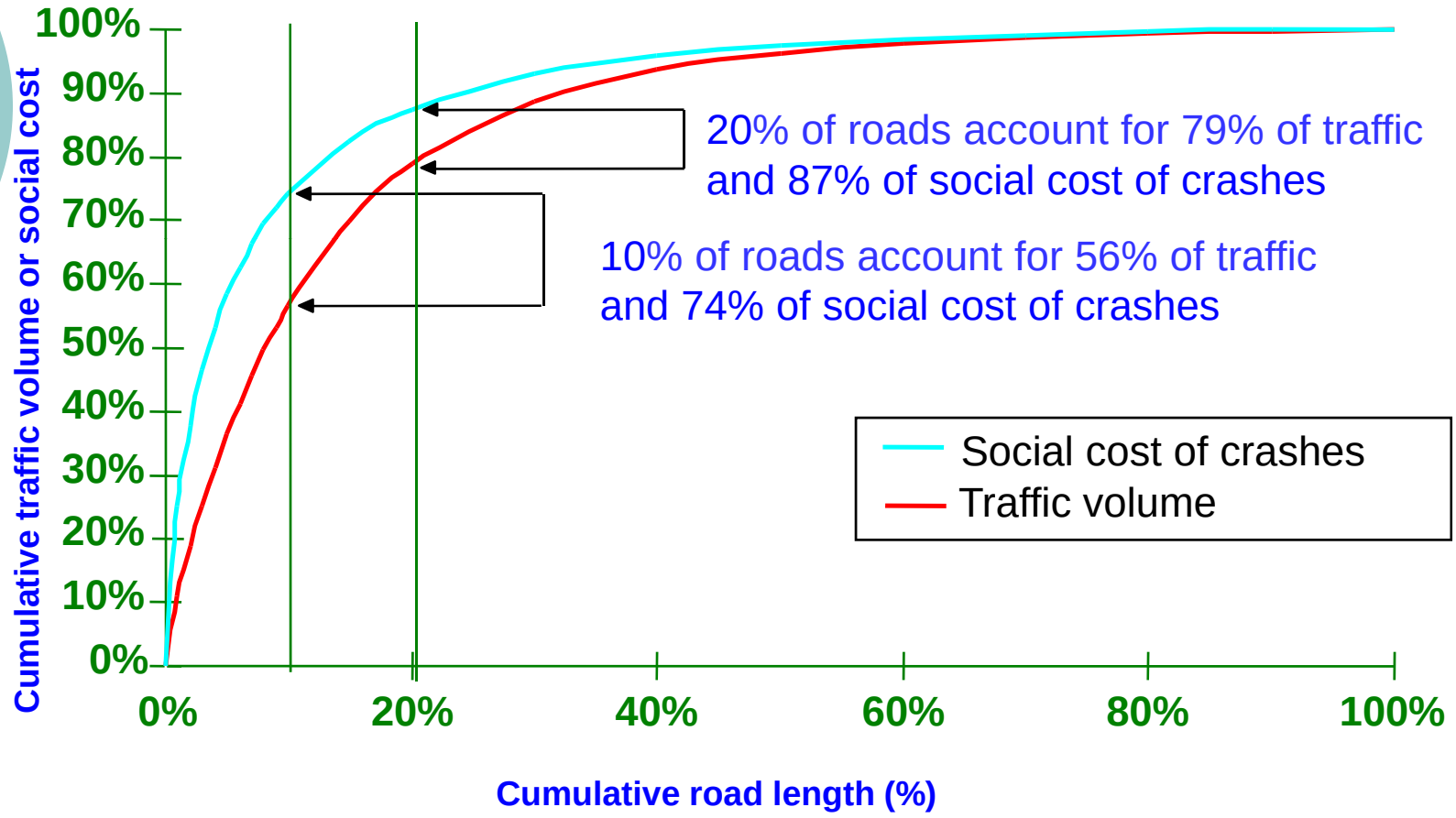
1. Background
2. Assessment of road safety management capacities
3. Example of capacity building for road safety in ADB projects
4. Example of immediate actions to be taken to start improving road safety management capacity
5. Planned ADB assistance

1. Background

Evolution of Road Safety in OECD Countries

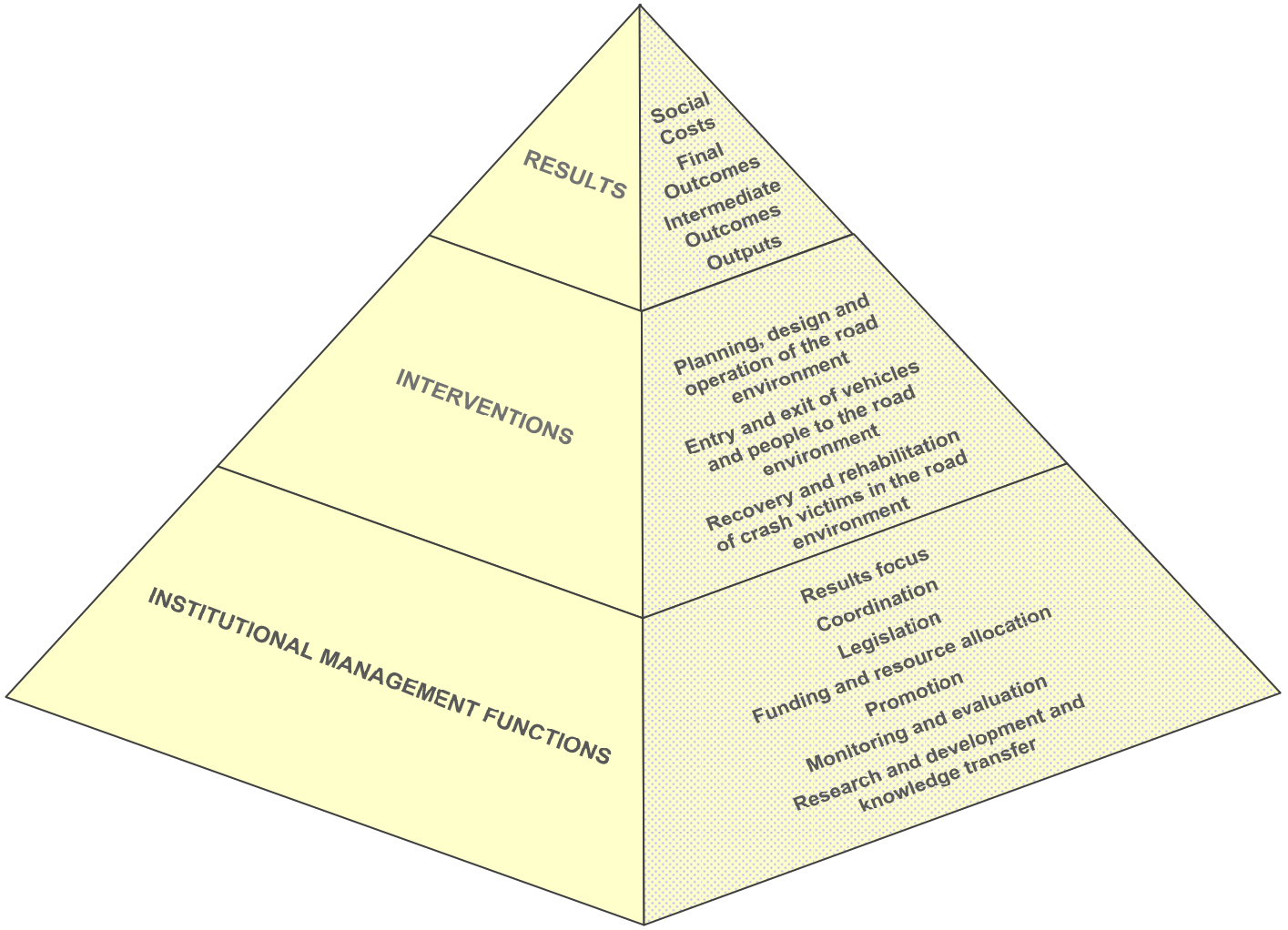
- Old road safety philosophy in OECD countries
  - "Road casualties are inevitable cost of mobility"
  - "Accidents are fault of road users"
- Current road safety philosophy in OECD countries
  - "Road casualties are preventable"
  - "Road user errors can be prevented or minimized"
  - "Consequences of road users errors can be reduced"
  - Designers and operators of road transportation system are responsible for safety
- Transition
  - Before 1960: inevitability of roads crashes
  - 1960-1970s: forgiving roads and vehicles
  - 1990s: "safe system approach"
    - not only minimize consequences, but also proactively prevent

Quick and Visible Improvement: Targeted Interventions



Source: Road Safety Strategy 2010, National Road Safety Committee, Wellington, New Zealand, October 2000 (cited by A. Bliss in t presentation "Preparing 2nd Generation of Road Safety Projects", 2008)

Holistic and Sustainable Change: Road Safety Management System



Source: SafetyNet (2009) Road Safety Management, retrieved 29 March 2011

2. Assessment of Road Safety Management Capacities

By Whom, How, Why

By whom:

- Internal vs. external entities (multisectoral team needed)

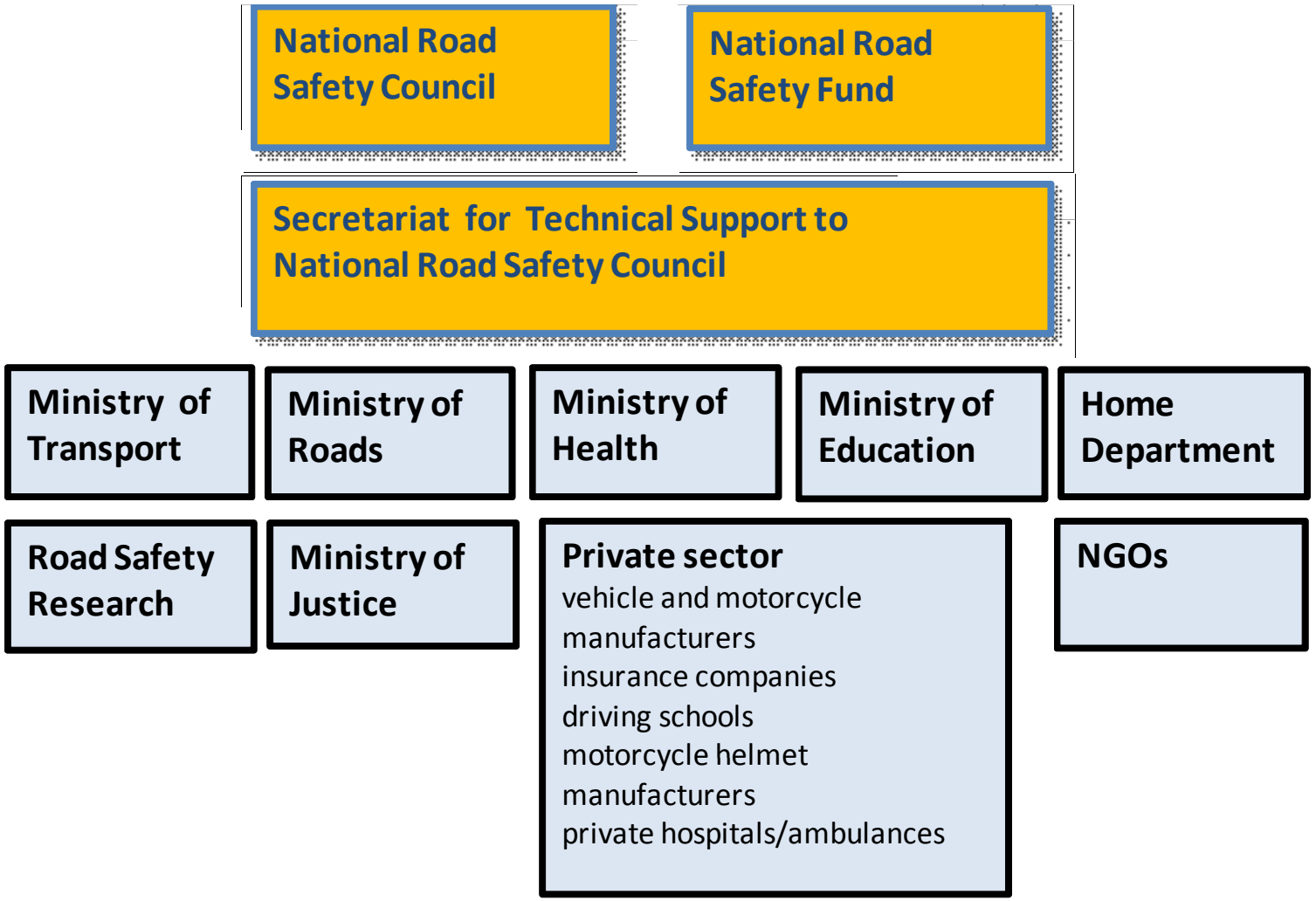
How:

- Agency-based
- Across institutional functions, interventions and results
- Prompts/checklists can be used

Why:

- To identification and prioritize actions needed to build/strengthen road safety management capacity

Step1: Identifying institutional system and functions



Step 2: Preparing checklists Example for MOT (Headers Only)

Item	Existing Capacity Score	Urgency of action score	Viability of external investment Score
1. Organizational Structure, Institutional Capacities and Facilities			
1.1. Headquarters			
1.1.1 Driver training and licensing office			
Professional staffing (scale 0-10)			
Average level of qualification and training (scale 0-10)			
Experience (scale 0-10)			
Office facilities (scale 0-10)			
Office business procedures, equipment and tools (scale 0-10)			
Support staffing (scale 0-10)			
Driver training and licensing office (average score)			
Total score			
1.1.2 Vehicle Registration and Inspections			
Professional staffing (scale 0-10)			
Average level of qualification and training (scale 0-10)			
Experience (scale 0-10)			
Office facilities (scale 0-10)			
Office business procedures, equipment and tools (scale 0-10)			
Support staffing (scale 0-10)			
Vehicle Registration and Inspections office (total weighted score)			
1.1.2 Accident data statistics cum road safety office			
Average level of qualification and training (scale 0-10)			
Average number of years of experience			
Office facilities (scale 0-10)			
Office business procedures and equipment (scale 0-10)			
Accident data collection, entry, retrieval and analysis (0-10)			

Step 2: Checklists (Cont'd) Example for MOT (Headers Only)

Item	Existing Capacity Score	Urgency of action score	Viability of external investment Score
2. Coordination with road safety counterparts			
Lead Agency Status (for a lead agency only) Scale (0-10)			
Horizontal coordination of road safety management (0-10)			
Vertical Coordination of road safety management (0-10)			
Coordination with road safety counterparts (total weighted score)			
3. Laws, regulations, standards			
Traffic laws in general (0-10)			
Seat belt law (0-10)			
Helmet law (0-10)			
Drunk driving law (0-10)			
Speed limit law (0-10)			
Vehicle fitness requirements (0-10)			
Licensing process/laws (0-10)			
Third party liability insurance law (0-10)			
Vehicle safety design standards (0-10)			
Traffic Laws (total weighted score)			
4. Road Safety Funding			
Revenue stream handled by the Transport Department (0-10)			
Utilization of the revenue stream (0-10)			
Road Safety Funding (total weighted score)			

Step 3: Data Gathering Example of Prompts

Item	Data/Information for Assessment
3. Laws, regulations, standards	
Traffic laws in general (0-10)	
Prompt 1: compatibility with Geneva convention	
etc	
Seat belt law (0-10)	
Active/passive)	
All occupants vs. front seat occupants	
adequacy of fines/other deterrence measures	
etc	
Helmet law (0-10)	
All riders vs. driver	
adequacy of fines/other deterrence measures	
etc	
Drunk driving law (0-10)	
Adequacy of BA levels	
Adequacy of fines/other deterrence measures	
etc	
Speed limit law (0-10)	
Clear linkage to vehicle types and road categories	
Adequacy of fines/other deterrence measures	
etc	
Vehicle fitness requirements (0-10)	
Requirements to the vehicle safety systems clearly defined	
Adequacy of fines/other deterrence measures	
etc	
Licensing process/laws (0-10)	
Graduated licensing vs. one-time licensing	
Adequacy of fines/other deterrent measures for violators	
Linkage to driving record (point system)	

Step 4: Scoring and Prioritization for Action

Item	Existing Capacity Score	Urgency of action score	Viability of external investment Score
2. Coordination with road safety counterparts			
Lead Agency Status (for a lead agency only) Scale (0-10)			
Horizontal coordination of road safety management (0-10)			
Vertical Coordination of road safety management (0-10)			
Coordination with road safety counterparts (total weighted score)			
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Traffic laws in general (0-10)			
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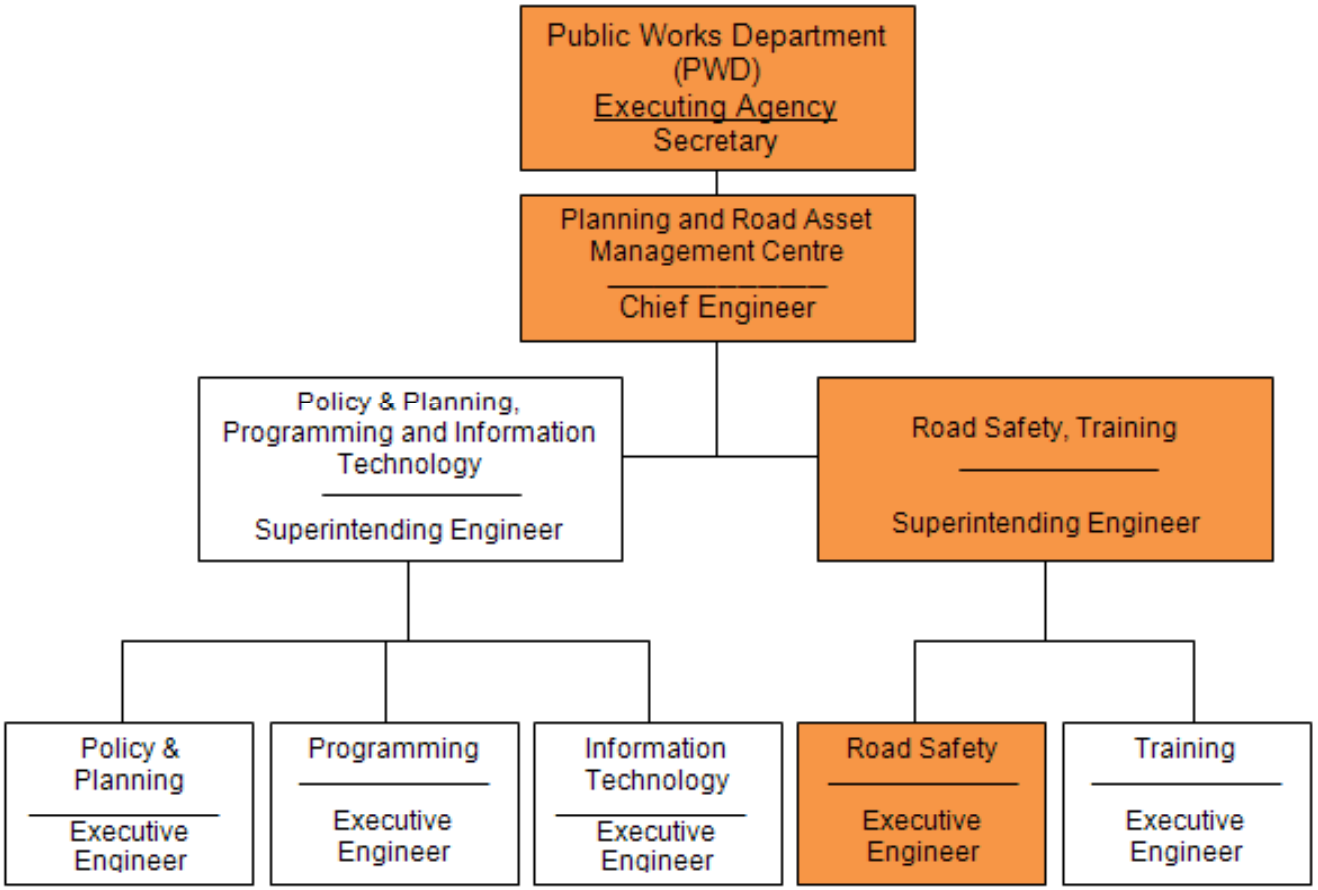
Third party liability insurance law (0-10)			
Vehicle safety design standards (0-10)			
Traffic Laws (total weighted score)			
4. Road Safety Funding			
Revenue stream handled by the Transport Department (0-10)			
Utilization of the revenue stream (0-10)			
Road Safety Funding (total weighted score)			

3. Example of Capacity Building for Road Safety in ADB Project

KSHIP: Planning and Road Asset Management Center



Road Safety Unit

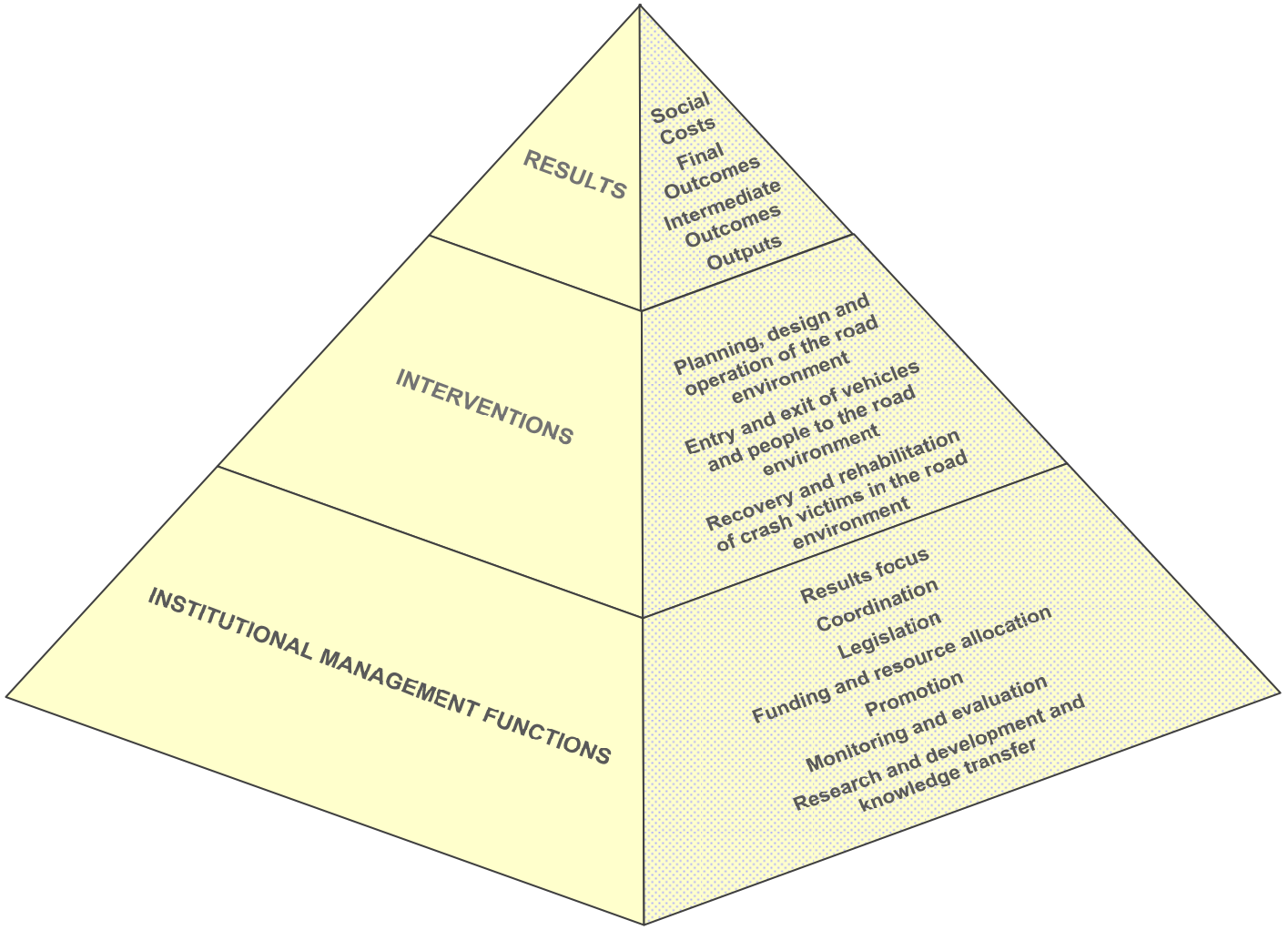
ROAD SAFETY UNIT	
Head of Unit (Executive Engineer)	
Road Safety Programs Head of Section (Assistant Executive Engineer) Engineer * 1 (Assistant Engineer) Human Behaviour Specialist * 1 Ministry of Transport Representative * 1 Ministry of Education Representative * 1	❑ Stakeholder Liaison ❑ Identification of Improvement Projects ❑ Creation of Road Safety Programs ❑ Network Screening (IRAP) ❑ Monitoring of Road Safety Programs
Road Accident Analysis Head of Section (Assistant Executive Engineer) Data Analyst / Statistician* 1 (Assistant Engineer) Data Entry Operators * 2	❑ Accident Data Entry ❑ Accident Data Analysis ❑ Blackspot Program ❑ Accident Statistics
Road Safety Audit Head of Section (Assistant Executive Engineer) Engineer * 2 (Assistant Engineer)	❑ Road Safety Audits ❑ Design Review
Traffic Incidence Management Head of Section (Assistant Executive Engineer) Engineer * 1 (Assistant Engineer)	❑ TIMS Standards & Guidelines ❑ Identification of TIMS Sites ❑ TIMS Implementation ❑ TIMS Monitoring

Rollout Plan: Apprenticeship Mode

Activities	2010	2011				2012				2013				2014	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Formal Establishment of PRAMC (PWD)	●														
Preparation Activities (PWD)															
Office		■	■	■											
Equipment		■	■	■	■	■									
Identification and Assignment of Key Staff		■	■	■											
Preparatory Phase (PRAMC Consultant)															
Development of Processes and Procedures				■	■										
Dedicated Training of PRAMC staff				▮	▮	▮									
Operational Phase (Consulting Services to Support Operations of PRAMC)															
On-the-Job Training						▮	▮	▮	▮	▮	▮	▮	▮		
Implementation of Processes & Procedures						■	■	■	■	■	■	■	■		
Consulting Services to Support PRAMC Operations on As Needed Basis															
Stand By Support and Recommendations														■	■

4. Examples of Immediate Actions to Be Taken

Holistic and Sustainable Change: Road Safety Management System



Source: SafetyNet (2009) Road Safety Management, retrieved 29 March 2011

ACTION 1

Conduct assessment of road safety management capacities, and identify actions needed

- Both country and state levels
- Will identify specific actions for:
  - Establishing of a lead agency and associated country-specific interagency organizational setup for road safety
  - Improvement of accident data collection, entry, storage, retrieval, and analysis and dissemination systems
  - Establishing dedicated road safety funding
  - Improvement road road safety laws, regulations, standards
  - Proper driver licensing, and vehicle inspection mechanisms
  - Establishing effective emergency response systems
  - etc

ACTION 2

Strengthen existing or establish new Road Safety Cells in PWDs:

- Staffing, facilities, training
- Adequate powers
- Road safety budget
- Business procedures
  - Mainstreaming road safety audits
  - Data management
  - Blackspot programs
  - Road safety engineering

Example of Road Safety Unit

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4. Planned ADB Support

Grant Financed Road Safety TAs

- Road Safety Programs for Bangladesh (approved, start 2012)
- Improvement of Road Safety in ASEAN (in processing)
- South Asia Road Safety Program
  - Phase I (Neepal and Bhutan) in processing for approval in 2011
  - Phase II (India and Sri Lanka) for processing in 2012

Pipeline Concept of Road Safety Support

<table>
<tr><th>Year 1</th><th colspan="2">Year 2</th><th colspan="4">Year 3</th><th>Year 4</th><th>Year 5</th><th>Year 6</th><th>Year 7</th></tr>
<tr><td>PATA on Road Safety</td><td colspan="3">PPTA Preparing Road Safety Investment</td><td colspan="5">Road Safety Investment</td></tr>
<tr><td>Prefeasibility level</td><td colspan="3">Feasibility level</td><td colspan="5">Implementation</td></tr>
<tr><td>Conduct road safety diagnosis</td><td colspan="3">Selection and feasibility study of components</td><td colspan="5" rowspan="2">Component A (Investment):
Selected components of the road safety programs</td></tr>
<tr><td>Strengthen road safety management capacity of RHD,</td><td colspan="3">Design of the Road Safety Investment Project</td></tr>
<tr><td>Develop road safety policies and business procedures to incorporate road safety into the lifecycle of roads</td><td colspan="3" rowspan="3">Advisory support, on-the job training, knowledge transfer</td><td colspan="5" rowspan="3">Component B
(Non-Investment):
Advisory support, training, knowledge transfer</td></tr>
<tr><td>Identify and prepare for further design and implementation nationwide road safety improvement program</td></tr>
<tr><td>Advisory support, on-the job training, knowledge transfer</td></tr>
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End of Presentation

Thank you!