

Safe and Sustainable Mobility in Asia-Pacific

On the Road to the Safe and Sustainable Goals

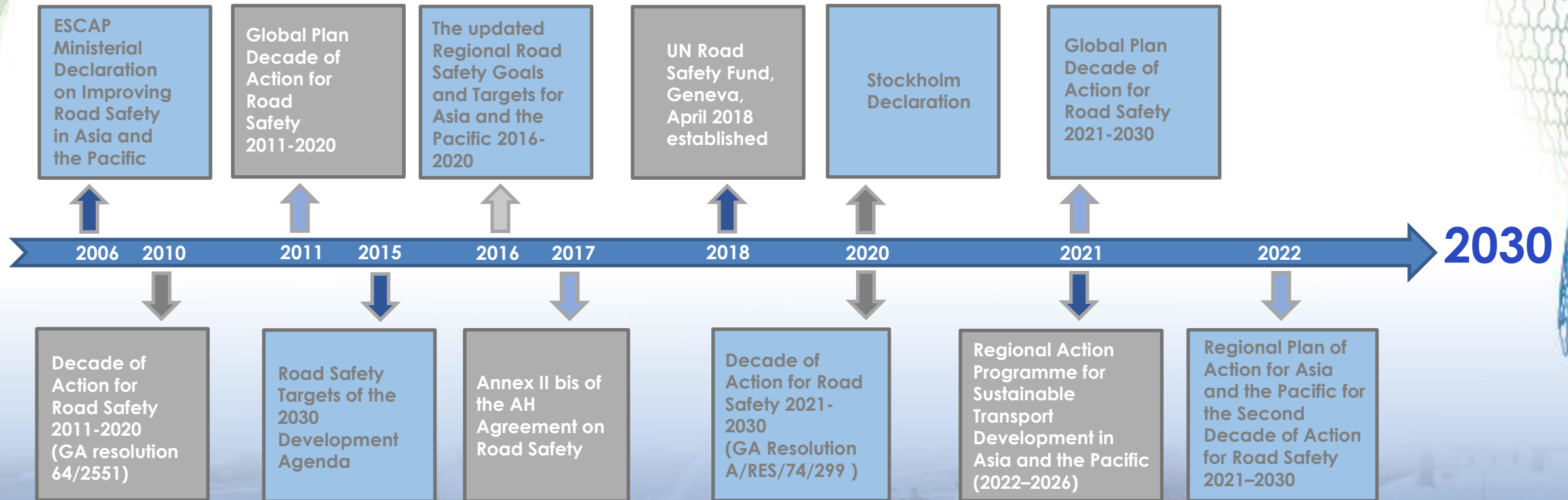
Mr. Weimin Ren

Director, Transport Division, United Nations Economic and Social Commission for Asia and the Pacific

POWERED BY



Milestones in Global & Regional Road Safety Initiatives

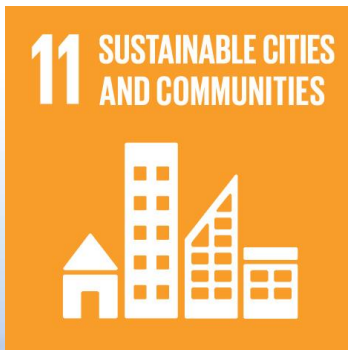


Road Safety & SDGs



Target 3.6

By 2030, **halve the number** of global deaths and injuries from road traffic accidents.



Target 11.2

By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, **improving road safety**, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Decade of Action for Road Safety 2021-2030

The second Decade of Action for Road Safety 2021 – 2030 was declared through the UN Resolution on Improving Global Road Safety in August 2020.

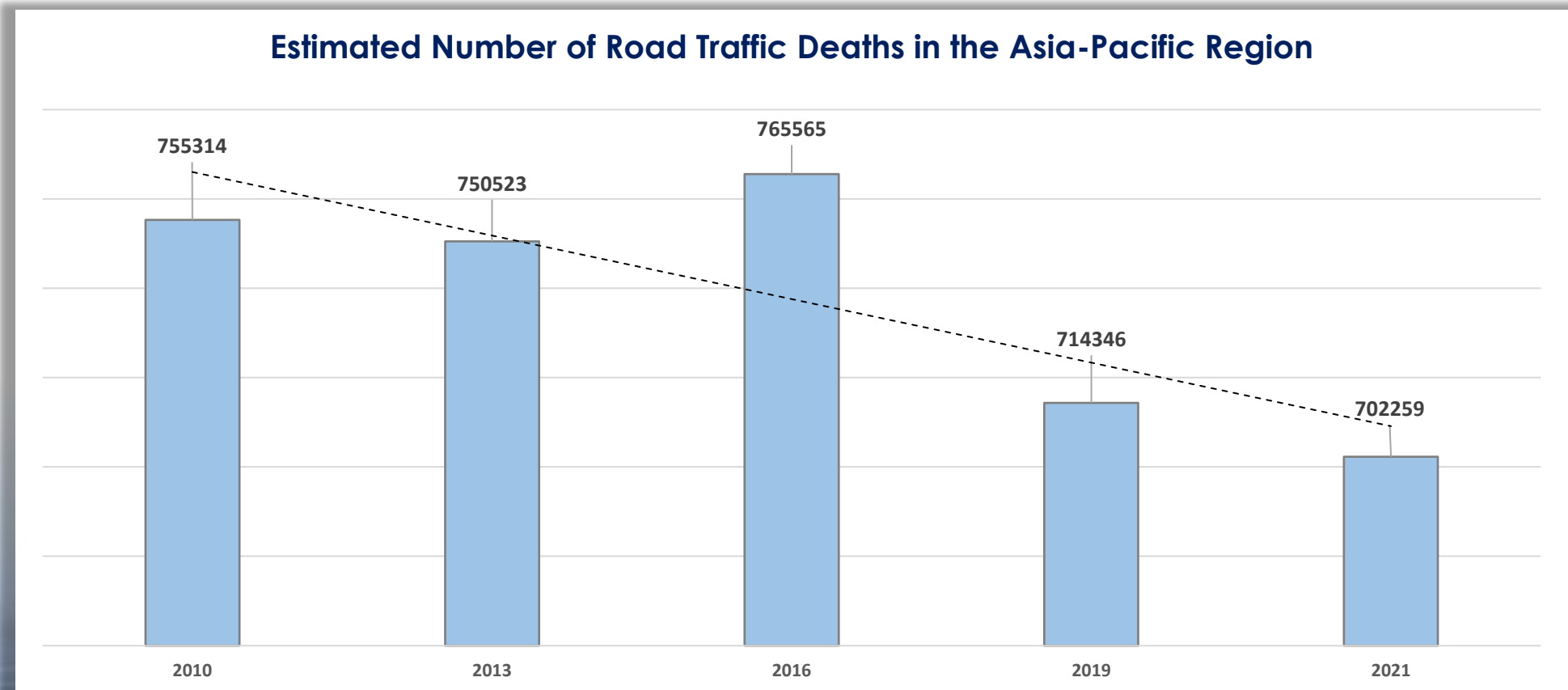


The Global Plan



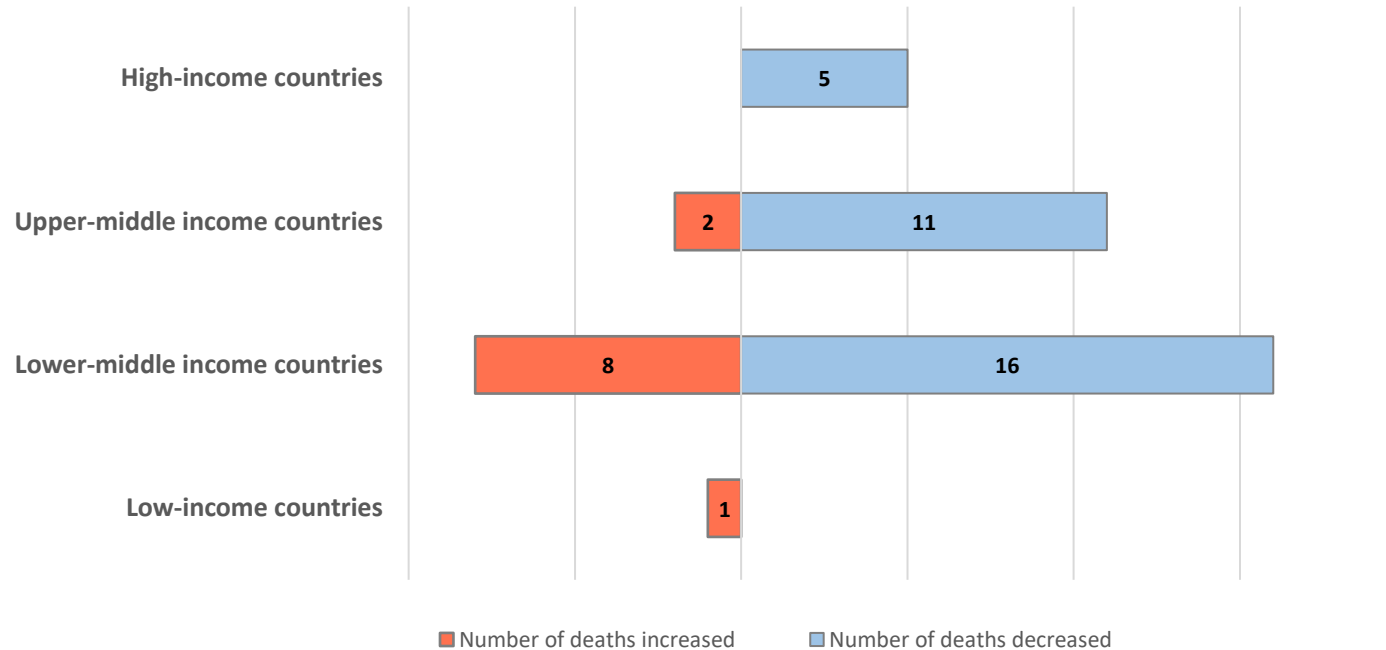
The **GLOBAL PLAN** has been developed by the World Health Organization and the United Nations Regional Commissions, in cooperation with partners in the United Nations Road Safety Collaboration and other stakeholders, as a guiding document to support the implementation of the Decade of Action 2021–2030 and its objectives.

Road Safety Situation in the Asia-Pacific Region



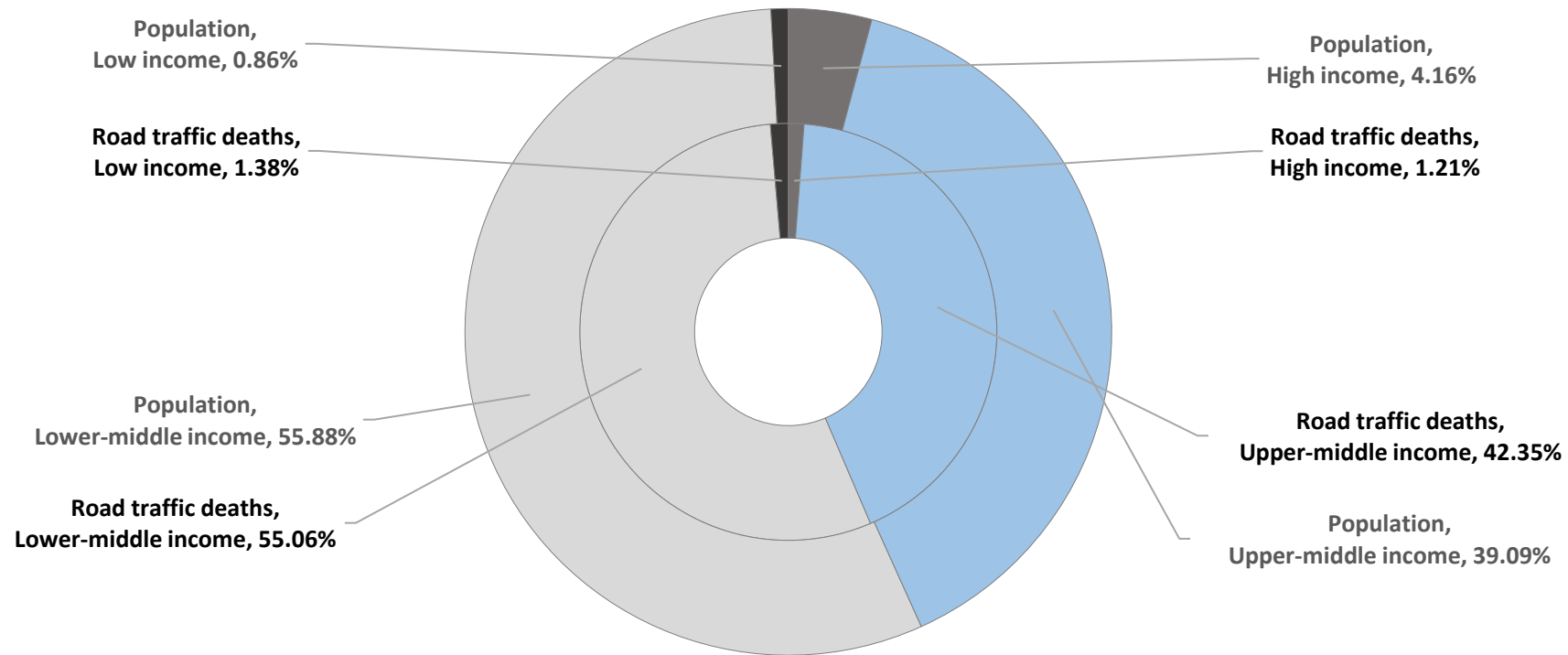
Road Safety Situation in the Asia-Pacific Region

Countries that Experienced a Change in Number of Road Traffic Deaths between 2016 & 2021 (by Income Group)



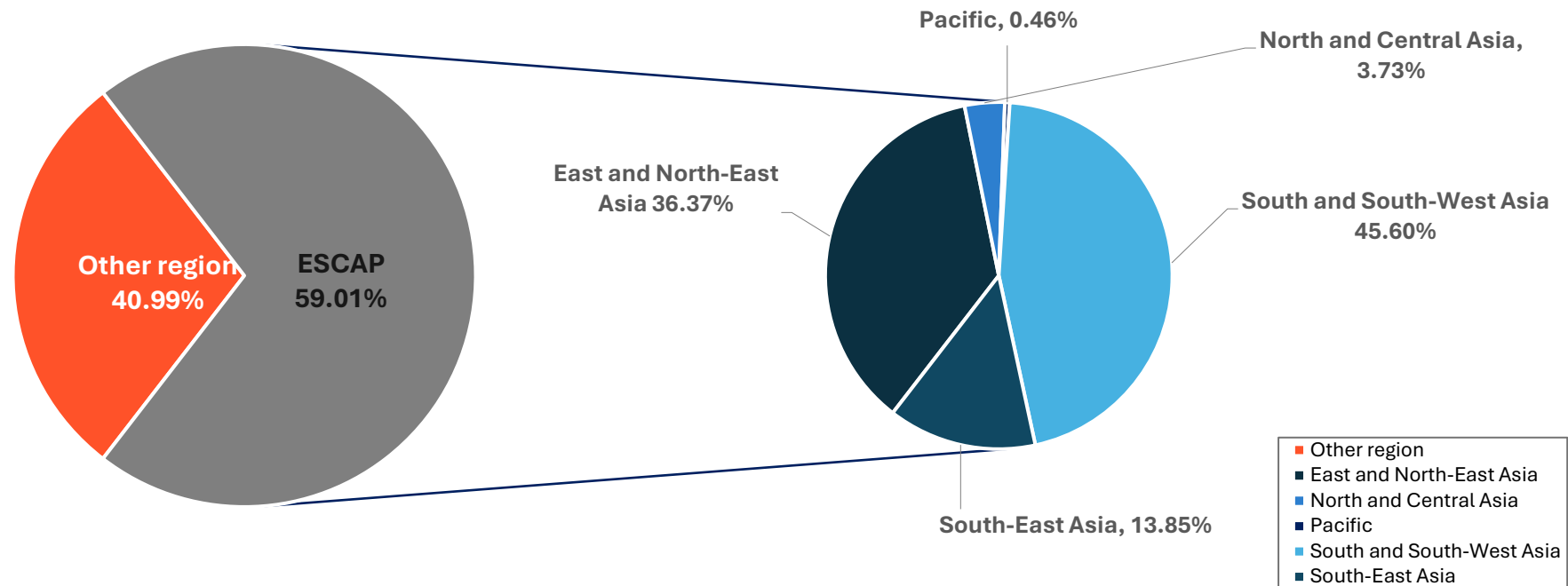
Road Safety Situation in the Asia-Pacific Region

Proportion of Road Traffic Deaths by Income Category in ESCAP Region, 2021



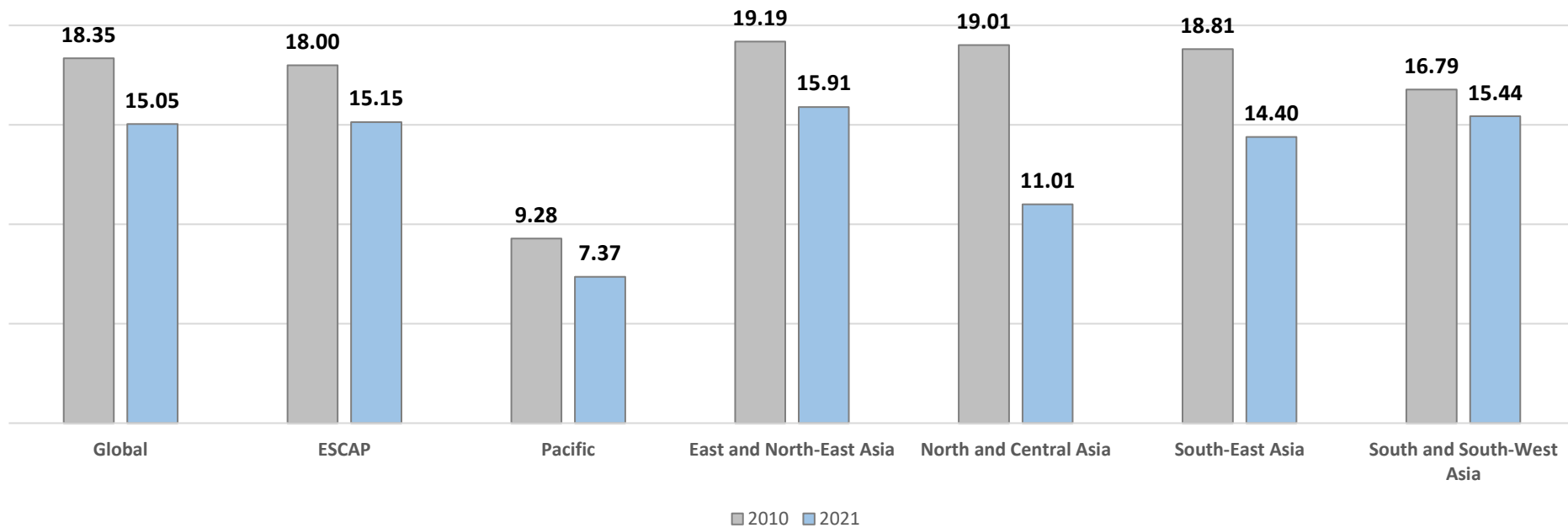
Road Safety Situation in the Asia-Pacific Region

Proportion of Road Traffic Deaths by ESCAP Sub-region, 2021

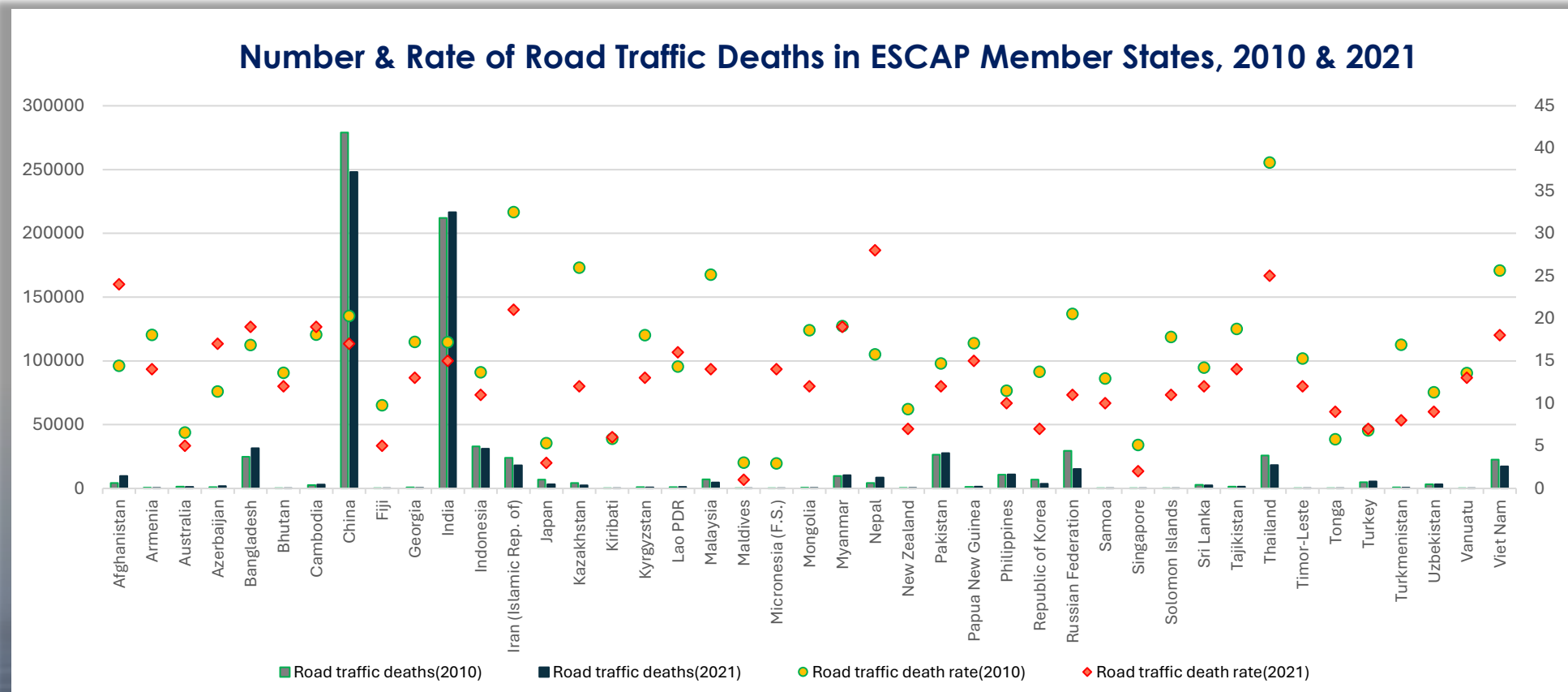


Road Safety Situation in the Asia-Pacific Region

Comparison of Road Traffic Death Rates Per 100,000 Inhabitants (2010-2021)

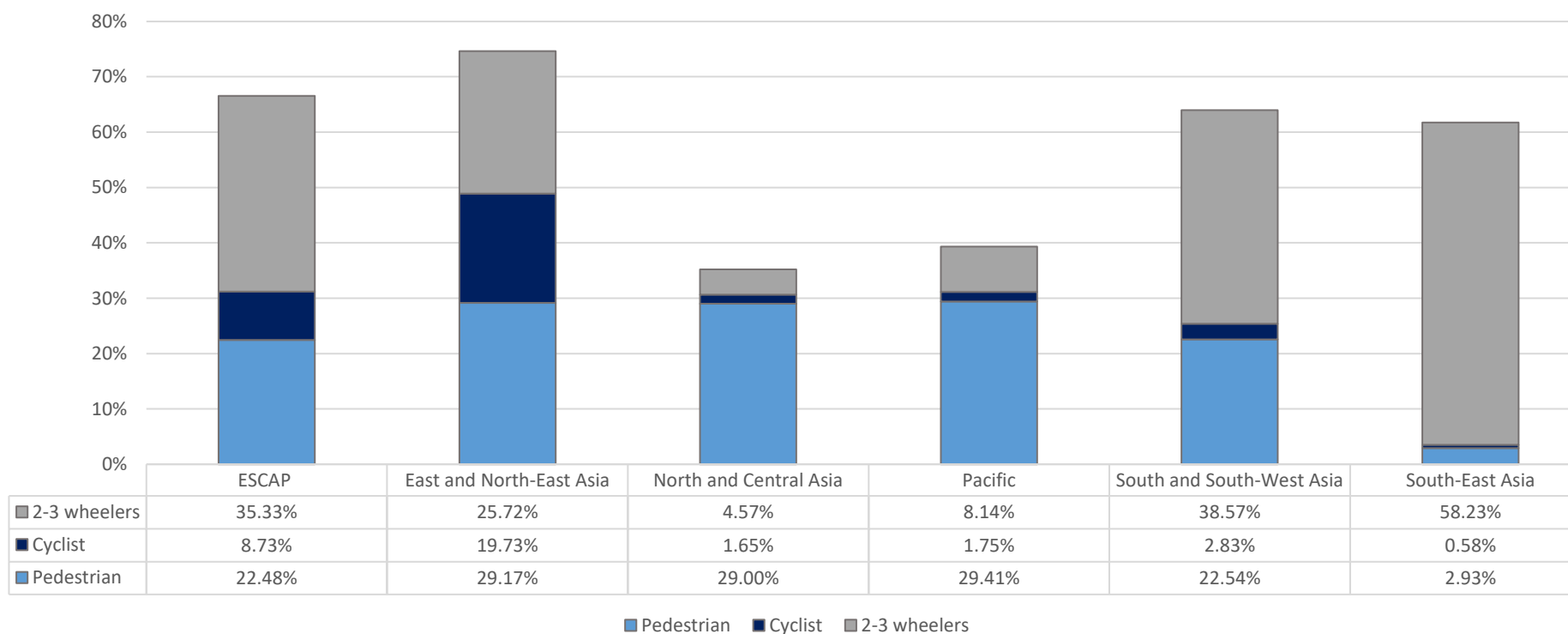


Road Safety Situation in the Asia-Pacific Region

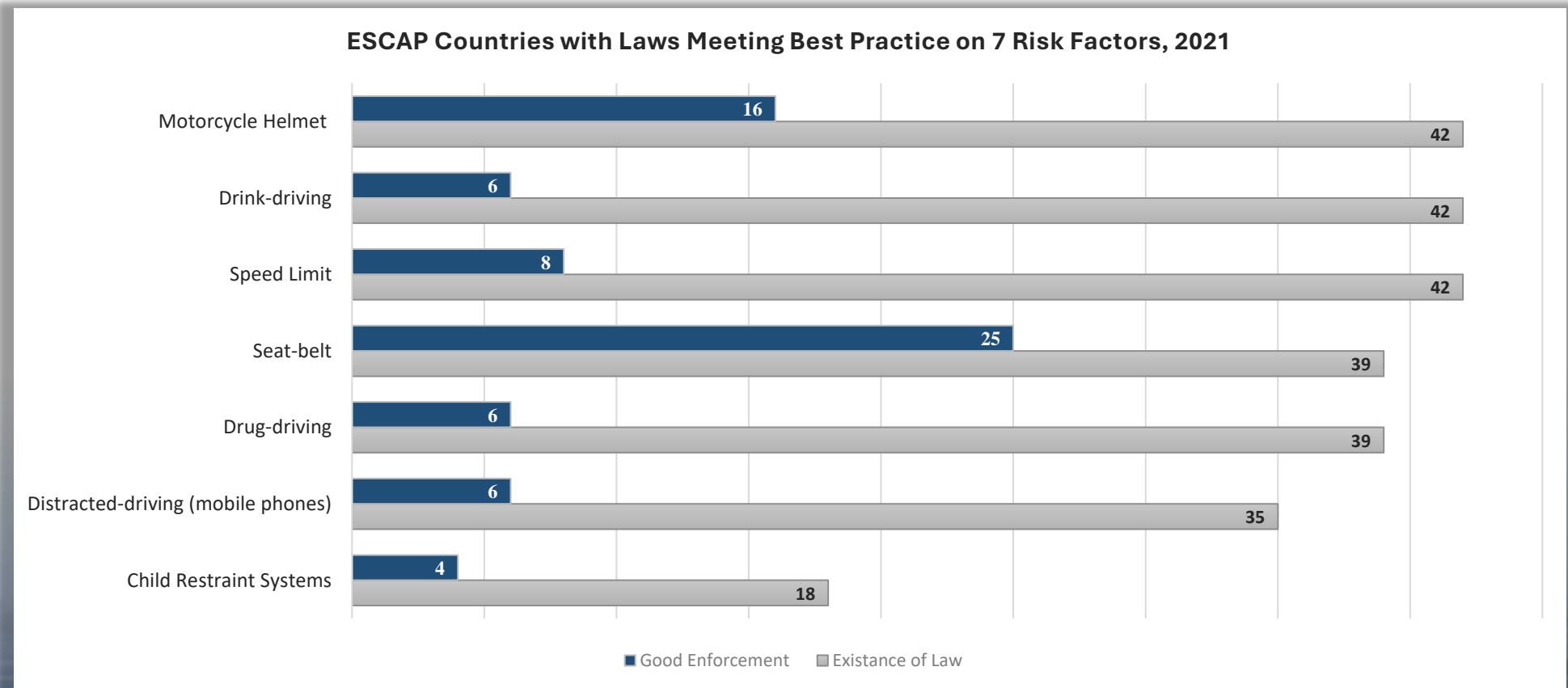


Road Safety Situation in the Asia-Pacific Region

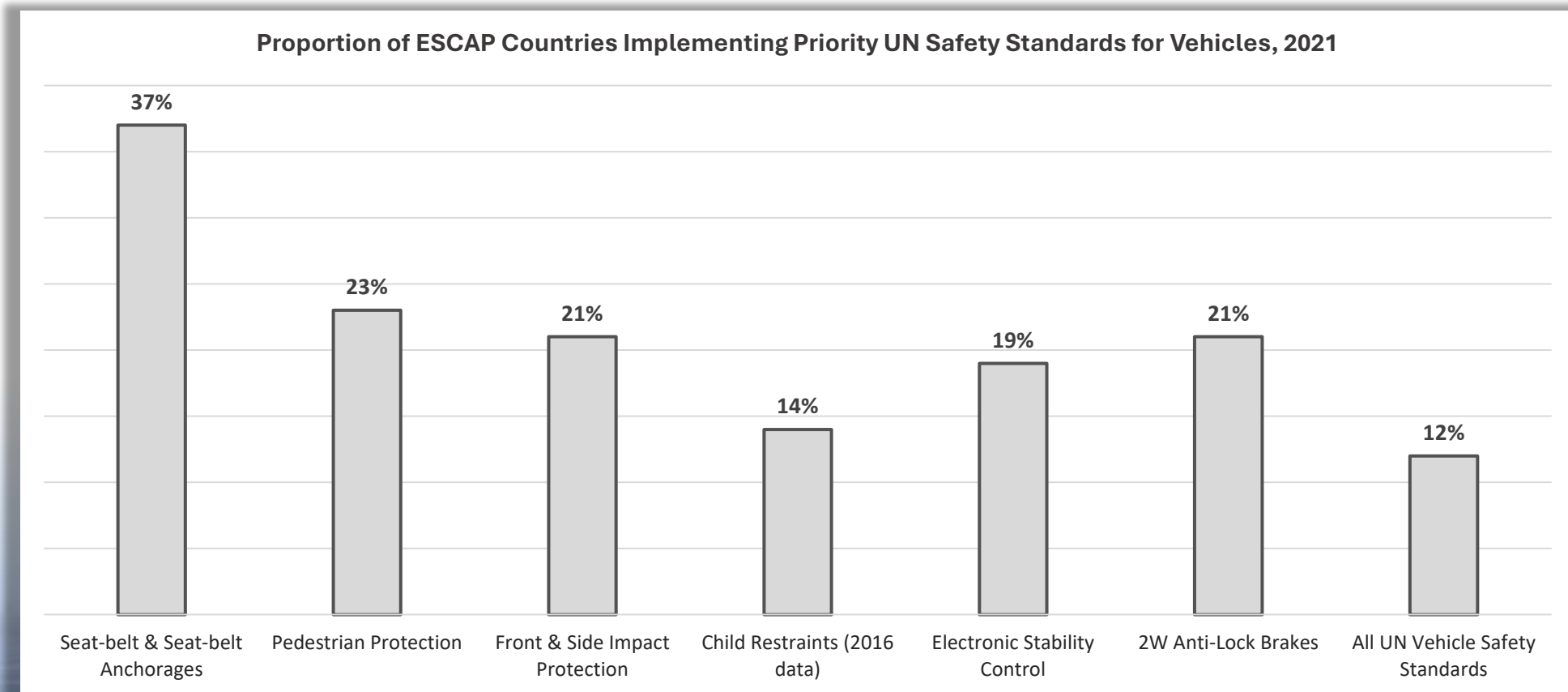
Proportion of Vulnerable Road User Deaths in Each ESCAP Sub-region, 2021



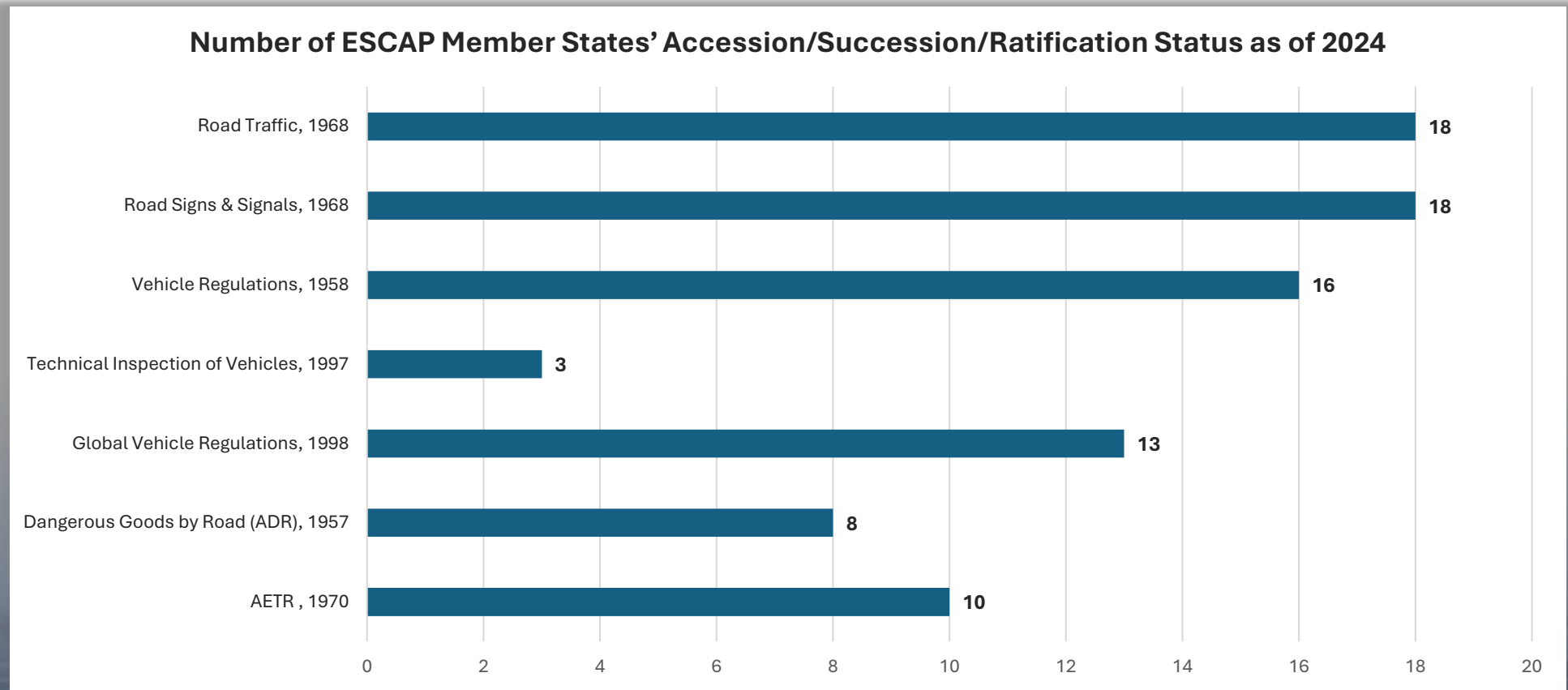
National Laws & Regulations on Road Safety in the Asia-Pacific Region



National Laws & Regulations on Road Safety in the Asia-Pacific Region

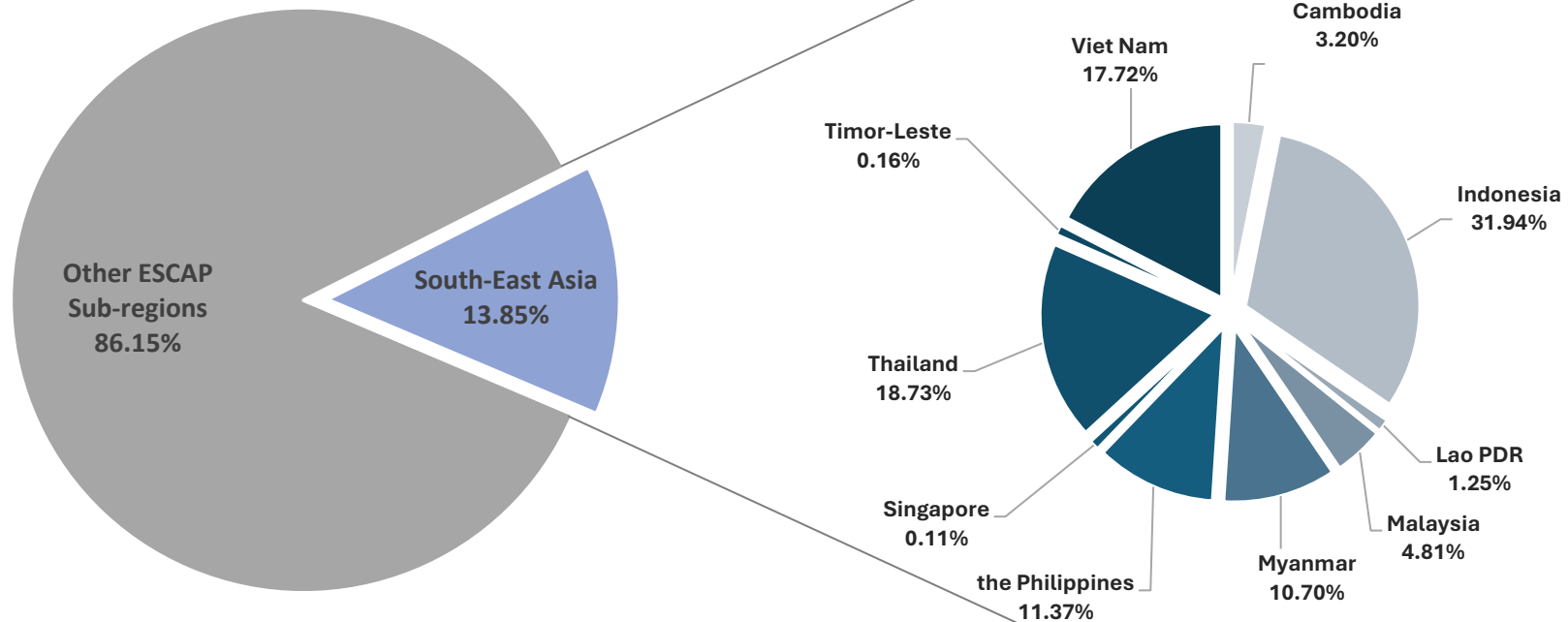


The Status of Accession/Succession/Ratification by ESCAP Member States to the Main UN Road Safety Related Conventions

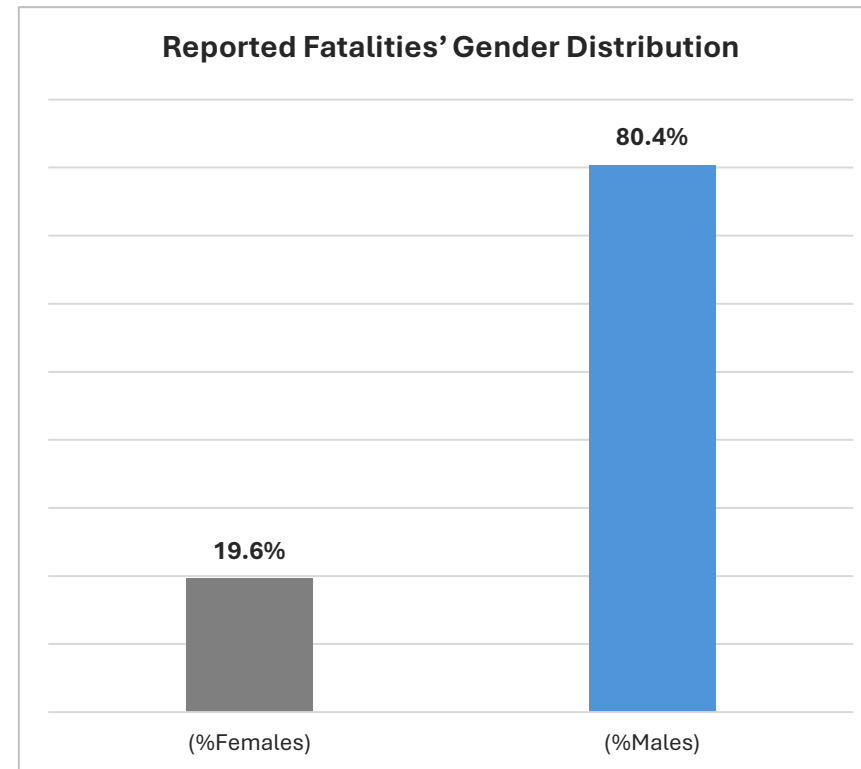
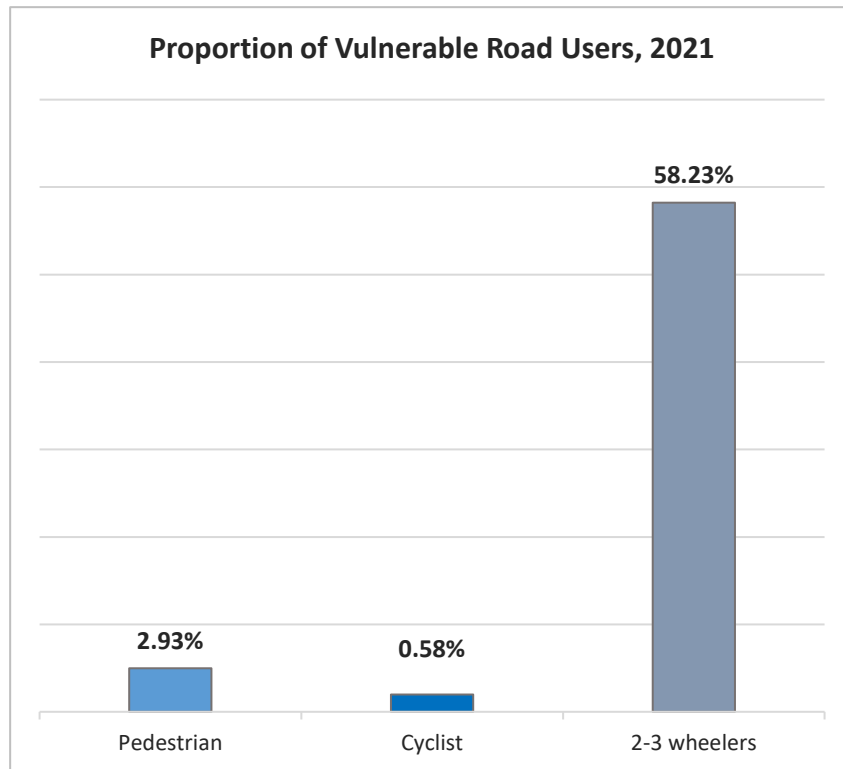


Road Safety Situation in the South-East Asia Sub-region

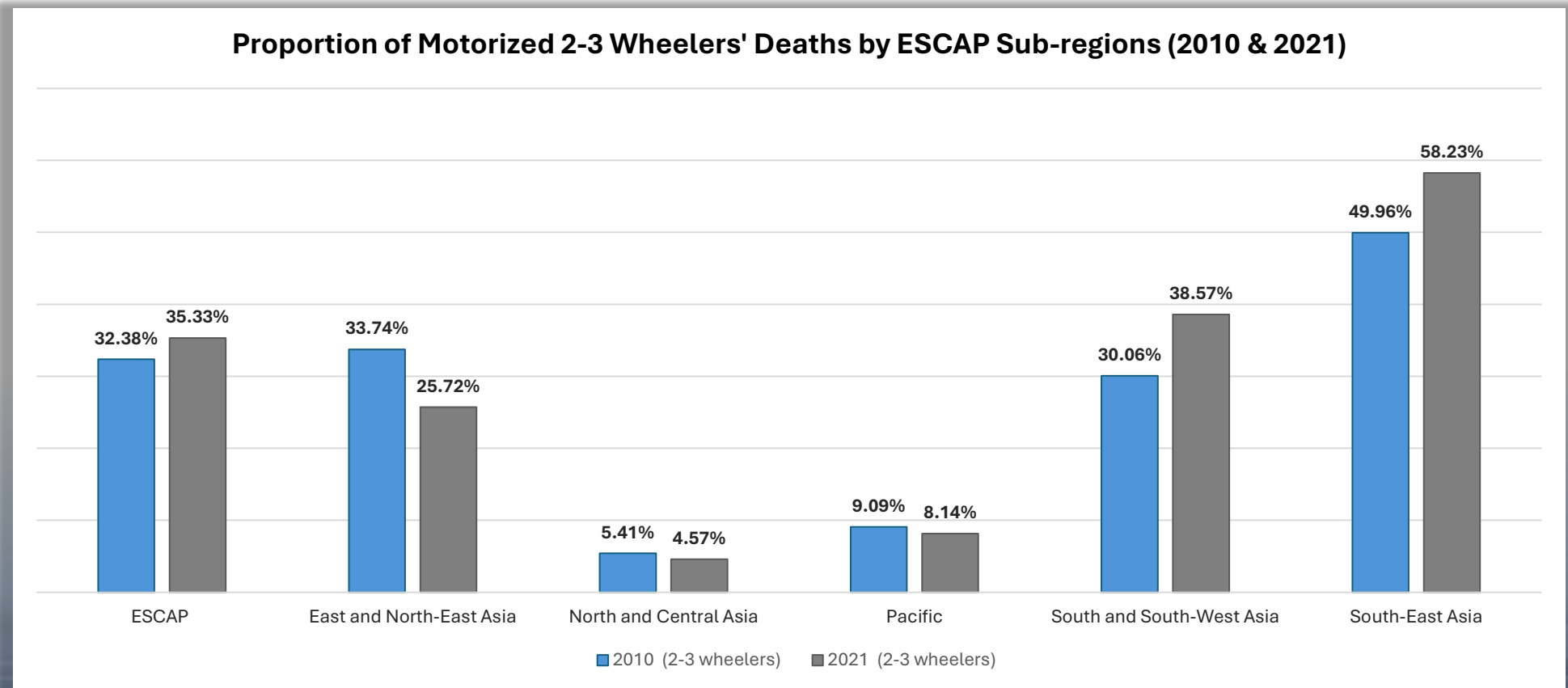
Proportion of Road Traffic Deaths in South-East Asia, 2021



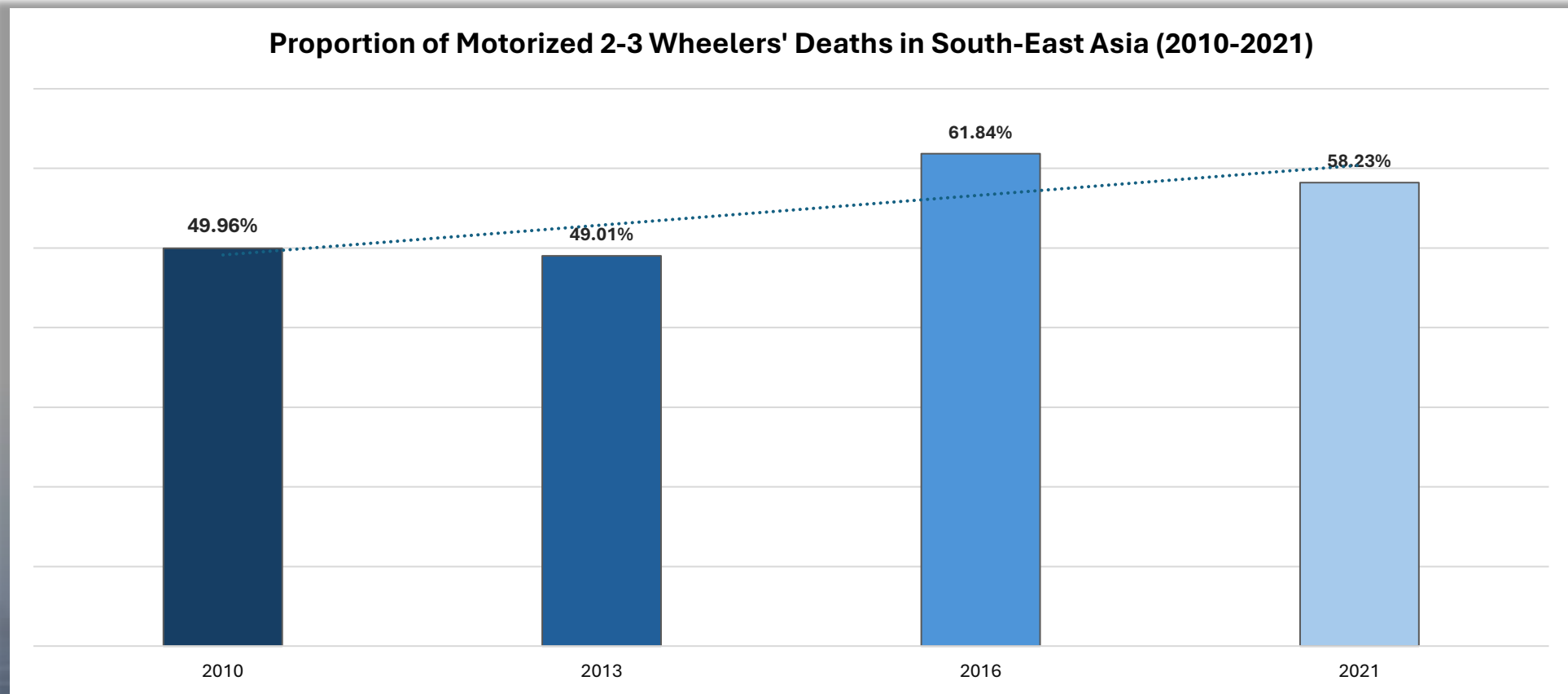
Road Safety Situation in the South-East Asia Sub-region



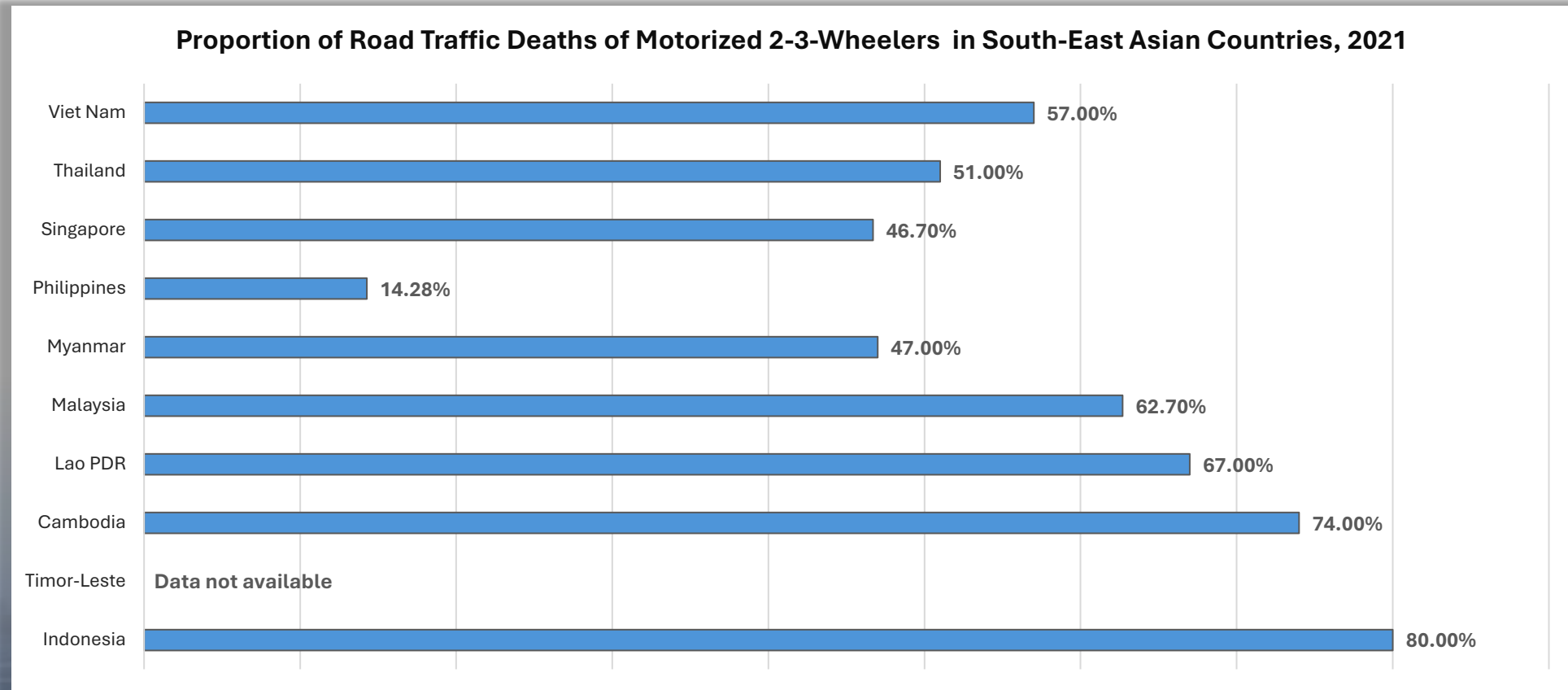
Motorized 2-3-Wheeler Safety in the Asia-Pacific Region



Motorized 2-3-Wheeler Safety in the South-East Asia Sub-region



Motorized 2-3-Wheeler Safety in the South-East Asia Sub-region



Main Causes of Road Crashes in Asia-Pacific

- Speeding
- Drink driving
- Unsafe overtaking
- Distracted driving



Development of the Regional Plan

The Second Decade
of Action for Road
Safety 2021-2030

September
2020

Global Plan for the
Second Decade of
Action

October
2021

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

December
2021

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

November
2022

The Regional Plan

of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030



Target

To reduce road traffic deaths and injuries by at least 50 per cent from 2021 to 2030.



Vision

To achieve an Asia-Pacific region increasingly free of the human suffering and economic burden of road crash deaths and injuries.

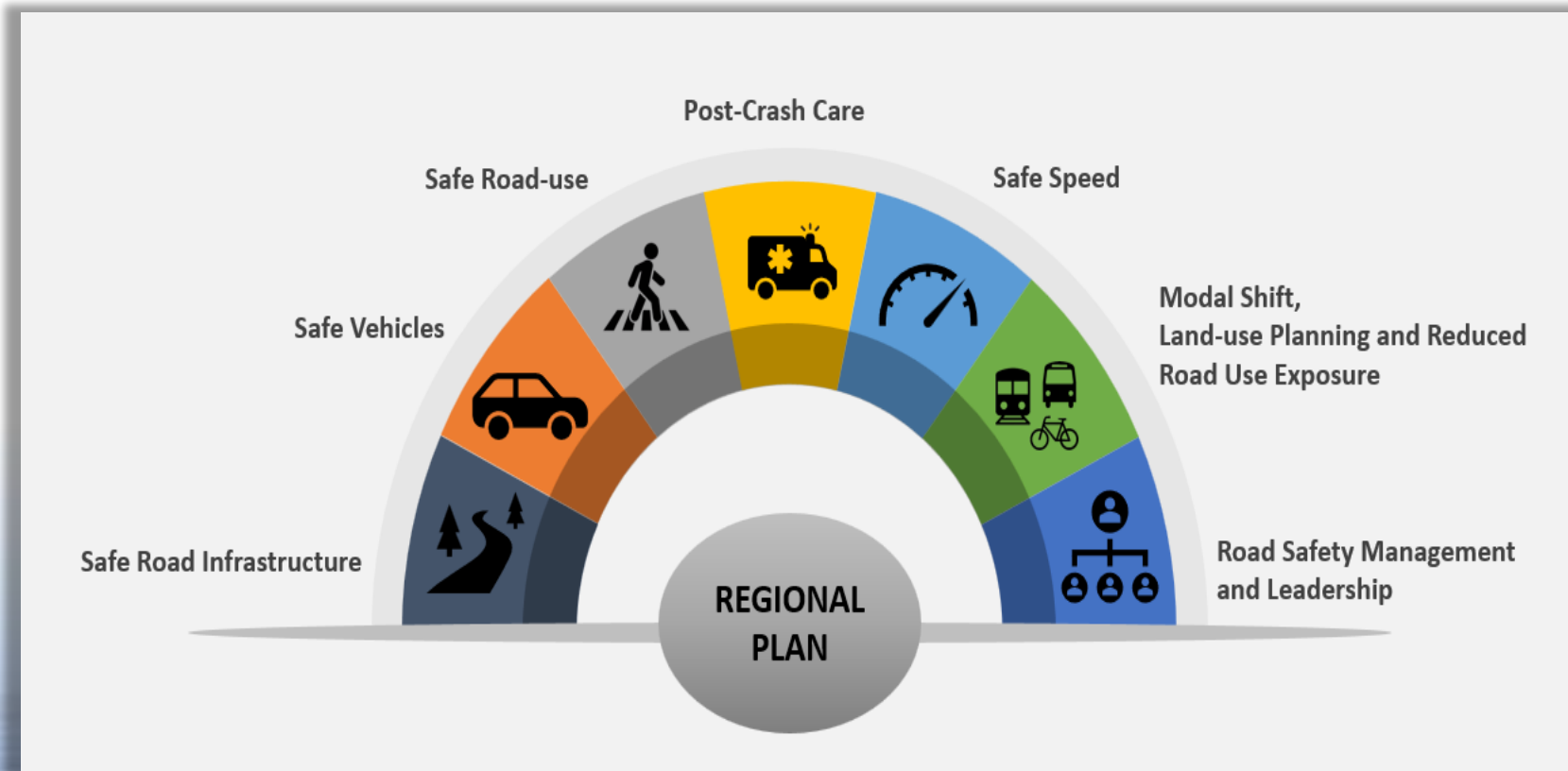
The **Regional Plan** of Action is intended to guide and support efforts to reduce road traffic deaths and injuries by at least 50 per cent from 2021 to 2030 and to achieve the Sustainable Development Goal targets related to road safety, including target 3.6, by 2030.



ESCAP
Economic and Social Commission
for Asia and the Pacific

The Regional Plan

7 Arenas of Road Safety Interventions



The Basis of the Regional Plan

The Safe System Approach: Shared Responsibility



Accepts that human error is inevitable and accommodates errors;



Incorporates speeds, roads, and vehicles that limit crash forces to levels that are survivable for the human body;



Motivates those who design and maintain the roads, manufacture vehicles, and administer safety programmes to accept and address shared responsibility for safety;



Adheres to the underlying premises that the transport system should not compromise safety for the sake of other factors such as cost or faster transport times;



ESCAP
Economic and Social Commission
for Asia and the Pacific

Role of ESCAP

Convening & Norm Setting

4th Ministerial Conference on Transport, December 2021

The Conference adopted the Ministerial Declaration on Sustainable Transport Development in Asia and the Pacific and the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026).

7th Committee on Transport, November 2022

The Committee on Transport welcomes the Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030 (ESCAP/CTR/2022/5, annex).



Amendment to Intergovernmental Agreement on the Asian Highway Network, 2017

Annex II bis Asian Highway Design Standards for Road Safety provide general requirements and specific requirements to enhance road safety for the Asian Highway Network.

ESCAP/RES/78/3, May 2022

Implementation of the Ministerial Declaration on Sustainable Transport Development in Asia and the Pacific

Endorses the Ministerial Declaration on Sustainable Transport Development in Asia and the Pacific and the Regional Action Programme (RAP) for Sustainable Transport Development in Asia and the Pacific (2022–2026)

Road safety is one of the key thematic areas of the RAP

Role of ESCAP

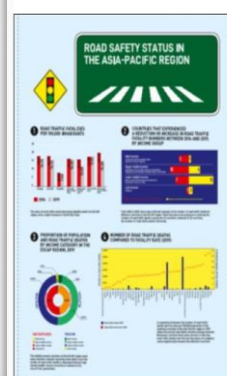
Analytical Work



20 December 2022

Road safety and mobile phone use in the Asia-Pacific Region

Report



14 December 2022

Infographics on road safety status in the Asia-Pacific region


Policy Brief



09 December 2021

Strategies to tackle the issue of seat belt and child restraint use for road safety in the Asia-Pacific region : implementation framework


Report



28 October 2021

Enhancing the resilience of urban transport in Asian cities after COVID-19 : synthesis of academic study results and general recommendations

Report



03 February 2021

UN conventions related to road safety in the Asia-Pacific region

Report



03 December 2020

Road safety : saving lives beyond 2020 in the Asia-Pacific region

Report



25 November 2020

Status of law enforcement on four major risk factors in the Asia-Pacific region

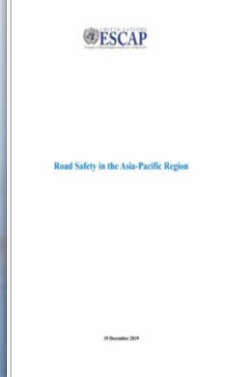
Policy Brief



20 December 2019

Strategies to tackle the issue of impaired driving for road safety in the Asia-Pacific region : implementation framework

Policy Brief



20 December 2019

Road safety in the Asia-Pacific region


Policy Brief



20 December 2019

Strategies to tackle the issue of speed for road safety in the Asia-Pacific region : implementation framework


Policy Brief



15 December 2019

Strategies to tackle the issue of motorcycle helmet use for road safety in the Asia-Pacific region : implementation framework

Policy Brief



11 December 2019

Infographics on road safety status in the Asia-Pacific region : road traffic deaths have increased by 10% in the Asia Pacific region (2013-2016)

Policy Brief

ESCAP Projects (completed)

STRENGTHENING SPEED MANAGEMENT IN THE PHILIPPINES

 Country The Philippines	Area of Impact Safe Roads	Project Dates 01 Jun 2019 - 30 Sep 2020	Project Status Completed	Budget \$198,546
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PROJECT OBJECTIVES

- 01** Contribute to reductions in speed related road crashes and their severity levels in the Philippines by improving road user behavior.
- 02** Provide best practice speed enforcement training via train the trainer.
- 03** Enhance capacity of a core group of national level police to train relevant enforcement officers at local transportation offices.
- 04** Institutionalize best practice speed enforcement operations among enforcement agencies in the Philippines.



IN THE PHILIPPINES, EXCESSIVE AND INAPPROPRIATE SPEED IS ONE OF THE MAIN CAUSES OF TRAFFIC FATALITIES AND INJURIES

PROJECT OUTCOME

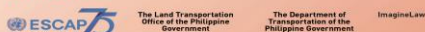
- 01** Establish and build the capacities of a core group of law enforcement personnel from different agencies who will provide practical speed enforcement training at the district level.

The project, finalized in September 2020, realized significant impact with more than 170 speed enforcers trained in best practice speed enforcement, high-level officials supported in developing speed enforcement plans, and more than 75,000 people engaged through social media on the importance of appropriate speeds.

TIMELINE OF MAJOR ACTIVITIES



LIST OF PARTNERS



IMPROVEMENT OF DRIVER LICENSING SYSTEM IN LAO PEOPLE'S DEMOCRATIC REPUBLIC

 Country Lao People's Democratic Republic	Area of Impact Safe Users	Project Dates 01 Aug 2020 - 31 Dec 2023	Project Status Ongoing	Budget \$570,000
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PROJECT OBJECTIVES

- 01** Develop and roll out a newly developed system for driver licensing and driver license testing system.
- 02** Train trainees of the department of transport towards becoming trainers.
- 03** Increase public awareness about the new driver license curriculum, new regulations and the new online system.



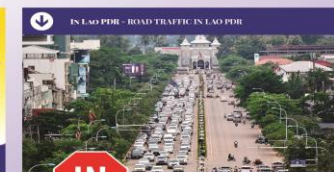
PROJECT OUTCOME

- 01** To reduce road traffic crashes, injuries and fatalities in Lao People's Democratic Republic through improved road safety awareness and knowledge of all new drivers and introducing an online driver licensing system.

This project is expected to improve driver behaviors to drive safely through better training and testing in the licensing process, as well as ensure driver competency when issuing driving licenses.

It is expected that the Lao People's Democratic Republic will see improvements in safe and appropriate driving and, thus, a significant reduction in the number of road traffic crashes resulting in serious

injuries and fatalities. It is anticipated that the lives of children and younger adults will be saved, providing important benefits to the country.



LIST OF PARTNERS



ESCAP Projects (ongoing)

SAFE AND INCLUSIVE ROAD DESIGN IN CENTRAL ASIA: KYRGYZSTAN, TAJIKISTAN AND UZBEKISTAN

- Country**
Kyrgyzstan, Tajikistan & Uzbekistan
- Area of Impact**
Road management & safe roads
- Project Status**
Ongoing
- Budget**
\$500,000

PROJECT OBJECTIVES

- 01 Improved design standards that align with the Global Plan, Global Road Safety Performance Targets, and international good practice and reflect the inputs of a broad range of stakeholders.
- 02 Training to support capacity in road safety engineering, stakeholder engagement and in implementing the updated design standards.
- 03 Endorsement of governments of improved design standards.

PROJECT OUTCOME

- 01 To develop a regional road design standard for the CAREC member countries and capacity development of the road designers in those countries towards safer road designs.

This project will take a consultative approach, involving an advisory team that will work with the local authorities to identify key areas for improvement and provide technical assistance to support the implementation of improved design standards. This project will take a consultative approach, involving an advisory team that will work with the local authorities to identify key areas for improvement and provide technical assistance to support the implementation of improved design standards.

LIST OF PARTNERS



MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (ABS) ADVOCACY CAMPAIGN IN THE ASEAN COUNTRIES

- Country**
Selected South-East Asian countries
- Area of Impact**
Road safety
- Project Status**
Ongoing
- Budget**
\$200,000

PROJECT OBJECTIVES

- 01 To raise awareness of the benefits of motorcycle ABS in the South-East Asia subregion of ESCAP.
- 02 To encourage a subregional commitment to implement motorcycle ABS legislation.

PROJECT OUTCOMES

- 01 Capacity building and demonstration programs for ABS initiatives in motorcycles.
- 02 Legislation for making ABS mandatory in motorcycles.

Motorcycle ABS is a recommended technology for motorcycles in the United States, Europe, and Australia. It is a safety feature that helps prevent the wheels from locking up during a hard brake, which can cause the rider to lose control of the motorcycle. ABS is a safety feature that helps prevent the wheels from locking up during a hard brake, which can cause the rider to lose control of the motorcycle.

LIST OF PARTNERS



STRENGTHENING CAPACITY OF ROAD SAFETY MANAGEMENT FOR IMPLEMENTATION OF NATIONAL ROAD SAFETY ACTION PLAN IN NEPAL

- Country**
Nepal
- Area of Impact**
Road safety management, safe vehicles, safe roads, safe users & post-crash response
- Project Status**
Ongoing
- Budget**
\$300,000

PROJECT OBJECTIVE

- 01 To build national capacities in road safety management to reduce the number of fatalities and losses from road accidents.

PROJECT OUTCOMES

- 01 Reviewed country capacity on road safety
- 02 Enhanced capacity of the lead agency

There are many reasons behind the high number of road accidents in Nepal, but the fundamental one among them is the lack of capacity in road safety management. This project aims to build national capacities in road safety management to reduce the number of fatalities and losses from road accidents.

LIST OF PARTNERS



IMPROVING MOTORIZED TWO-WHEELER SAFETY IN THAILAND

- Country**
Thailand
- Area of Impact**
Road management & safe roads
- Project Status**
Upcoming
- Budget**
\$400,000

PROJECT OBJECTIVE

- 01 To reduce motorized two-wheeler crashes, injuries, and fatalities in Thailand.

PROJECT OUTCOME

- 01 To develop a motorized two-wheeler safety master plan for Thailand.

This project will assist the relevant agencies to develop a motorized two-wheeler safety master plan for Thailand. The project will assist the relevant agencies to develop a motorized two-wheeler safety master plan for Thailand.

LIST OF PARTNERS



BOOSTING THE CAPACITIES OF IRANIAN NATIONAL ROAD SAFETY COMMISSION

- Country**
Islamic Republic of Iran
- Area of Impact**
Road management
- Project Status**
Ongoing
- Budget**
\$230,440

PROJECT OBJECTIVES

- 01 Demonstrate the proper use of institutional management functions and road safety (road crash and road safety) data to improve road safety and efficient road safety management at the network level.
- 02 Develop case studies to be shared with countries throughout the region by ESCAP, and Road Safety Road Secretariat to encourage adoption of similar best practice approaches.
- 03 Creation of an internal monitoring system.
- 04 Periodic collection of monitoring data.

PROJECT OUTCOME

- 01 To establish a decision support system to help the lead agency build the capacity for evidence-based policy development and implementation.

This project will support the Iranian National Road Safety Commission in demonstrating the proper use of institutional management functions and road safety data to improve road safety and efficient road safety management at the network level.

LIST OF PARTNERS



SAFE SCHOOL ZONES IN VIET NAM

- Country**
Viet Nam
- Area of Impact**
Road safety management, safe roads & safe users
- Project Status**
Ongoing
- Budget**
\$500,000

Project Objectives:

- Developing institutional knowledge and capacity to develop appropriate road safety infrastructure around schools; and
- Establishing a school zone definition that includes reduced speed limit recommendation and infrastructure requirements in the national legal framework.

- Key partners**
United Nations ESCAP, AIP Foundation, FIA Foundation & International Road Assessment Programme (IRAP)

DIGITAL & TRANSPORT CONNECTIVITY FOR SOCIOECONOMIC RESILIENCE OF RURAL COMMUNITIES DURING THE POST COVID-19 PERIOD IN THE ASIA-PACIFIC COUNTRIES

- Country**
Bangladesh, Lao PDR & Samoa
- Area of Impact**
Road management & sustainable connectivity
- Project Status**
Ongoing
- Budget**
\$500,000

Project Objective:

- To strengthen the capacity of government officials in target Asia-Pacific countries in special situations to develop innovative strategies for improving rural digital and transport connectivity for socio-economic resilience.

- Key partners**
United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) (co-implemented by the Information and Communications Technology and Disaster Risk Reduction Division (IDR) and the Transport Division (TD)), ITU (Regional Office for Asia and the Pacific), UNESCO (Asia and Pacific Regional Bureau for Education), United Nations Resident Coordinators in target countries, UN Country Teams in target countries

ESCAP's Partnerships

Special Envoy's Office



Global Alliance of
NGOs for Road Safety



ESCAP
Member States

ESCAP's Contribution to Global Efforts

Developing the Global Plan for the Second Decade of Action for Road Safety

Management of UN Road Safety Fund

Supporting the UN Special Envoy's Activities

Co organizing events (ministerial conference & Asia-Pacific Urban Forum)



For a world where roads are safe for every road user, everywhere



The UN Road Safety Fund is a global partnership working to help halve road deaths and injuries in low- and middle-income countries.



UNITED NATIONS
The Secretary-General's Special Envoy for Road Safety

UN Road Safety Fund

- ✓ ESCAP has been serving as one of the Participating UN Organizations since the establishment of the UN Road Safety Fund (UNRSF).
- ✓ The Executive Secretary of the ESCAP serves on the Advisory Board of the UNRSF.
- ✓ ESCAP is currently serving as the Chair of the UNRSF Steering Committee.
- ✓ It is working at the sub-regional and national level with the member Governments, research institutions, NGOs and stakeholders.

For a world where roads are safe for every road user, everywhere



The UN Road Safety Fund is a global partnership working to help halve

road deaths and injuries in low- and middle-income countries.



APRIL 2018

UN General Assembly official launch of the UN Road Safety Fund in UNHQ in New York



OCTOBER 2019

5 projects launched in 15 countries



AUGUST 2020

UNGA resolution [A/RES/74/299](#), a new Decade of Action for Road safety 2020–2030. Recognition of the UNRSF



OCTOBER 2022

36 high-impact projects launched in 46 countries



Collaboration with APRSO



- Focused on improving road infrastructure and transportation systems in the Asia-Pacific region
- 27 APRSO member countries collaborate on road safety initiatives, share data, and develop strategies to reduce traffic accidents and fatalities in the region.

- ESCAP is collaborating with its development partners and member States towards the operationalization of the Asia-Pacific Road Safety Observatory (APRSO).
- ESCAP joined the regional initiative and has been working with the development partners since 2019.
- The second workshop of the Asia-Pacific Road Safety Observatory (APRSO) was held in Bangkok, December 2019.

ESCAP's Priorities (2022-2026)

Focus on reducing the number of fatalities and injuries from road traffic crashes by 50 per cent by 2030

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

■ **The Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030**



United Nations

Economic and Social Council

ESCAP_{MCT/2021/5/Add.2}

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Economic and Social Commission for Asia and the Pacific
Fourth Ministerial Conference on Transport

Bangkok and online, 14–17 December 2021

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

ESCAP's Priorities (2022-2026)

- Safe system interventions and key risk factors
- Improved road crash data management systems
- Vulnerable road users' safety



ESCAP's Priorities (2022-2026)

- **Motorized two-wheeler safety master plan for South-East Asian countries**

- **Enhancing motorized 2-3-wheeler safety by:**
 - promoting public awareness and education;
 - improving road infrastructure;
 - and strengthening data collection and research.

- **Issues for consideration:**
 - **Helmet use**
 - **Speeding**
 - **Drink-driving**





2024 Calls for Proposal

Total disbursement among - \$ 4 million

ESCAP is Participating UN Organizations (PUNOs) eligible for directly applying for funds

Interested member Countries and entities may submit concept note to ESCAP by 30 September

Committee on Transport

- ✓ Focuses on enhancing the transportation sector in the Asia-Pacific region.
- ✓ Discusses matters of strategic importance to regional transport development, regional cooperation and the formulation of regional policies to advance sustainable transport development in the region.
- ✓ Provides participants with a forum to exchange views and discuss policies.
- ✓ The eighth session of the Committee on Transport will be held at the UNCC in Bangkok in 5-7 November 2024.



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CONFERENCE ON
ASIA ROAD SAFETY 2024

“Safer Journey, Sustainable Future”

2-4 SEPTEMBER 2024 | PUTRAJAYA INTERNATIONAL
CONVENTION CENTRE (PICC),
PUTRAJAYA



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