WORKSHOP

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY

IN ASIA AND THE PACIFIC

Singapore, [March 20-21, 2019]

Minutes of Meeting

Objective of the meeting

1. The meeting was the starting point of a collaborative effort to address road crash data and road safety activities across the Asian and Pacific region. The objective was to demonstrate:

- the economic, social and financial costs of road crashes and the importance to put them in perspective with other public policy issues;
- outline the concept of a Road Safety Observatory (RSO);
- field inputs from participating countries on their needs and expectations relating to road crash and road safety data collection, data reporting, data analysis, and actions to address road safety;
- shape the way towards the establishment of an RSO;
- foster the development of a synergistic environment to empower countries in individual and collective action to address the road safety epidemic in the region; and
- demonstrate the mutual benefits of an RSO to the members and to the region.

Participating countries:

2. The countries present included: Bangladesh, Cambodia, Indonesia, Japan, Korea, Lao, Malaysia, Myanmar, Nepal, Pakistan, Philippines Singapore, Sri Lanka, Thailand, Vietnam.

Participating institutions:

3. The institutions present included: development organizations, intergovernmental organizations and road safety organizations (WB, ADB, UNESCAP, WHO, FIA, ITF, iRAP, GRSP, and GRSF). A full list of participants is available as an annex.

Support for an RSO for Asia

4. All countries present at the meeting supported the concept of an RSO for Asia and the Pacific. The countries agreed to work together and with development institutions, UN bodies and road safety organizations towards the establishment of an RSO in the region.

Country Expectations of an RSO

5. The meeting started by seeking views from those countries present on their expectations of a regional body to support road crash and road safety data collection and reporting as well as support for measures to address road safety activities. Several participating countries believe that their current data collection system is not effective; and that interagency coordination and enforcement of road safety measures are weak. They would see a prime objective of the RSO would be to support and enhance actions and activities within individual

countries as well as sharing information and expertise at a regional level. Specific country notes are provided in Attachment 1.

6. Countries are looking to the RSO to play a critical role in supporting their activities by:
   - acting as a one stop shop/regional strategic framework for:
     - standardization of definitions, practices, standards, etc.
       - definitions of road safety metrics
       - common approaches to road crash and road safety data collection
       - assistance with the design of suitable countermeasures
     - development of a comprehensive system for data collection, data management and reporting
     - data analysis
   - strengthening road safety management strategies to achieve national road safety goals/objectives
   - active sharing of best practices from other countries and country experiences
   - develop a system that can be checked, validated and shared.
   - support research and development
     - in the context of regional connectivity, regional corridors and related standards and agreements.
     - improve analysis and research on 2-3 wheelers and motorcycles.
   - support collaborative projects across regions, with suitable technical assistance and financial support.

7. Concerns and issues raised by those countries present included:
   - countries had concerns about the instrument needed to set up the RSO and if it needs to be formally signed. The examples from Latin America, which started with non-binding declarations and African countries with signed declarations were provided. An approach suitable for Asia should be developed, which in the initial stages may be along the lines of a non-legally binding entity could still fulfil its role.
   - countries were concerned over adequate funding for this exercise, type of participation - mandatory or voluntary participation; and about confidentiality issues.
   - countries wanted to know more about the experience from Europe and Latin American RSOs.
   - for data systems, privacy issues need to be resolved and a set of minimum data should be identified.

Geographical Scope of the Observatory

8. The geographical scope would cover Asia and the Pacific.

9. In addition it was agreed to reach out to relevant agencies in the sub regions (e.g. ASEAN, CAREC, SASEC, GMS, etc.) and sub regional groups in Pacific as appropriate. It was considered that sub-regional meetings/workshops under the RSO would also be beneficial.

Common language

10. The common language of the proposed RSO would be English.

Session 1: Introduction and objectives of the meeting

11. The supporting entities of the meeting (WB, FIA, ADB and ITF) introduced the workshop and outlined the key objectives, purpose and expected outcome of the workshop. They also confirmed their commitment to support the countries across the region to collect better data on road crashes and deliver solutions to improve road safety.

Session 2: Tour de Table

12. All present at the meeting introduced themselves and gave a short overview of the current situation relating to road crash data and road safety activities in their respective countries. The discussion highlighted several key areas for consideration:

- current data collection systems are not effective (especially on lower tier road network)
- there is a need for a comprehensive system of data collection.
- interagency coordination is weak.
- enforcement of road safety policy and actions is weak.
- expectation for a road crash and road safety data collection and reporting system that can be checked, validated and shared
- need for the RSO to be more than just data collection and reporting, desire to understand the underlying cause of accident and suitable actions to address these.
- countries are looking to the RSO to play an active role in knowledge sharing
- need for strong connection between the RSO and decision-makers at the country level
- look for technical assistance and support from MDBs to improve road crash and road safety data collection and implement road safety policies, measures and remedial actions.
- looking towards active regional cooperation, long term regional strategy framework.

Session 3: Concept of an RSO and experiences in Latin America, Africa and Europe.

13. The session started with an overview of the main data challenges in Asian countries. More and more younger people are dying because of road crashes. In the latest WHO report, road crashes have now been the number one cause of death for 5 to 29-year olds. 2- and 3-wheelers represent a higher proposition of road crashes than in other parts of the World; this is an Asian problem, requiring an Asian solution. Road crashes very by income level of countries, the problem is further exacerbated by the rapidly increasing motorization rate in Asian countries. General issues in road safety in Asia:

- Speed
- Drink-driving
- Seatbelt wearing
- Helmet wearing
- Child restraints
- Vehicle safety standards
- Poor infrastructure

14. Presentations were provided on the RSO in other parts of the World and lessons learnt that would be of relevance to an RSO in the region. They highlighted the importance of crash data and the broader road safety data current needs and how this can enable the development of system-wide interventions for road safety. The objectives of the existing RSO's was provided and how regional sharing of data, experience and actions has helped develop better responses to road safety in those regions with RSO's.

15. The following discussion raised several points:

- How to choose which road crash and other road safety data to collect and which data to use to develop policies to address road safety
- What instruments are needed to establish an RSO
- Is there a need for agreement and signing? Latin America started with non-binding declarations. African countries were more formal, with signed declarations ~~through the African Union~~. The RSO can be establishes to serve the needs of the region and of the member countries.
- How will the RSO be funded? Those supporting the meeting said they had held initial discussions to seek funding for the establishment and operations of the RSO in the early years.
- Is membership compulsory or voluntary participation? Membership would be on voluntary terms.
- There should be room for different countries to adopt and develop at different speeds and over different time horizons suitable to their needs and requirements.
- Are health ministries involved? RSO in other regions and led by the entity that is the focal for road safety, few countries had health ministry leading such activities although they were involved in many cases in joint efforts and activities. The majority were led by transport ministries. All understood importance of multisector coordination, including health ministries but other government and non-government entities.

Session 4: Review of current crash data systems.

16. An overview of the impact of road crashes in the region was provided as well as an assessment of current data collection and related road safety activities. Specific country examples were provided by Korea, Malaysia, Indonesia and Pakistan.

17. Korea has a crash database system called TMACS. TMACS is led by the Korean Transport Safety Authority or KOTSA. Collected crash data is mainly from KoRoad who gathers data from the Police. Collected crash data includes: date, time, location, human factors, road environment, vehicle information, main cause, crash severity, and evidence. Contents of TMACS include: analysis, local government master plan, traffic safety management policy, inspection and audits, digital tachographs, maps, vehicle kms, NCAP, driving aptitude, traffic safety culture index, among others.

18. In Malaysia, there is now a decreasing trend of crashes but motorcycle fatalities still remain the highest. Sources of crash data include the data from the Royal Malaysian Police and Highway Concessionaires and Ministry of Health. The police collect all road crash data and enforce road traffic laws and regulations. The Ministry of Health maintains a trauma registry. The evolution of road crash database system in Malaysia started from MAAP then to CARS then to the Police Reporting System. Now MHROAD or the Malaysian Highway Road Accident Analysis and Database System is being used. It can be accessed at https://mhroads.llm.gov.my. The process

involves the police to record the data on-site, it is then verified in the office before it is encoded into the repository. Road crash data is used for analysis and for the development of evidence-based interventions.

19. In Indonesia the IRSMS or the road crash database system is used. The process usually starts with the police filling up a manual form which is then verified in the office before it gets sent to the headquarters for encoding. Road crash data is basically from the police.

20. In Pakistan, rapidly increasing population and motorization rate make road safety an urgent problem. Currently, motorcycle fatalities are the highest. Crash data are limited to that which have been reported to the police.

Session 5: Data and Road Incident Visualization, Evaluation and Reporting (DRIVER)

21. A comprehensive overview of the DRIVER program was provided including experience from countries that are using the system. DRIVER is a simple to use, geo-referenced, open-source tool that enables standardized and efficient collection of road crash and road safety data for analysis and development of evidence-based interventions in road safety. It has been implemented in cities and countries in region:

- In Mumbai DRIVER is currently being used by the Mumbai traffic police wherein the MTP Headquarters encodes the completed MoRTH forms. The goal is to roll-out DRIVER to the entire city by January 2020.
- In the Philippines, the Department of Transportation took the lead of road safety and DRIVER implementation in the country. Three Groups have been identified: the Data Providers (local government, police, and hospitals), the Users and the Server Support. Legal instruments have been executed to institutionalize DRIVER such as the Philippine Road Safety Action Plan and Memorandum of Agreements with the different agencies. As of today, about 300 police enforcers have already been trained in the use of DRIVER.
- In Laos Police in five districts in Vietnam have been trained to use DRIVER which includes basic computer training.

Session 6: Use of Crash and Safety Data

22. Presentations were provided on various types of crash data currently being used and tools on how to assess road safety issues.

23. WHO presented the Global Status Report. The method to assess and estimate missing data was outlined and used to explain some of the difference between national and WHO data sets. WHO data is prepared for comparative purposes to other health issues and as such focuses on reports through health organizations. The approach uses both data clean up to relocate improperly coded deaths and statistical analysis to evaluate the data and augment perceived gaps. One of the key issues is that there are often several sources of data and the coordination of the data sets is often weak leading to differences in reporting.

24. iRAP provided a detailed presentation on the star rating of road networks. Many of the countries in the region have undertaken iRAP assessments of their road network. One of the benefits of the RSO is developing a

strong understanding of crashes and interventions through crash modification factors. Interventions can cover either the site or the route or an area or a mass action.

25. Japan presented the ITARDA. ITARDA is an organization which analyses road crash and road safety data and undertake road safety research The National Police Agency is primarily responsible for the collection of road crash data in Japan. Overall the system brings together several institutions to improve crash and road safety data reporting and collective actions. Engineering, enforcement and education on road safety has seen a steady decrease in road crashes.

Session 7: Brainstorming session: Minimum data set for a road safety database

26. The session provided for an open discussion on the type of data required for an effective road crash and road safety database. All participants agreed that common road crash and road safety database system for Asia region or sub-region is needed. Several ideas/suggestions were presented:

- Main challenge is how to set it up
- What should be the minimum data set?
- What methodology should be used to collectively collect the data?
- Follow WHO data requirements
- In the Africa RSO, a standardized reporting form is being considered
- App such as Uber and Grab also offers new opportunities to collect safety and mobility data, and co-operation with these companies could be sought. Data from motorcycles-for-hire should also be collected
- Accurate vehicle registration system is a challenge in many countries. RSO could be an opportunity for a wide review of vehicle registration procedure and a path towards possible harmonization Regional observatory is only as good as the National data systems
- Regional observatory should link different data sources
- Crash data can be used to support policies on trade and agreements
- Map and enumerate all the data that is currently being recorded by the individual countries.
- Maybe first step is to assess the commonalities in the data being collected by countries to determine what could be a minimum set of data to be collected by countries for the RSO.
- There is a need to set-up a special task force to work on the dataset of indicators/minimum variables for the Road Safety Observatory in Asia.

Session 8: Regional and Global Initiatives

27. UNESCAP introduced their organization and their work in road safety. ESCAP is a multi-government platform that enables discussion on road safety issues. They engage committees of transport, organize ministerial conferences, and establish guidelines on road safety. They engage committees of transport, organize ministerial conferences, and establish guidelines on road safety. Their next Ministerial meeting (of Transportation ministers) will be in the fall of 2021.

28. GRSP introduced their organization and its work. GRSP is multi-sector partnership in road safety. It is composed of the Geneva Secretariat, global team of experts, team of specialists and consultants. They provide capacity-building, technical assistance, advocacy, and grant-funding.

29. ITF introduced IRTAD which is a permanent working group on Road safety data analysis of the International Transport Forum. IRTAD is a network of road safety experts, currently gathering members from 40 countries. Its main outputs are a road safety database, with validated data from 33 countries, an annual report on road safety performance and road safety data analysis. Outreaching to nom member countries and knowledge transfer is a key priority of the IRTAD group. IRTAD has undertaken a few twinning projects to assist countries in improving their national crash data systems. ITF provided answers to several questions on the requirements to join a twinning project? (government experts, external funding, and country approval); How is the IRTAD data validated? (through a data audit mission); Where can one get funding for global, regional, and local initiatives? (it's on a case-by-case basis).

30. WHO elaborated more on the WHO's work on road safety policy and legislation, more specifically on the establishment of a network of legislators and policy-makers in Asia. They suggested that the Asian Observatory can collaborate with this existing network so that policies arising from the network are informed by studies and data from the observatory.

Open discussion on the outputs of the RSO, governance structure and next steps

31. Most of the second day was devoted to an open discussion amongst those present on the scope and operations of the RSO. This was started by a vote on the need for an RSO in the region, there was unanimous agreement for the establishment of an RSO.

32. Participants were then arranged into 8 tables to discuss and present their views on the RSO regarding the following areas (details of the tables discussions are provided in attachment 2):

- Network and geographical scope,
- Governance structure,
- Hosting organization,
- Operating language.

33. Network and geographical scope: Overall, it was felt that an Asian-level observatory is required, and this can consist of sub-regions. The basic building block of the RSO is at the national level as this is where the data is collected. National data can be submitted and collated at higher regional or sub-regional levels. The need to balance the number of meetings should be considered if several sub-regional and a region bodies were to be established. One of the first steps is to map existing groups and cooperation. A region wide observatory for the whole of Asia and the Pacific will provide the opportunity to learn from each other.

34. Governance Structure: The Task Force on Governance will work on suitable governance structures and report back to all on their work and suggestions for the RSO. Most participants thought that only governments should have voting rights while other organizations active in road safety could be part of the observatory as observers. In addition to the Governance Task Force, other Task Forces could be established as required. A Secretariat will be established to support the RSO. The Secretariat will be hosted within a suitable body and provide technical, logistical and related support to the RSO in the delivery of its activities.

35. The operating language of the RSO would be English.

Next Steps

36. Following the agreement to move forward with the establishment of an RSO for the region it was agreed to establish two initial task forces to look at the governance structure and the minimum set of road safety indicators.

37. *Task force on a minimum* set of road safety indicators. The objective of this task force is to identify:

- a minimum set of safety and crash related variables that all countries should collect at national level
- a common set of variables that will be collected at the observatory level, with the objective to create a common safety database (monitoring tool)

38. Members of the task force: Malaysia, Bangladesh, Sri Lanka, Philippines, Pakistan (to be confirmed) and ITF/WB/FIA/ADB

39. *Task Force on Governance*. The objective of this task force is to develop a set of options regarding the governance of the observatory, including:

- Governance structure of the Observatory, including bylaws
- Terms of reference for the host organization
- Terms of reference for a Secretariat
- The funding model and the operational budget for the first three years

40. Members of the task forces: Cambodia, Vietnam, ESCAP, IRAP, ITF/WB/FIA/ADB

Calendar

By 15 June 2019	Task Force "Road safety indicators " to produce and circulate a document on the minimum set of road safety indicators	Malaysia, Bangladesh, Sri Lanka, Philippines, Pakistan (to be confirmed) and ITF/WB/FIA/ADB
By 15 June 2019	Task Force on "Governance" should circulate its draft report	Cambodia, Vietnam, ESCAP, IRAP, ITF/WB/FIA/ADB
By 1 August 2019	Comments back to the two task forces to be submitted by all countries	All countries
By 1 September 2019	Revised documents by the Task Force "Road safety indicators" to be circulated to all countries	Malaysia, Bangladesh, Sri Lanka, Philippines, Pakistan (to be confirmed) and ITF/WB/FIA/ADB
By 1 September 2019	Revised document by the Task Force on "Governance" to be circulated to all countries	Cambodia, Vietnam, ESCAP, IRAP, ITF/WB/FIA/ADB
September / October 2019	2nd Workshop *Date and location tbd*	ALL
1st Quarter 2020	3rd Workshop tbc	

Summary of the meeting

- There was unanimous support for the establishment of a Road Safety Observatory in the Asian region.
- The governance structure would follow that of the African RSO, with a General Assembly comprising of DMCs members which would agree on key actions for the ARSO which would be monitored by the Steering committee and delivered by tasks forces. All of these bodies would be led and compromise of Members from countries in the region.
- The General Assembly would meet on the sidelines of intergovernmental meetings at UNESCAP. A tentative date for the first General Assembly was September 2019.
- A secretariat housed within a development partner (ADB) would be established to support these activities.
- Development partners would prepare a budget estimate for the RSO activities and seek financial support.

Attachment 1: Country expectations

Bangladesh- a country in South Asia with a population of 168M. The police are the ones who are collecting crash data. Comparing this data to the WHO estimate, the police data is estimated to be 86% underreported. The strength of their crash data is its reliability because it is based on official police reports. It is also the data used by the BRT to analyze road safety. This however is severely underreported mainly because the police do not follow the 30-day timeline for reporting fatalities. They informed the group that they collect data but it is not the effective and right way. They expect the observatory to support them to provide quality reliable, validated, and authenticated data.

Cambodia – The National Committee on Road Safety has been using the RCVIS, a crash reporting system that was developed last 2004 with assistance from Handicap International and in collaboration with the Health, Transport, and Interior Government ministries. They expect to learn from experts from FIA, WB, and ADB.

Indonesia – They expect to learn as well as share their own experiences. They have a target to reduce road crashes. Currently, they have 30,000 fatalities every year and they have long term plans that extend until 2025. They hope that this meeting and the observatory can help them in the long-term planning on road safety.

Japan- They expect to use crash data to create interventions and plans. Currently, the nation police agency collects crash data and hopefully, the Observatory will be able to provide research and share information.

Laos- The main issues faced by the National Road Safety Committee in Laos are: (1) lack of coordination among agencies preventing sustainability of data collection efforts, (2) lack of coordination and alignment of road safety among countries in the region (Thai and Chinese trucks are often involved in crashes in Laos), (3) sustainability of the DRIVER platform, and (4) human resource capacity on road safety is limited. Ultimately, they expect to share their experience and learn from other countries.

Malaysia – The expectation for the observatory is for it to be a one-stop center for road crash data in the region, to improve knowledge on road crash analysis which will ultimately help create better programs for ASEAN.

Myanmar – They expect to learn from other countries especially in reducing motorcycle fatalities. They also need technical assistance of addressing traffic congestion. They hope that the observatory improves understanding of road safety in the region and for the observatory to be a one-stop center in road crash data collection and analysis.

Nepal – Main problems faced by Nepal are the severe underreporting of road crash data and the dependence on paper-based crash data system.

Pakistan – With a population of 207M and a rapidly growing vehicle population, road safety is becoming increasingly problematic in Pakistan. The Pakistani government has developed a National Road Safety Strategy for Pakistan for 2018 to 2030. They expect that the observatory will be able to help them achieve their objectives. At the same time, they want an observatory that will guide them in implementing vehicle and technical regulations and will provide them knowledge on road safety best practice. It is also their hope that the observatory will help them develop their own road crash database system.

Philippines – In a country where 30 fatalities are happening every day, the Philippines delegation hope to share their experience in the use of DRIVER and how road safety is being implemented in the countries. They hope that the observatory develops a sustainable road safety action plan for Asia where road safety programs and performance among countries are measured and integrated and which will push each individual country office to focus on addressing road crashes.

Singapore – With a total of 7800 road crash fatalities and injuries each year, the Traffic Police primary mission is to educate, engage, and enforce. They ultimately want to share their experience and learn from the other countries.

Sri Lanka – Road safety is a critical issue in the country due to increasing population and motorization rate. Currently, crash data is underreported and road safety analysis comes from traffic investigation and road audits.

Thailand – Road safety is handled by the Ministries of Transport, Public Health, and Engineering. The main database is with the Ministry of Public Health and data comes from hospitals and insurance companies. They hope to develop their own database for formulation of road safety measures.

Vietnam – The Ministry of Public Security handles crash data. With a rapidly increasing population and motorization rate, they expect that the observatory creates a mechanism where road crash data is shared among countries, a system that can be cross-checked among different agencies, a system that will enumerate underlying causes of crashes. They want to share their experience and learn from the other countries.

Representatives from the other organizations also introduced themselves. More specifically, WHO, GRSP, UNESCAP, iRAP, ADB, and World Bank.

Attachment 2: Open discussions on the RSO

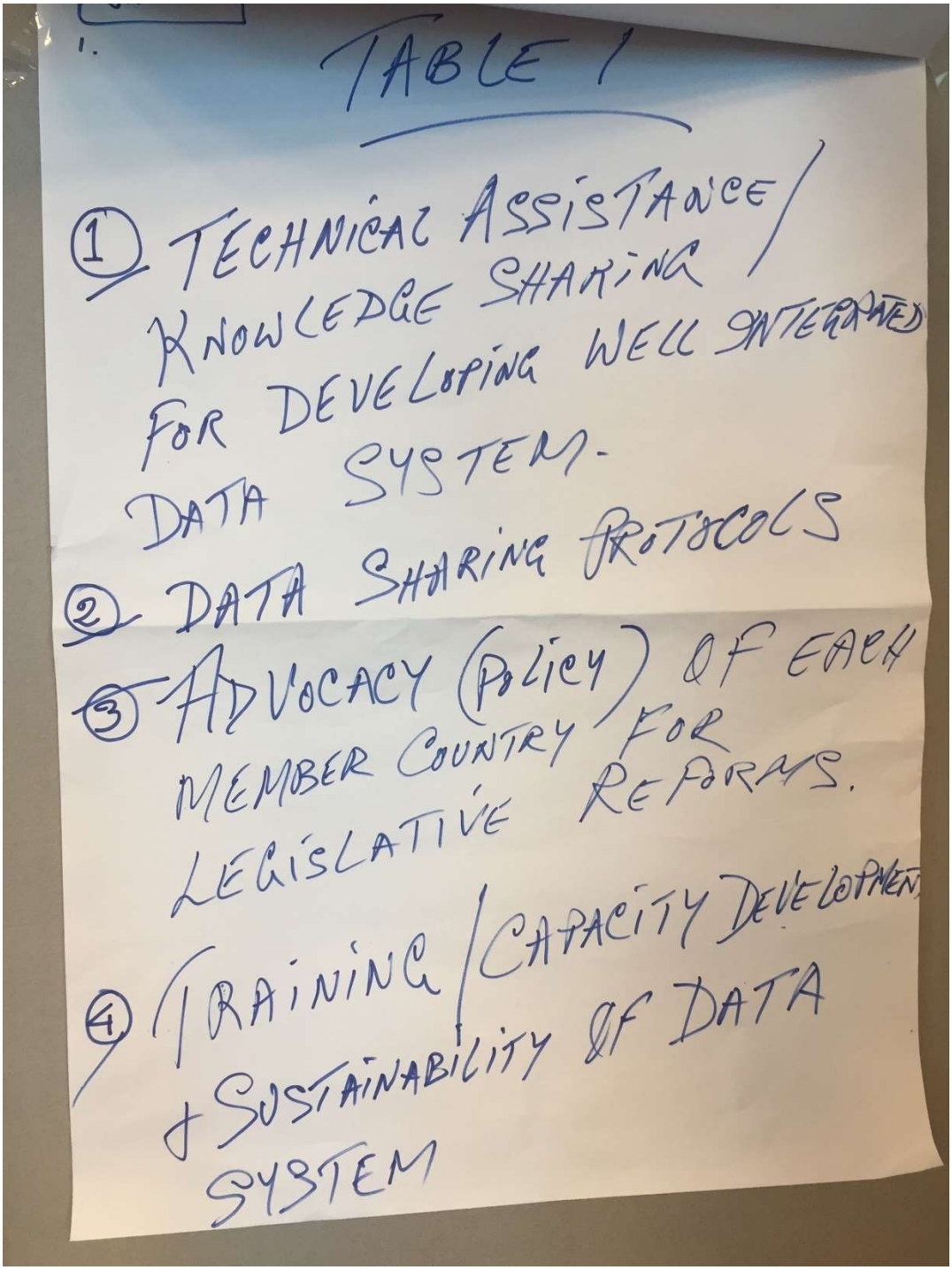
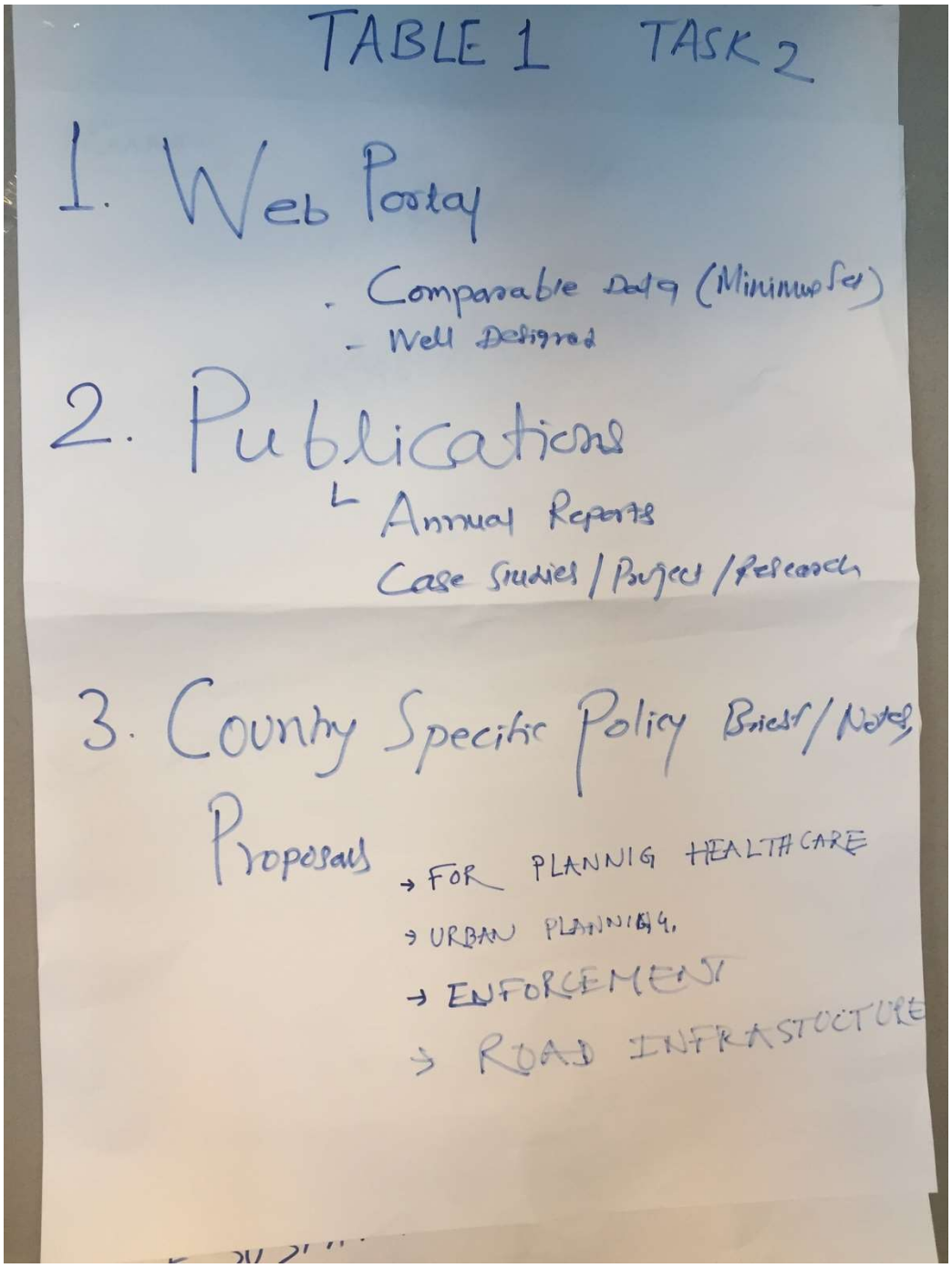


Table 1 on Common Projects



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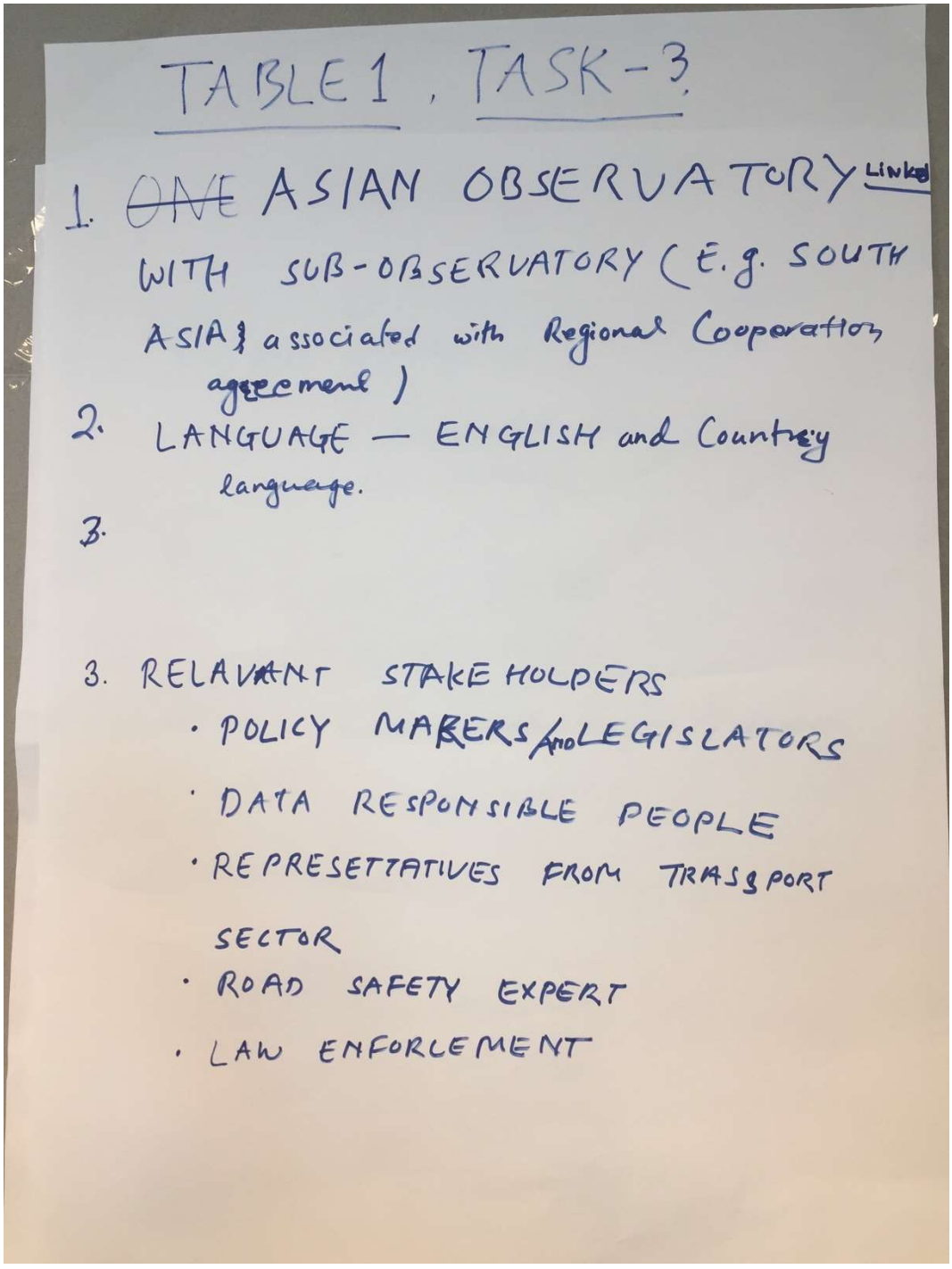

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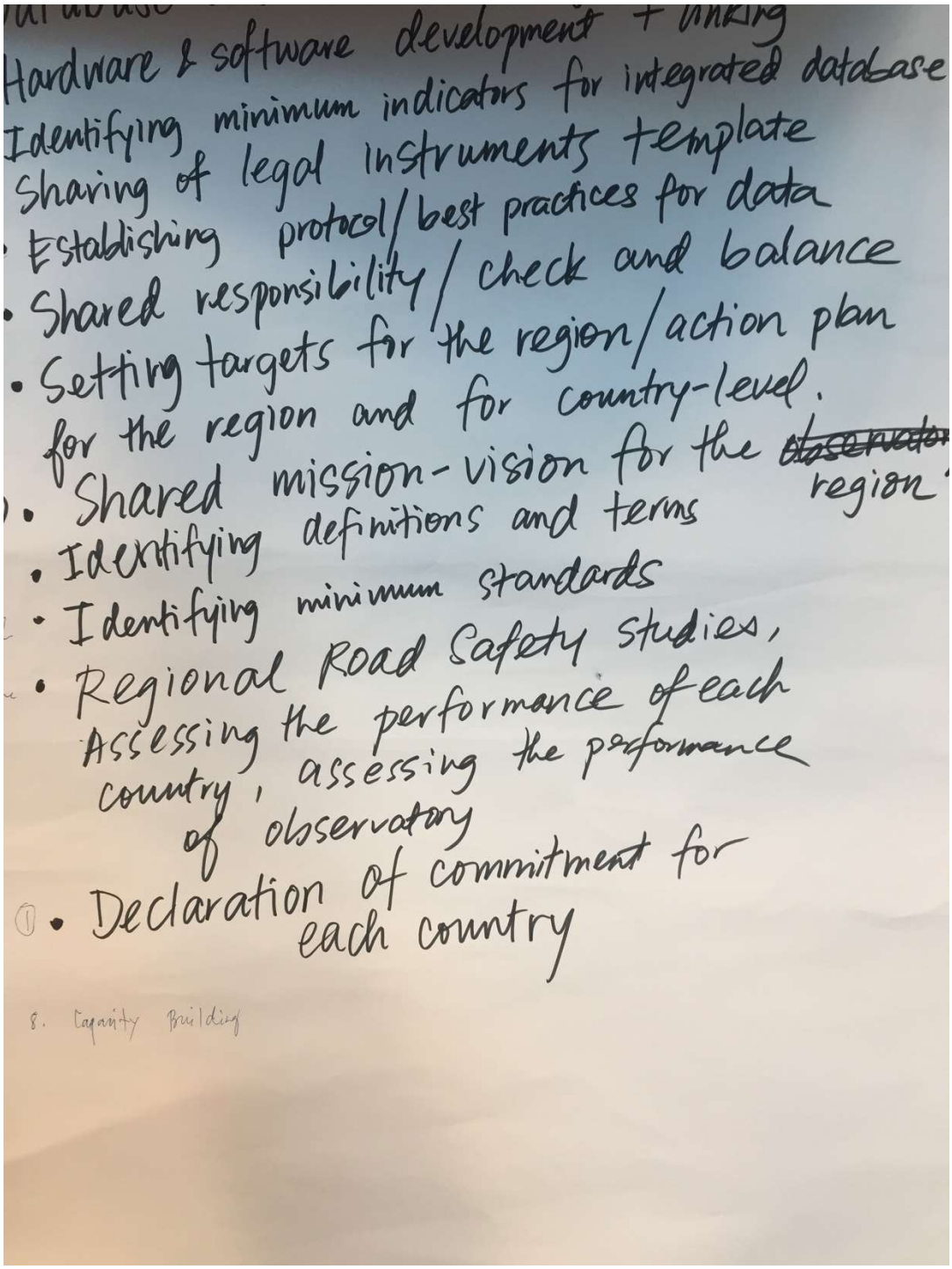

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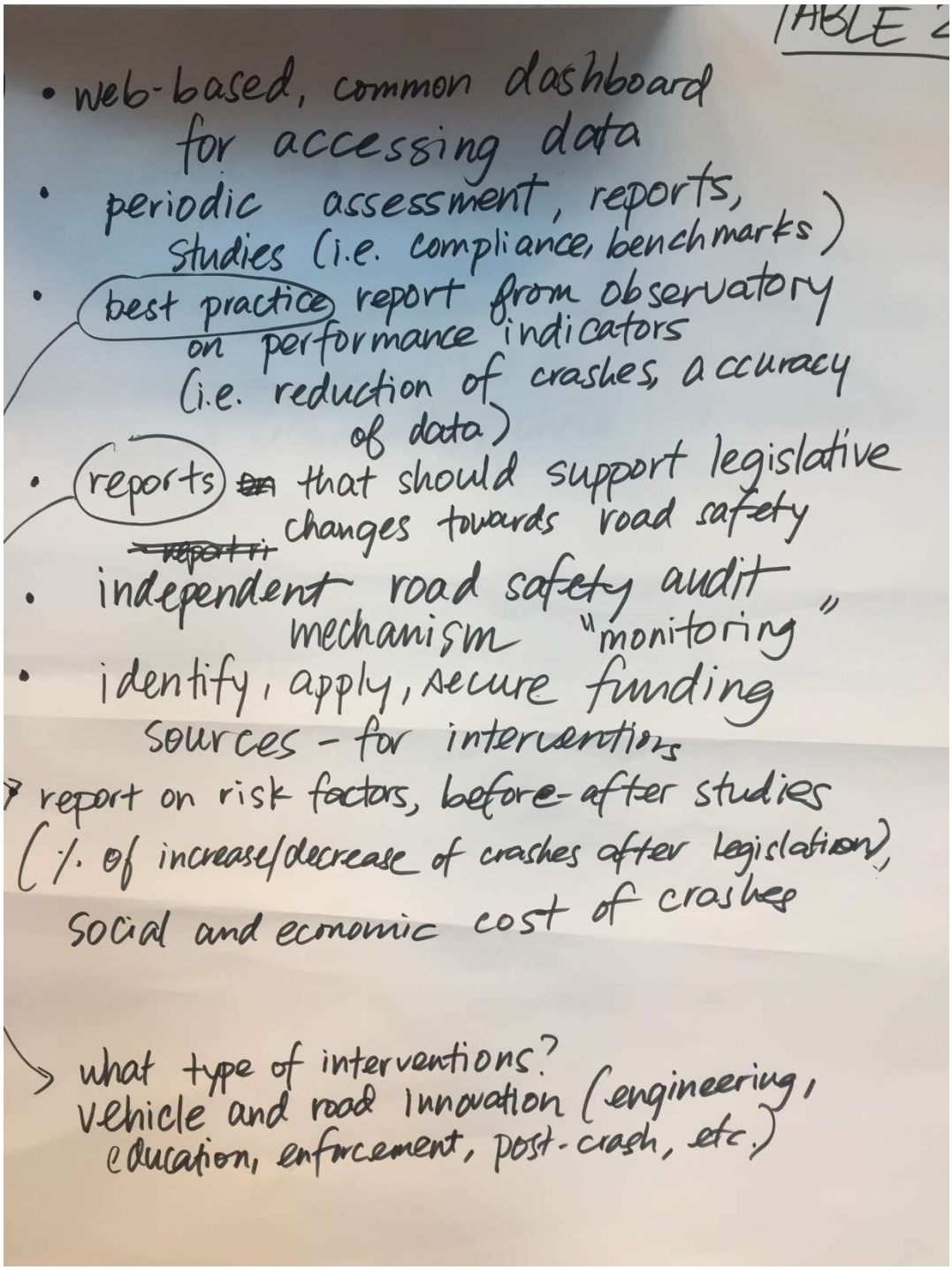

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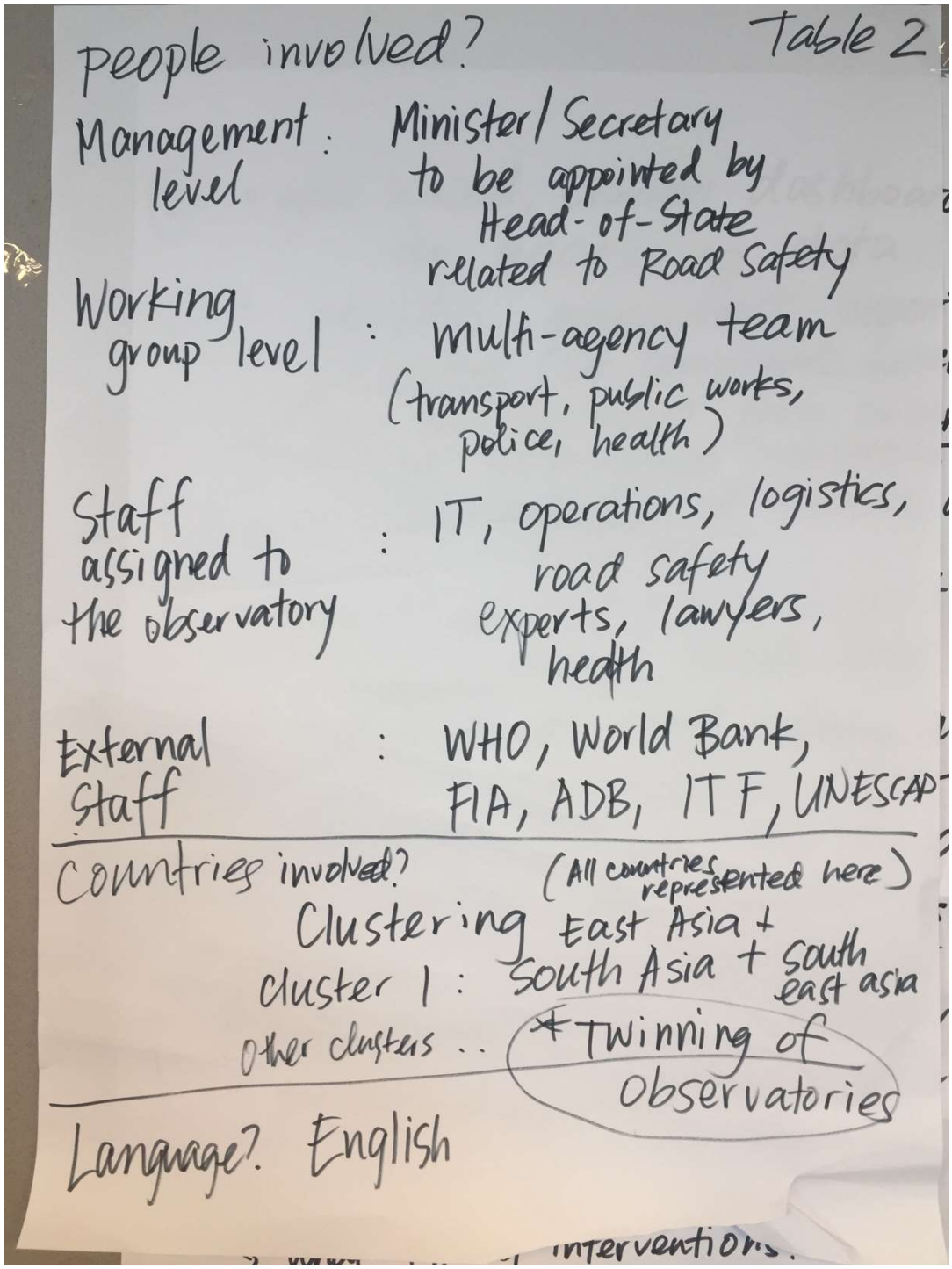

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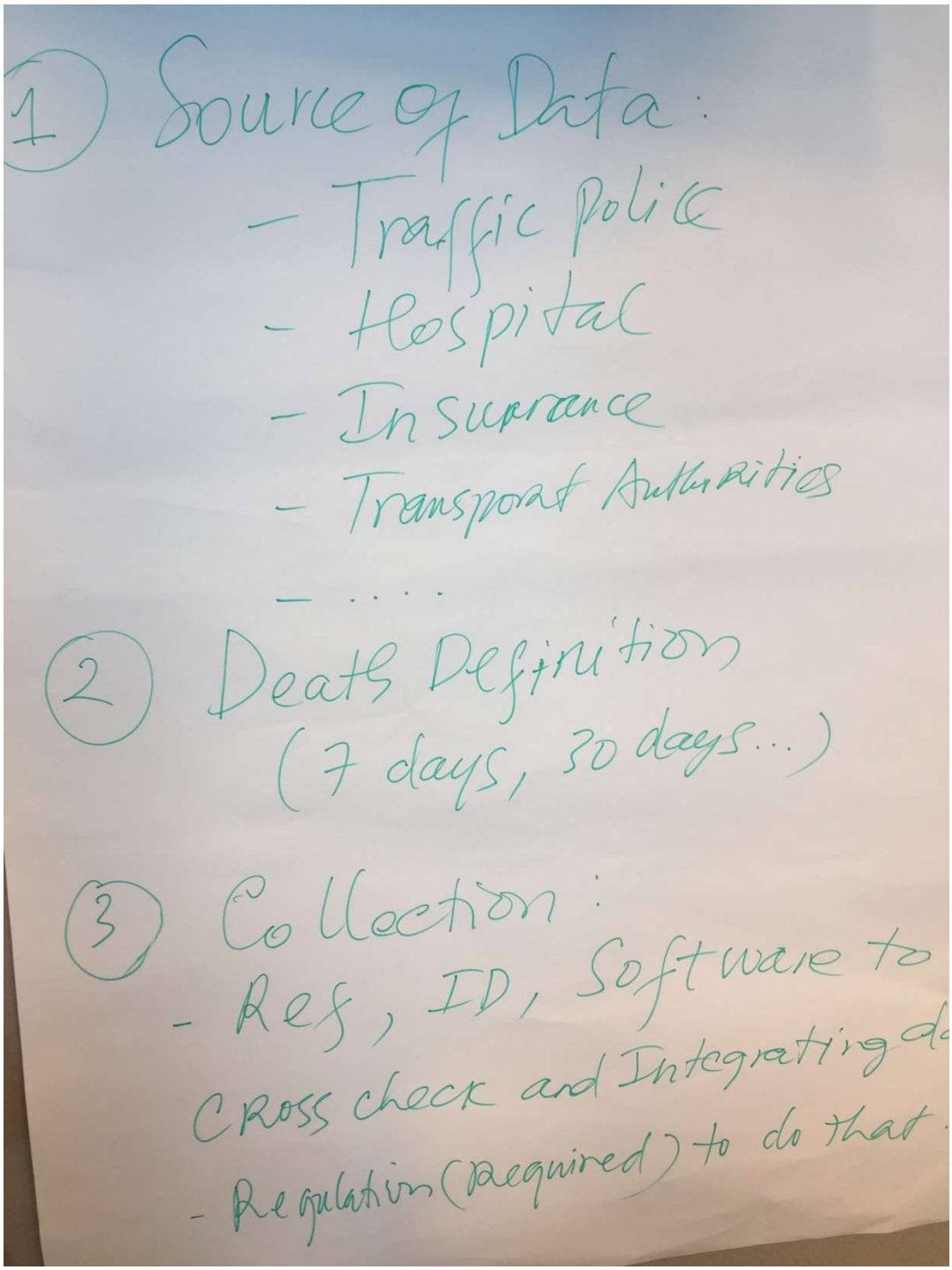

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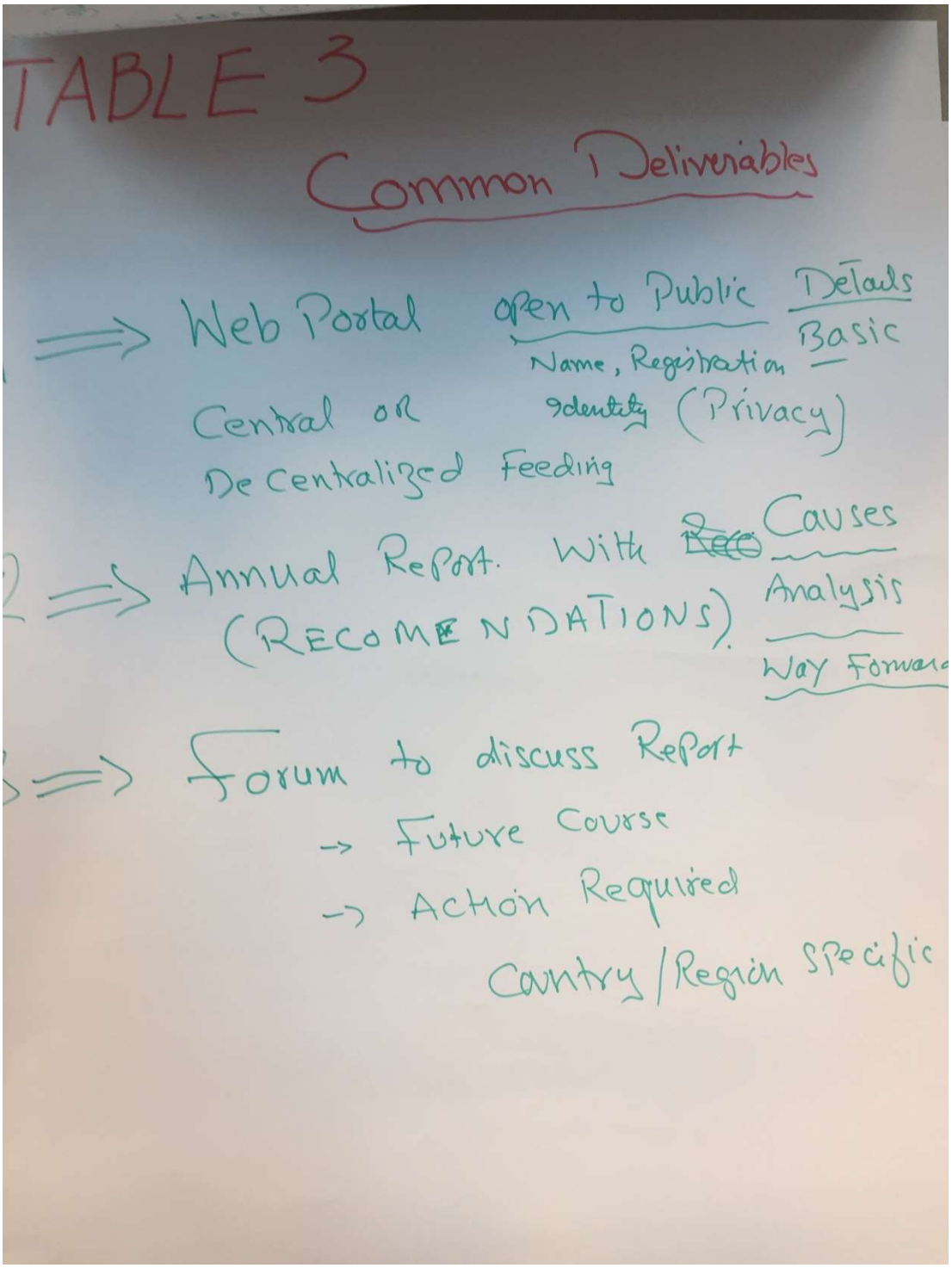

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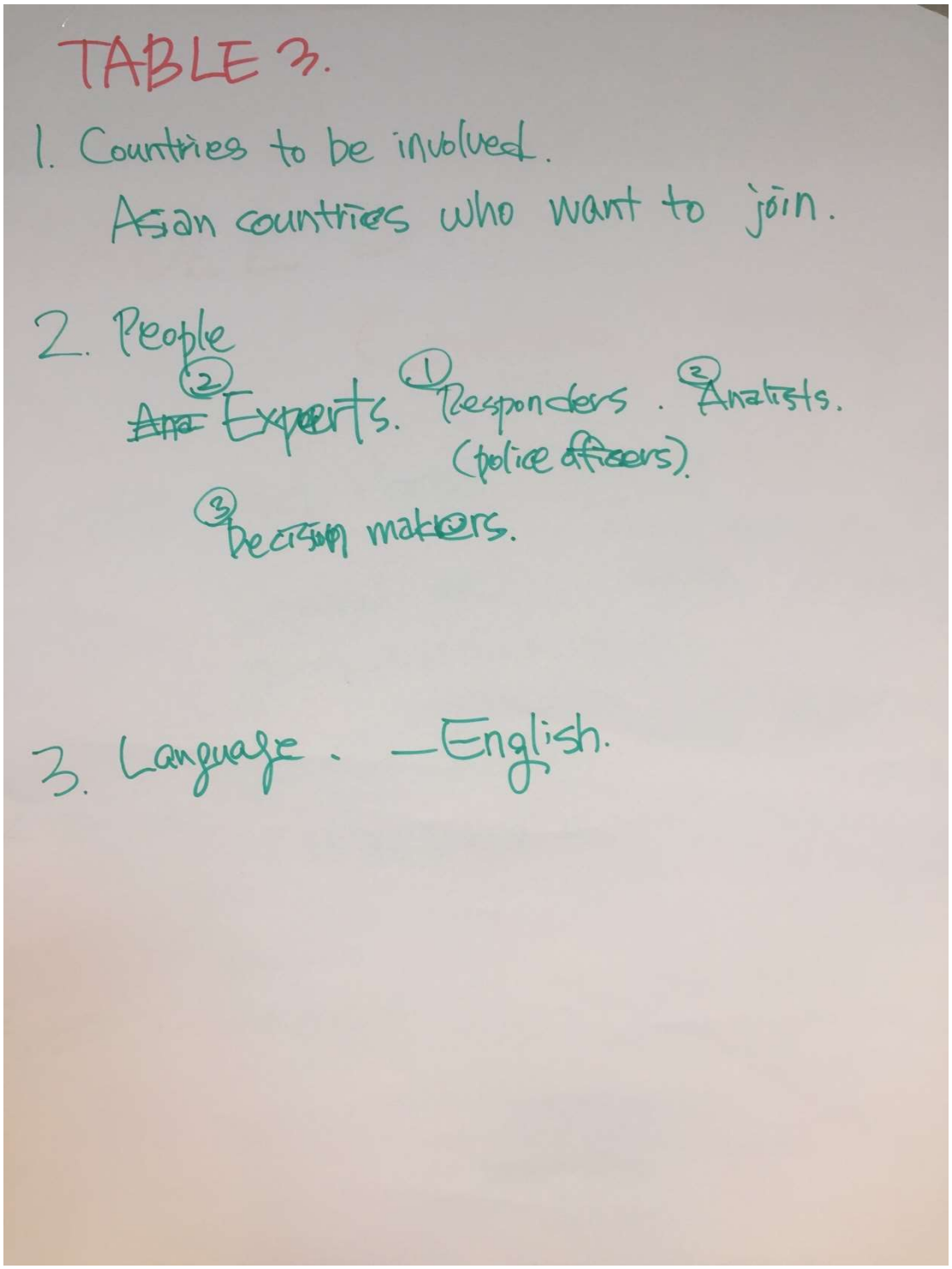

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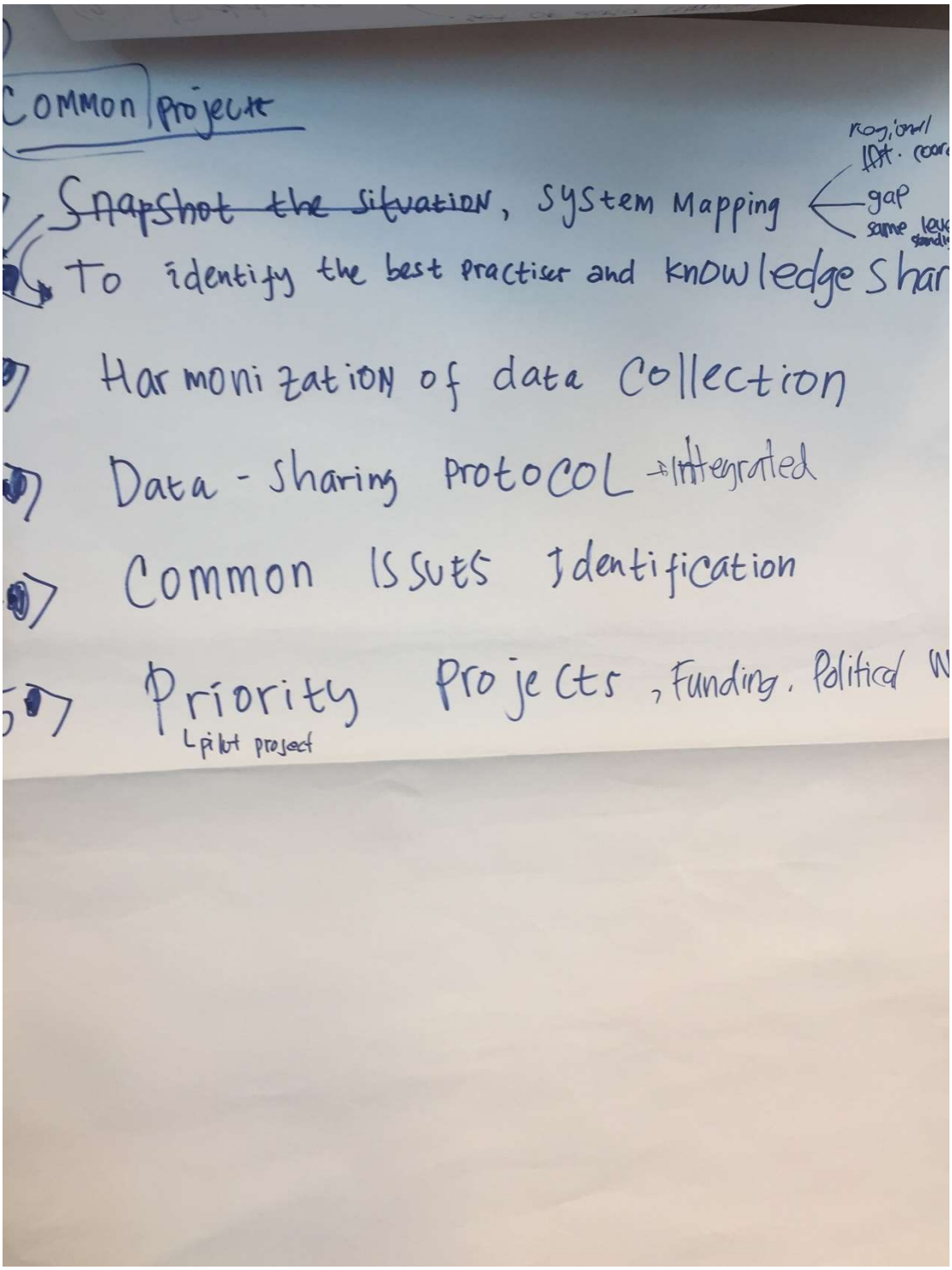

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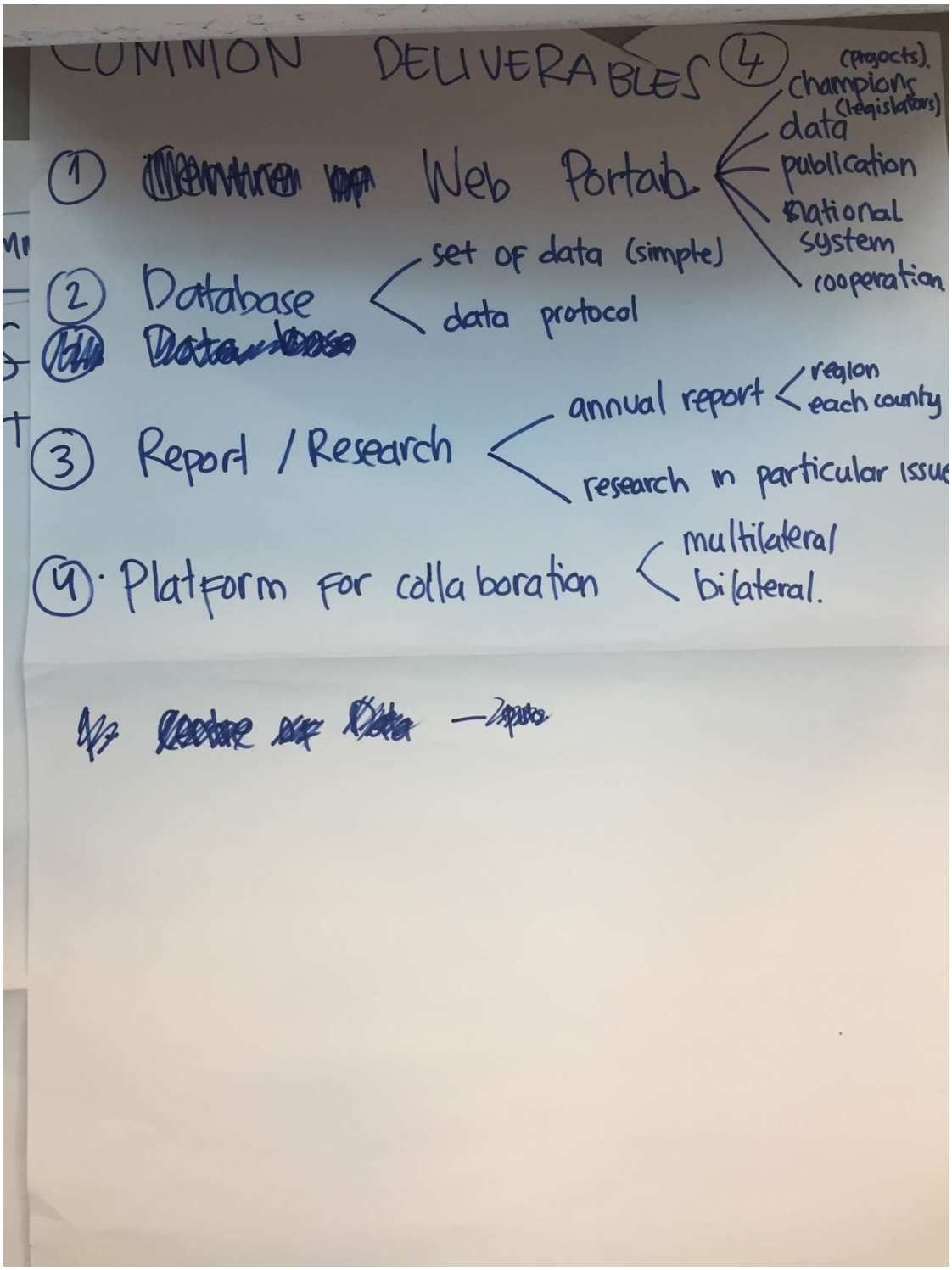

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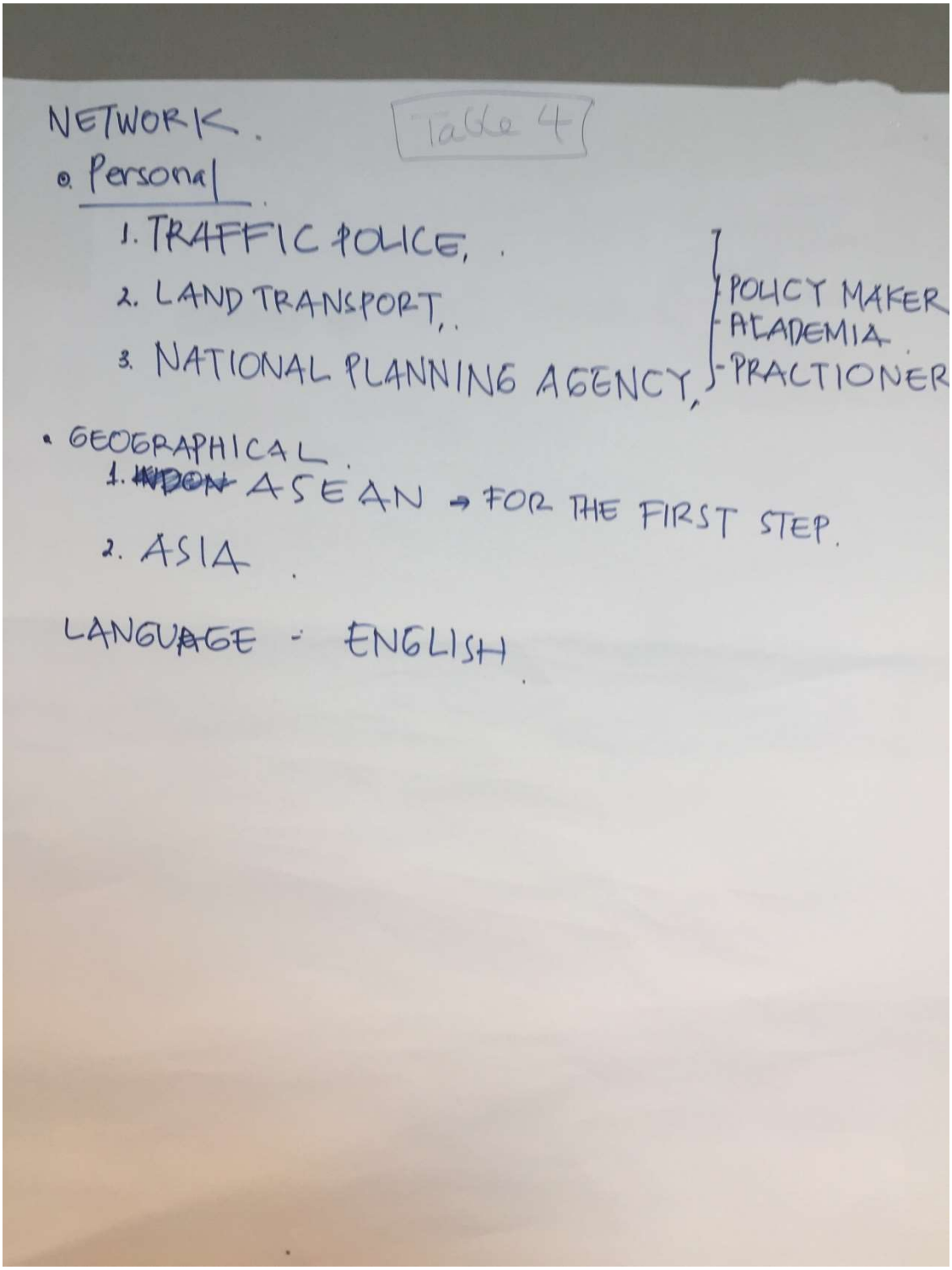

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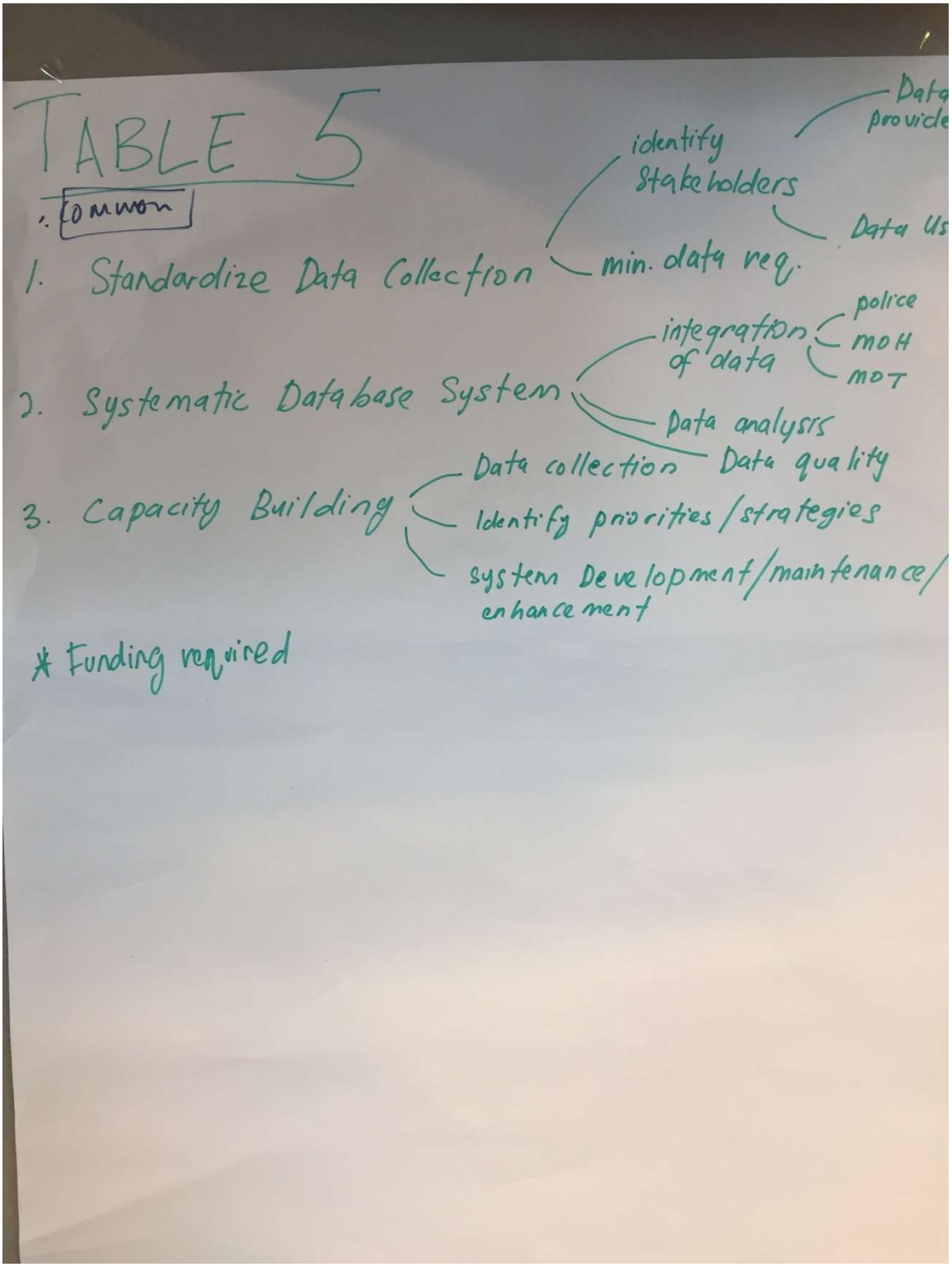

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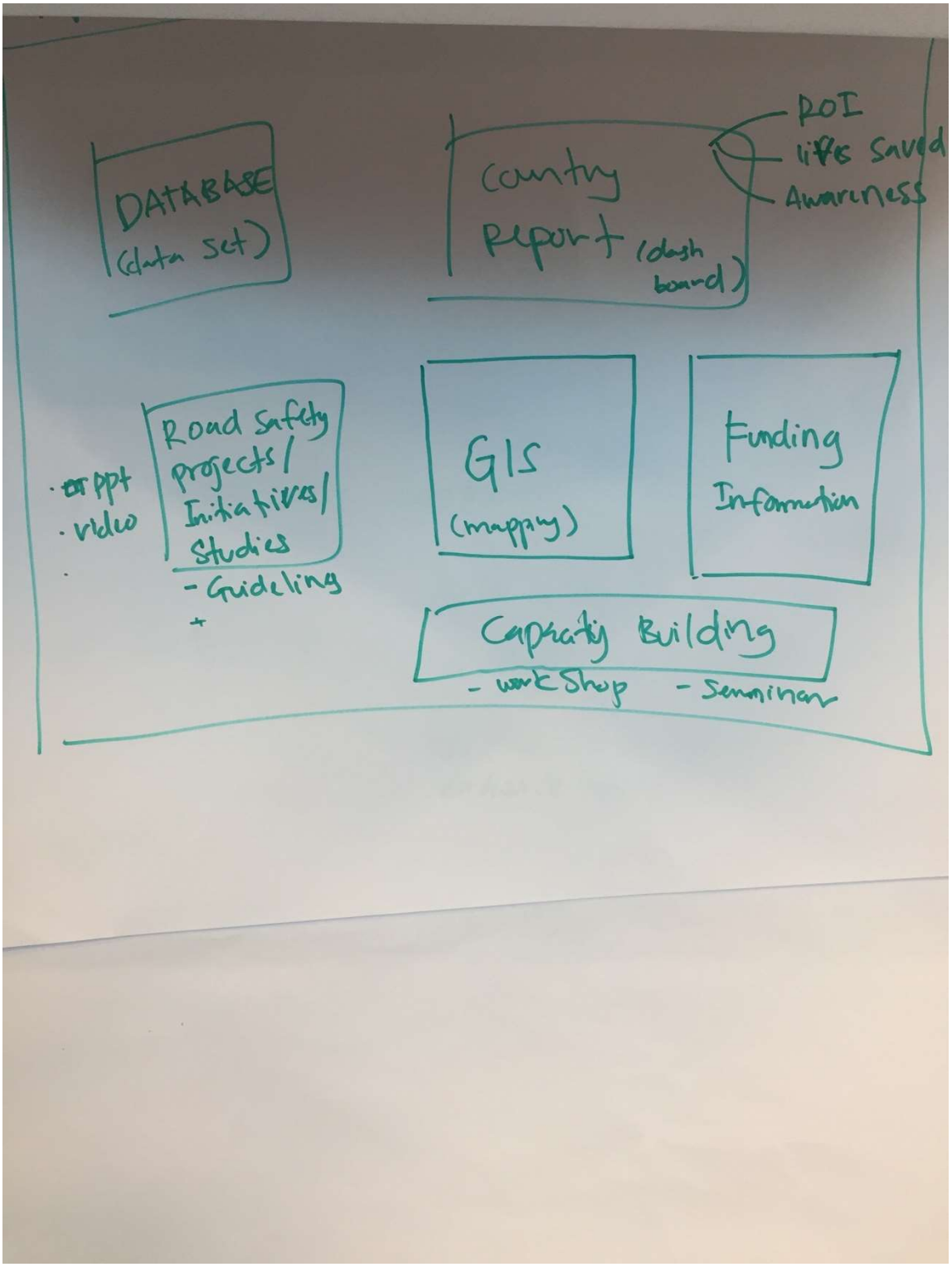

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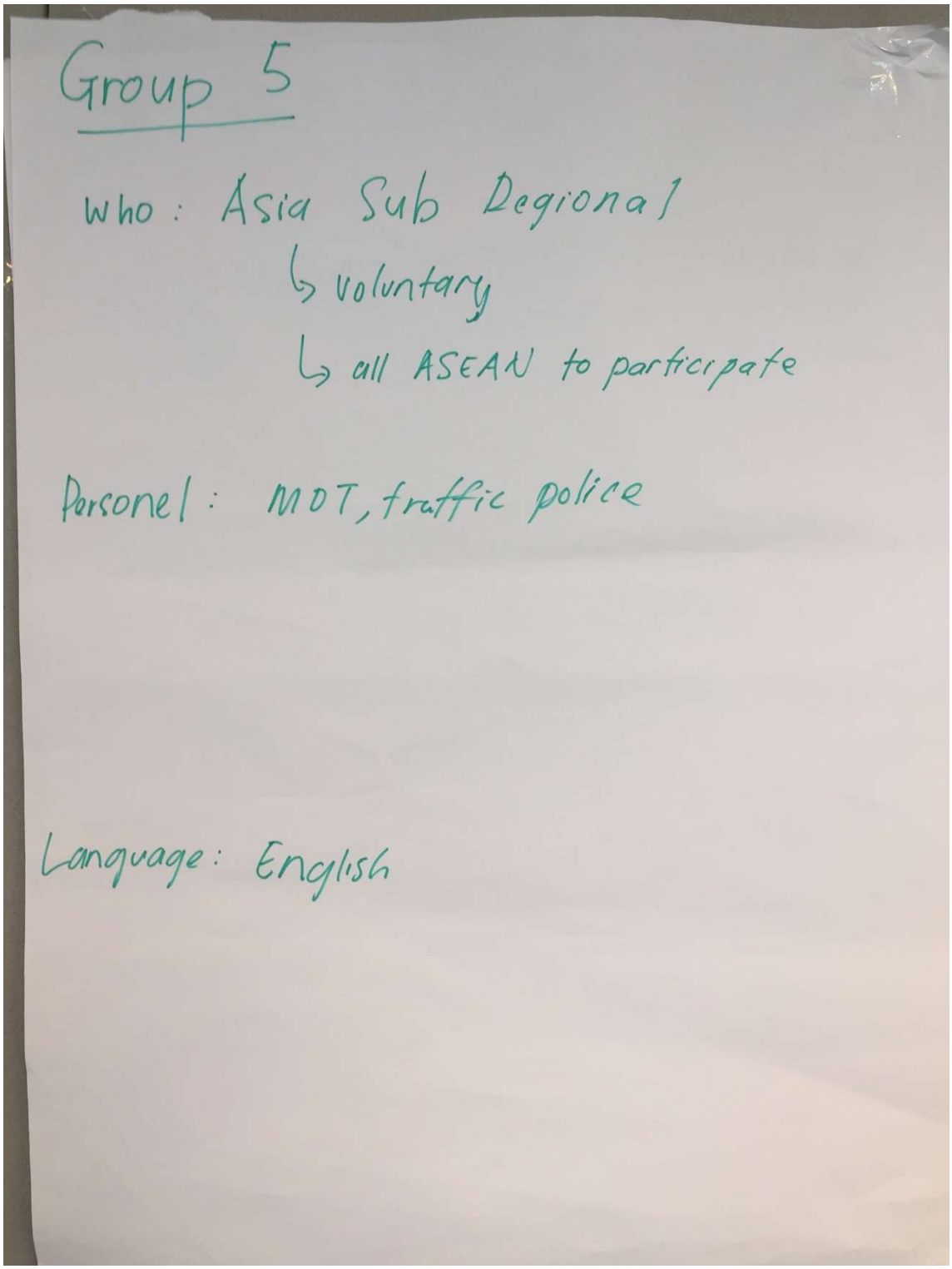

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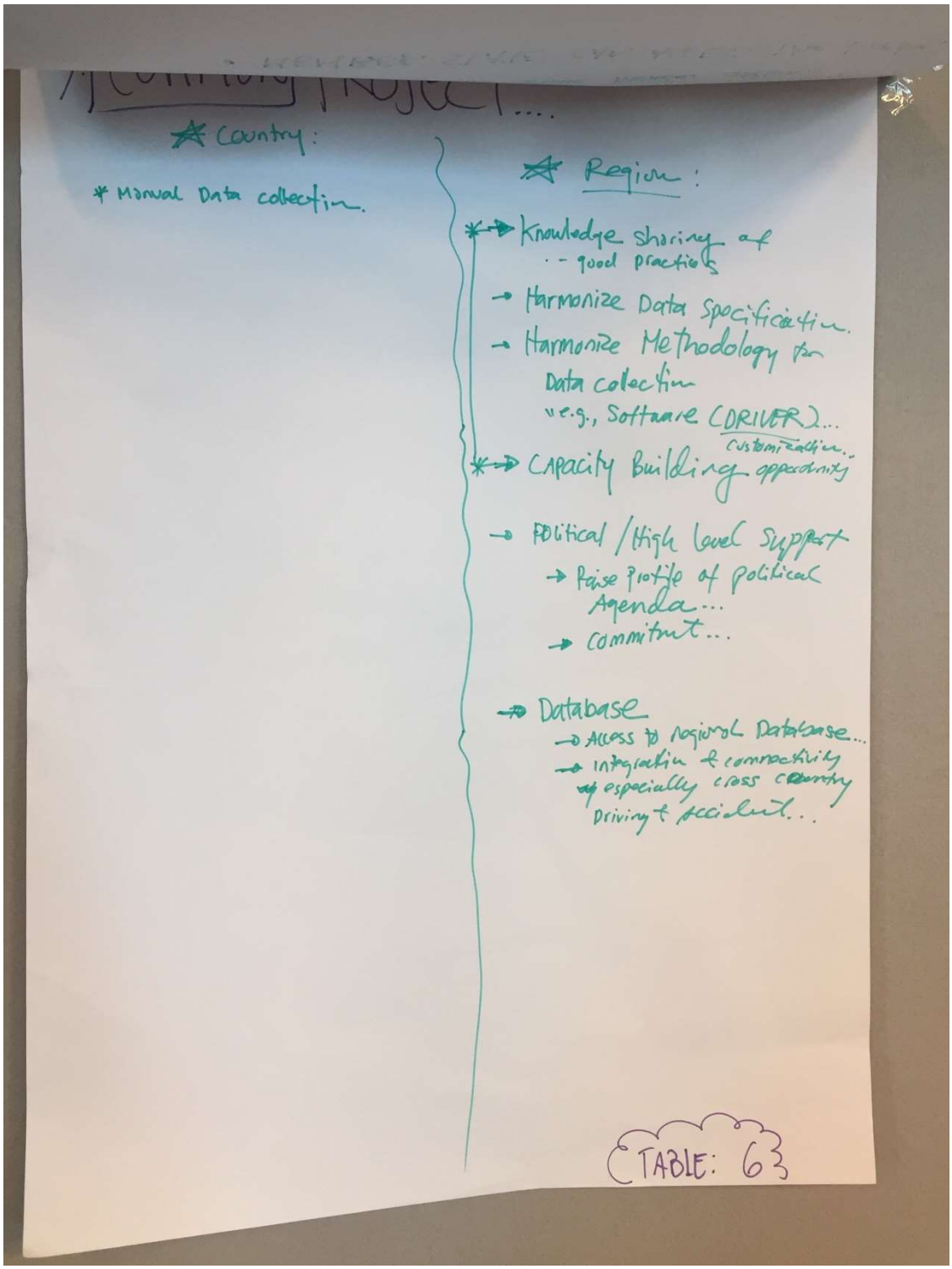

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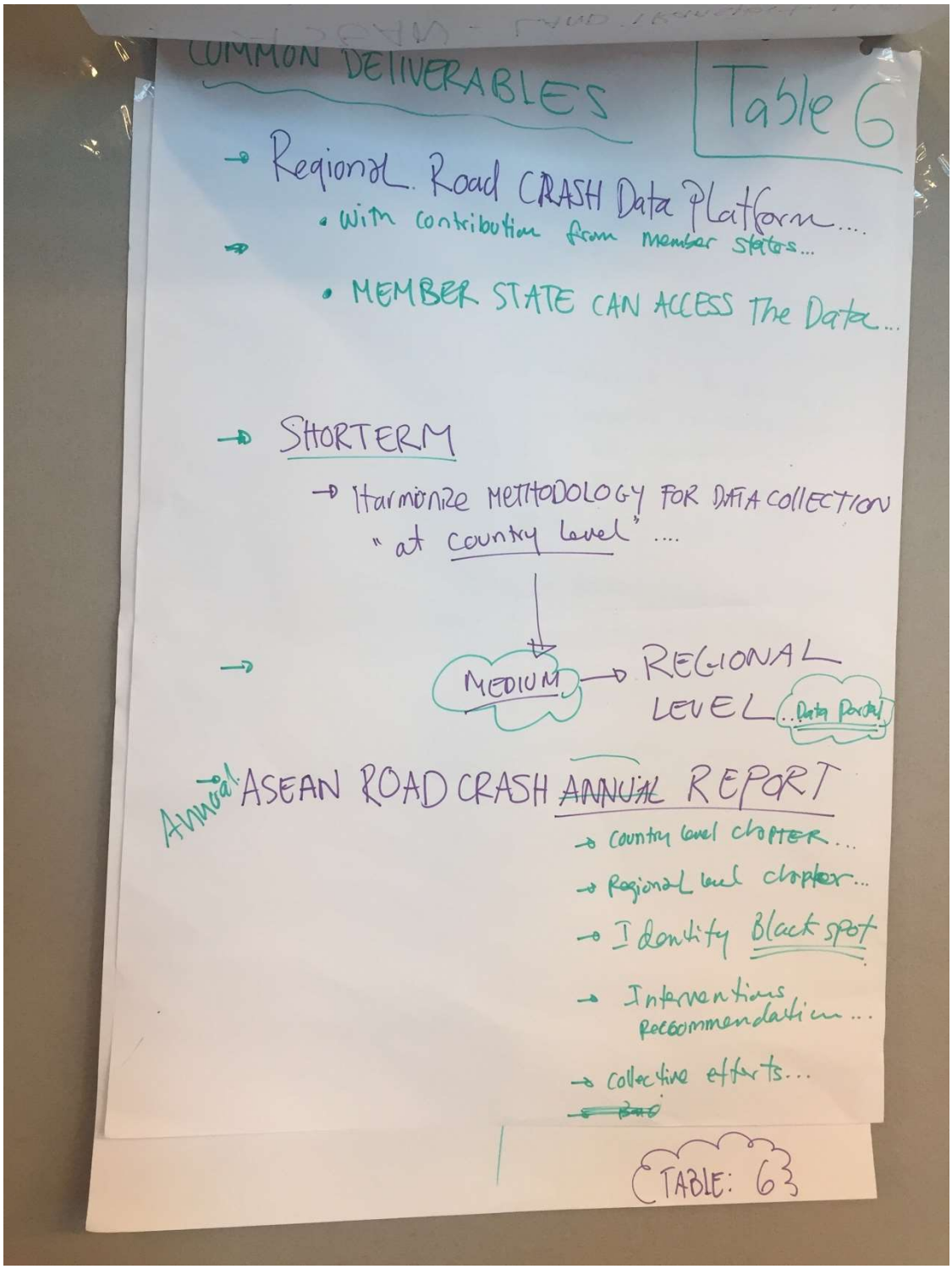


Table 6 on Common Deliverables

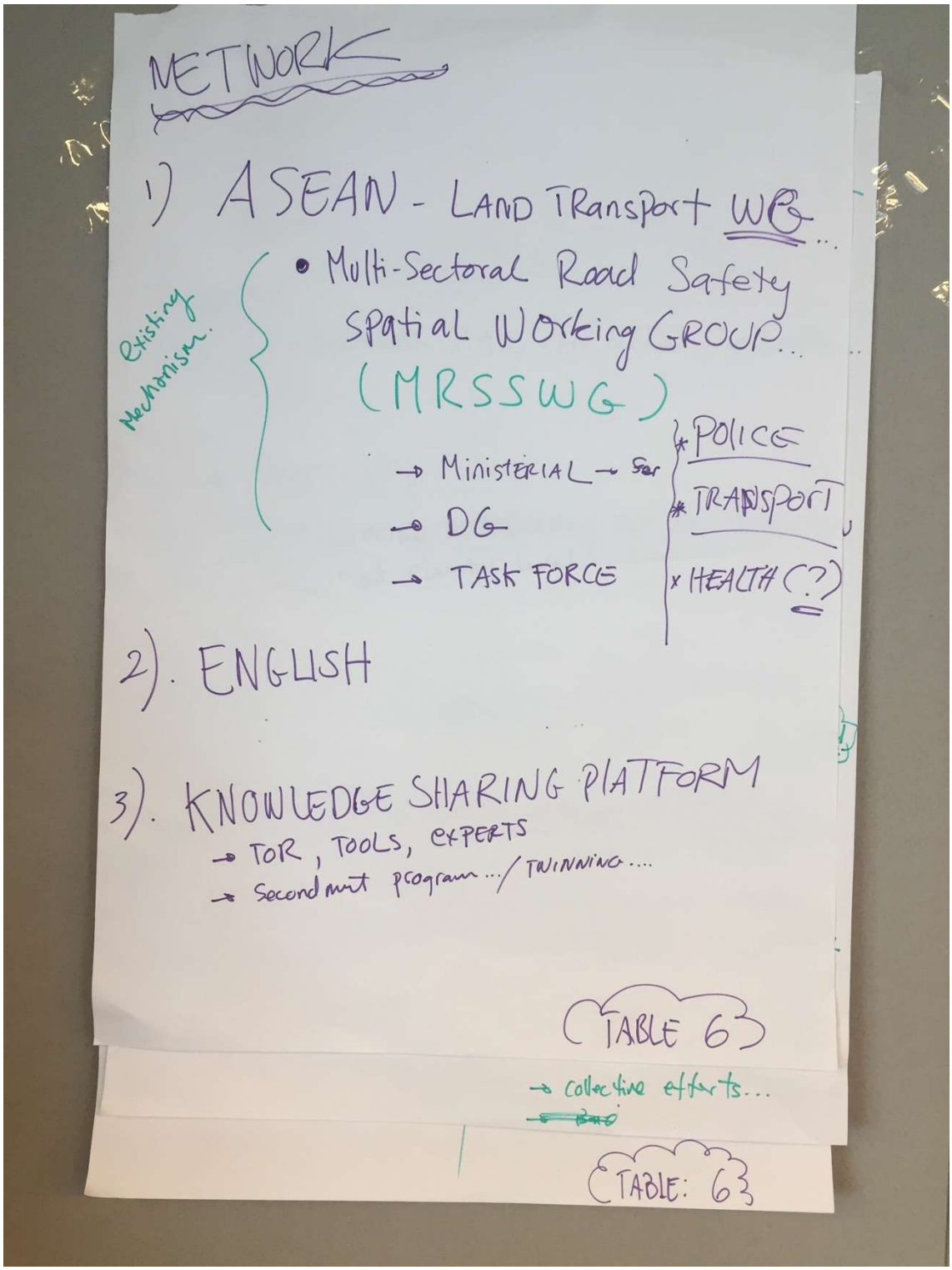


Table 6 on Governance

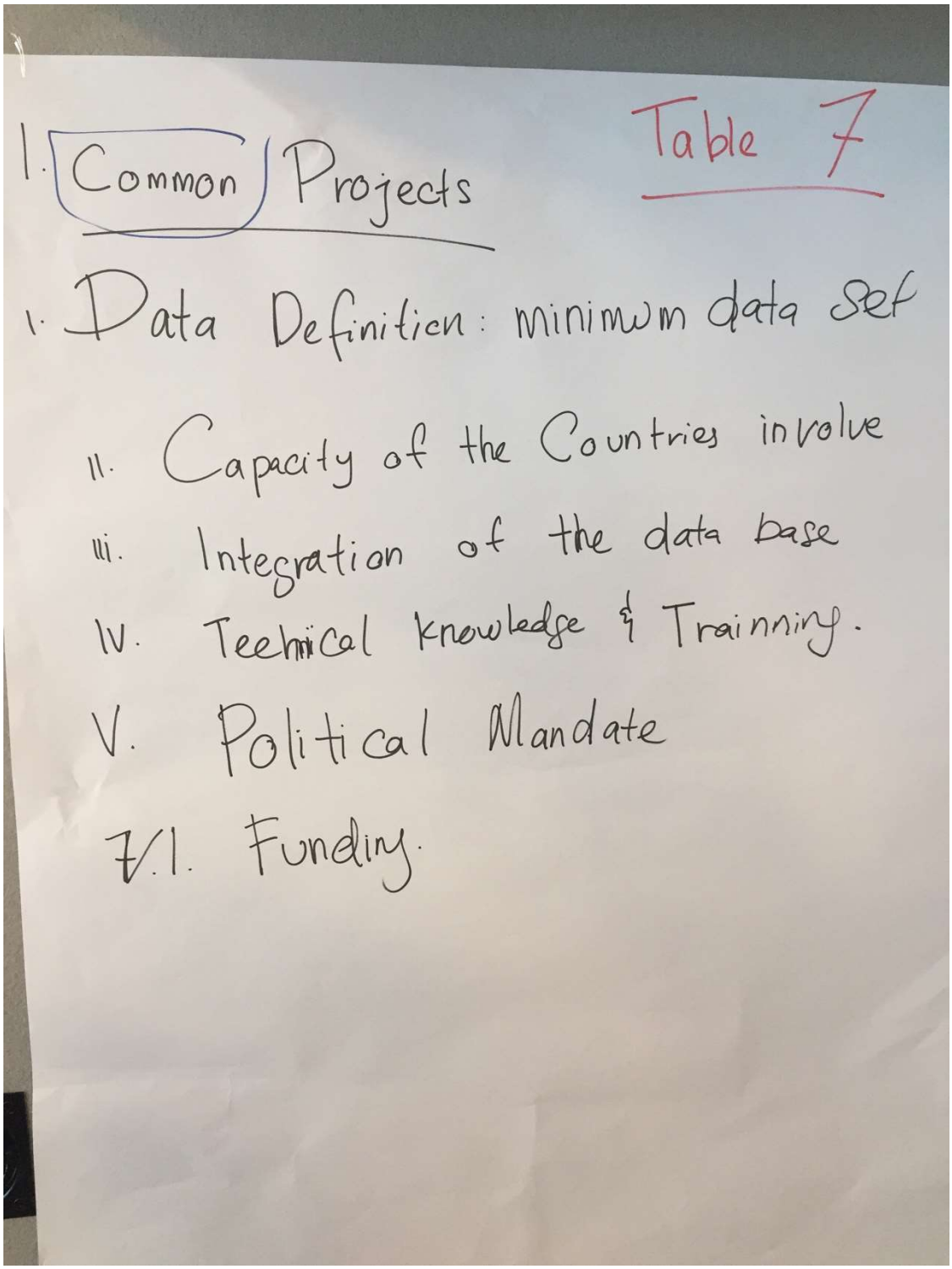
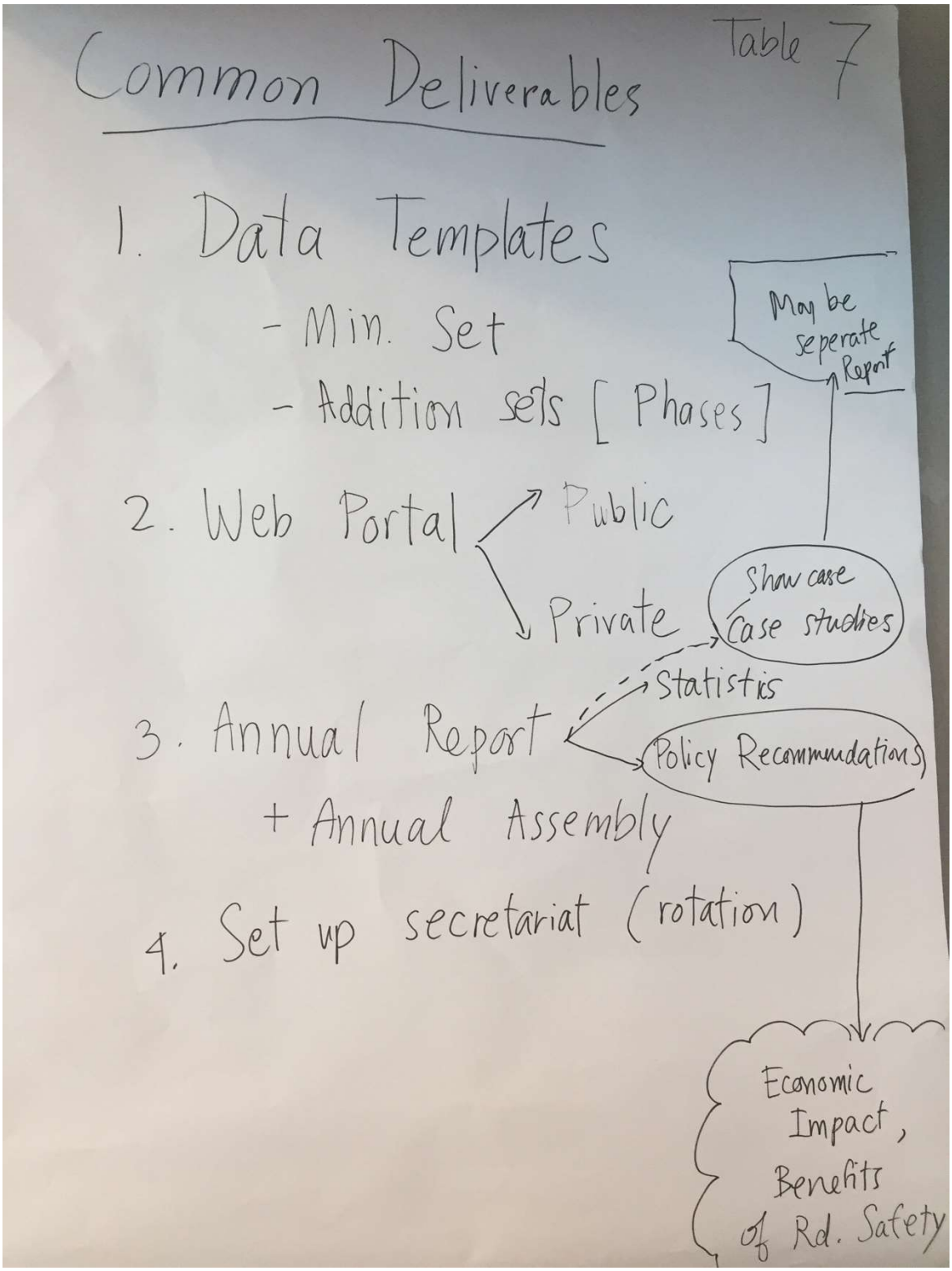


Table 7 on Common Projects



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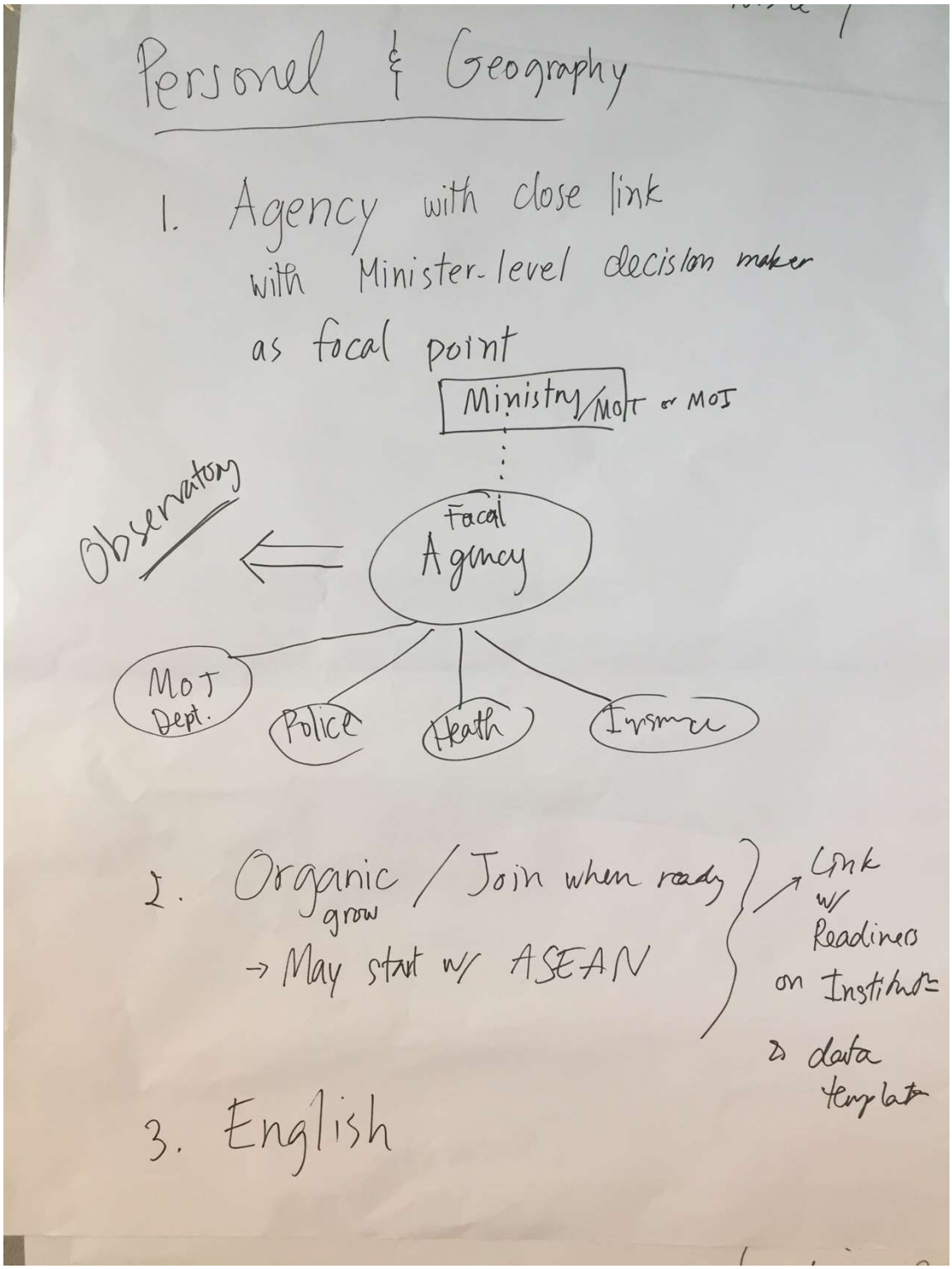


Table 7 on Governance

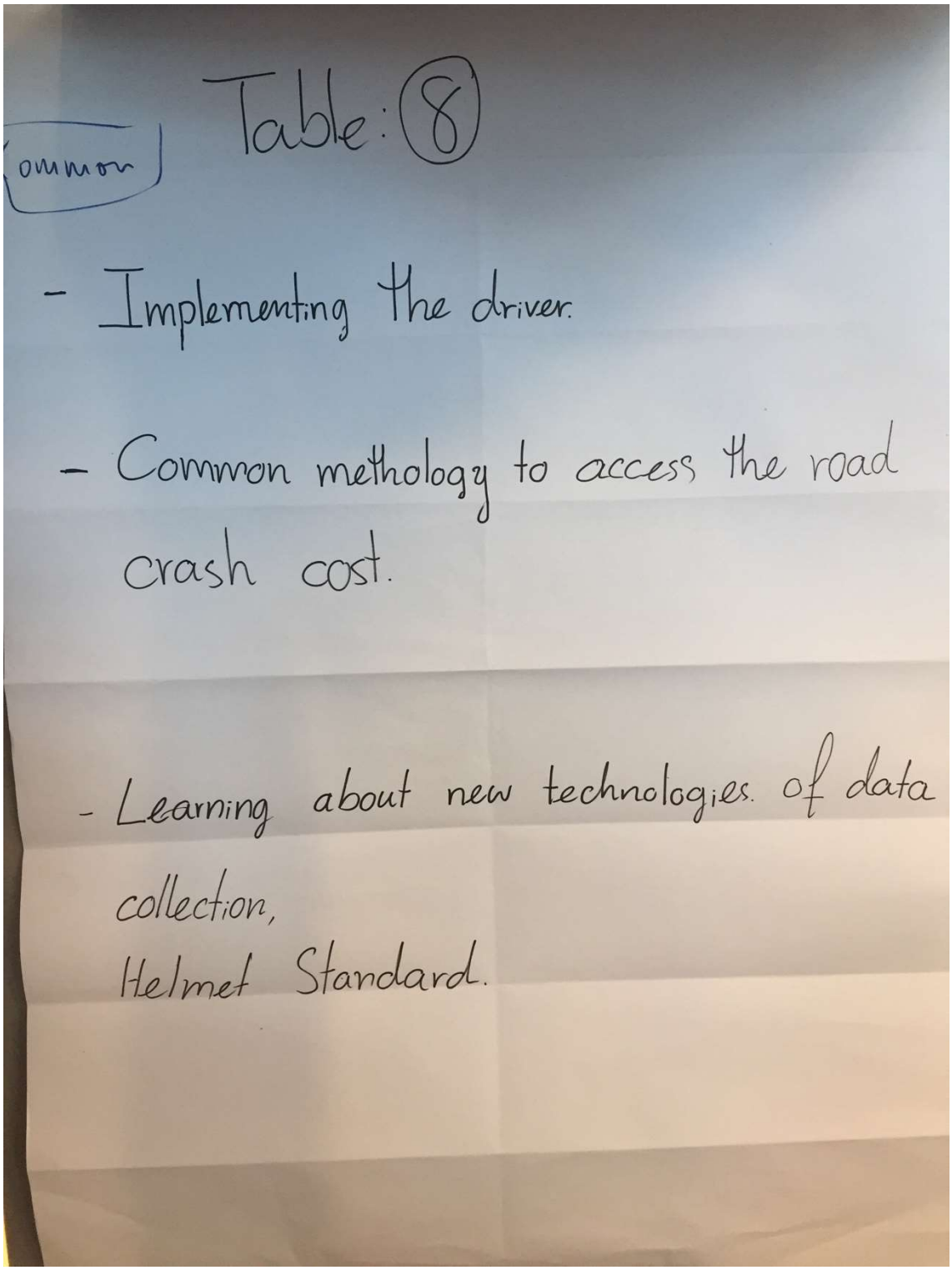
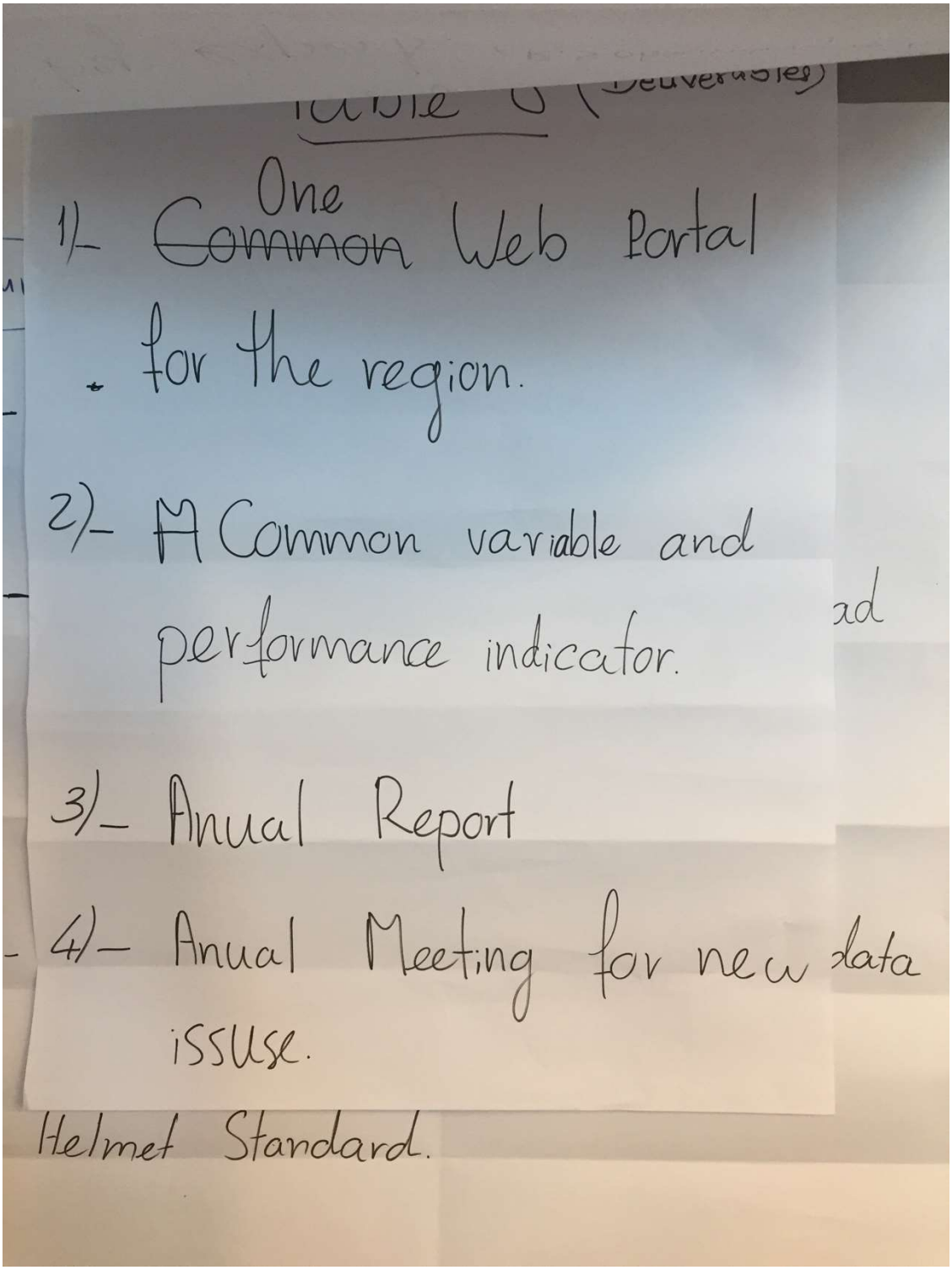


Table 8 on Common Projects



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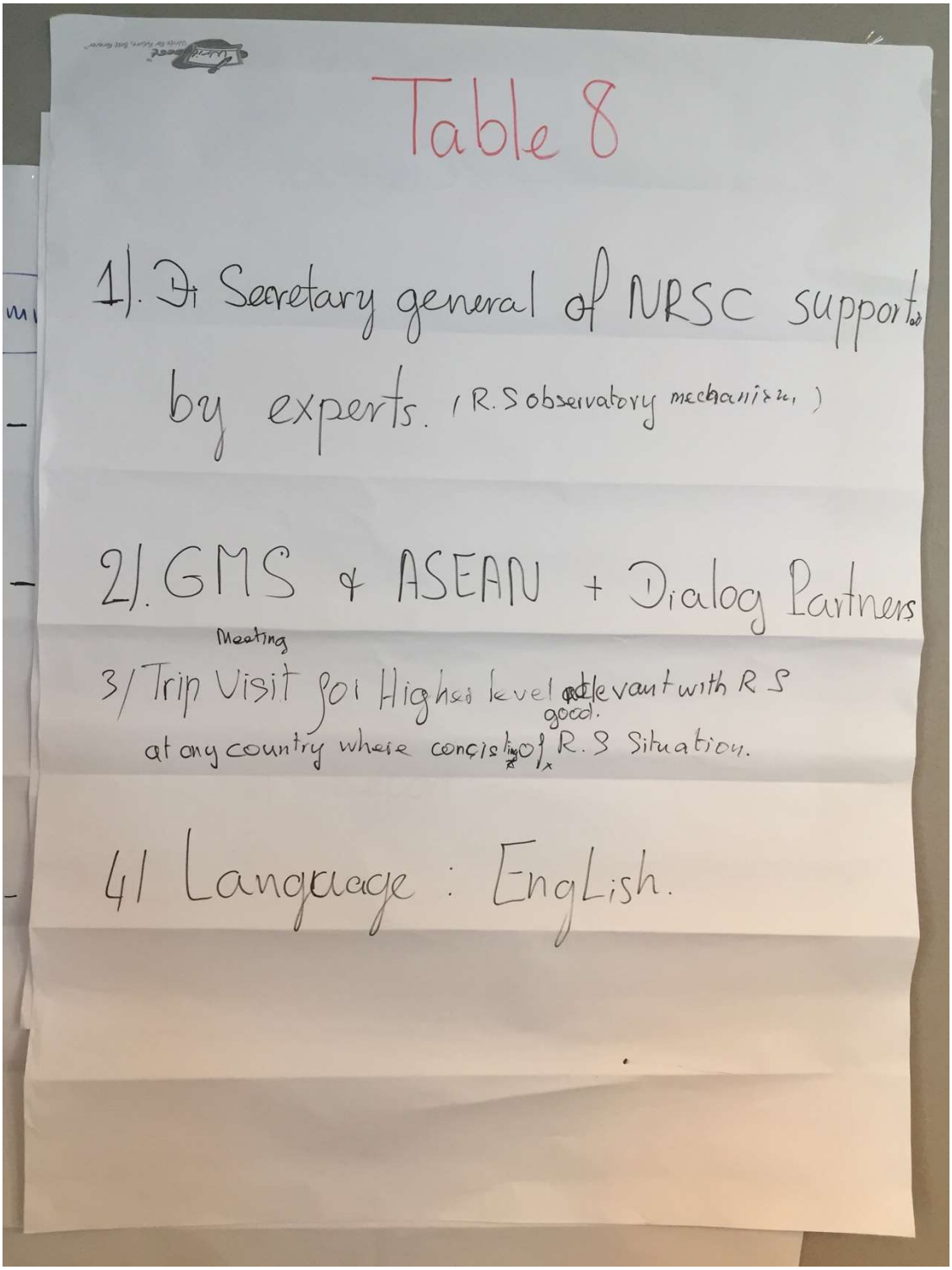

Table 8 on Governance

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