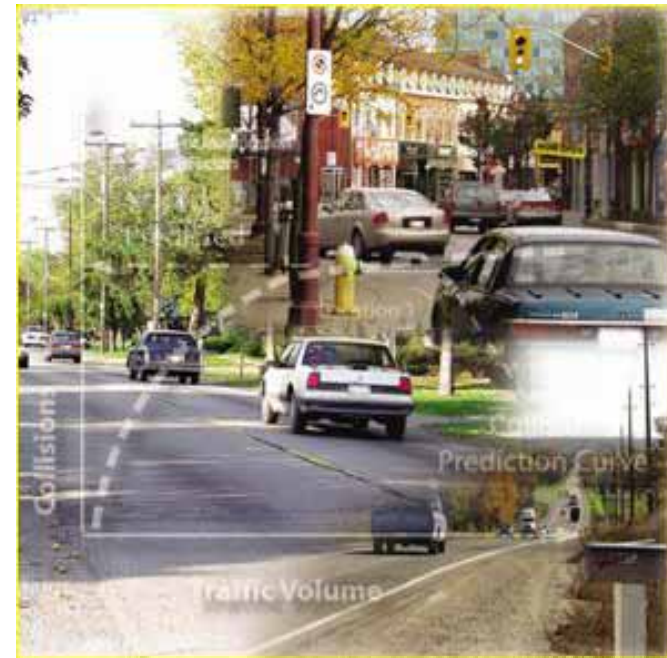


Mainstreaming Road Safety in ADB Transport Operations

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Presentation Outline

- Background: ADB STI and RSAP
- Road Safety Initiative by MDBs
- Ongoing ADB-Supported road safety activities in the region (examples)
 - Loan Component and TA: Establishment and Rollout of the Road Safety Unit (Karnataka, India)
 - Loan component: Road Safety Zone (Uttar Pradesh, India)
 - TA: Capacity Building for Road Safety and Public-Private Partnerships Support (Madhya Pradesh, India)
- Future ADB-Supported Road Safety Activities in the region (examples)
 - TA: Road Safety Improvement Programs (Bangladesh)
 - Regional TA: Improving Road Safety in ASEAN
 - PPTA and loan: Improvement of Road Safety and Climate Resilience on NH-1 (Vietnam)
 - Regional TA: South Asia Road Safety Program



Background: ADB STI and RSAP



ADB Sustainable Transport Initiative

- ADB should proactively assist DMCs to develop more sustainable transport.
- In 2010 ADB has established STI
 - To build up a portfolio of projects to support sustainable transport.
- STI identified four emerging needs:
 - Regional cooperation and integration;
 - Urban transport;
 - Climate change and energy efficiency,
 - **Road safety** and social sustainability.
- STI will be implemented through specific action plans in each focus area



RSAP: Key Areas

ADB OPERATIONS:

- A: Strengthen internal road safety capacity
- B: Develop and operationalize procedures, guidelines and related tools
- C: Identify opportunities for scaling up road safety in DMCs
- D: Mainstream and strengthen road safety components
- E: Establish standalone road safety pipelines



RSAP: Key Areas

COORDINATION AND PARTNERSHIP:

- F: Participate with MDBs, donors and UN agencies in delivering UN Decade of Action
 - Partnership and cofinancing of road safety projects
- G: Mobilize international organizations as partners for road safety in Asia and Pacific region




Road Safety Initiative by MDBs



MDBs Are Joining Forces to Save Lives

- 2009: MDBs issued joint statement
 - “Join forces to save lives”
 - Explore ways of attracting additional dedicated financing for road safety
 - Established a working group
- 2011: MDBs started developing Road Safety Initiative
 - Road Safety Incentive Fund
 - Governance structure and procedures
 - Tentative programs to support road safety in DMCs



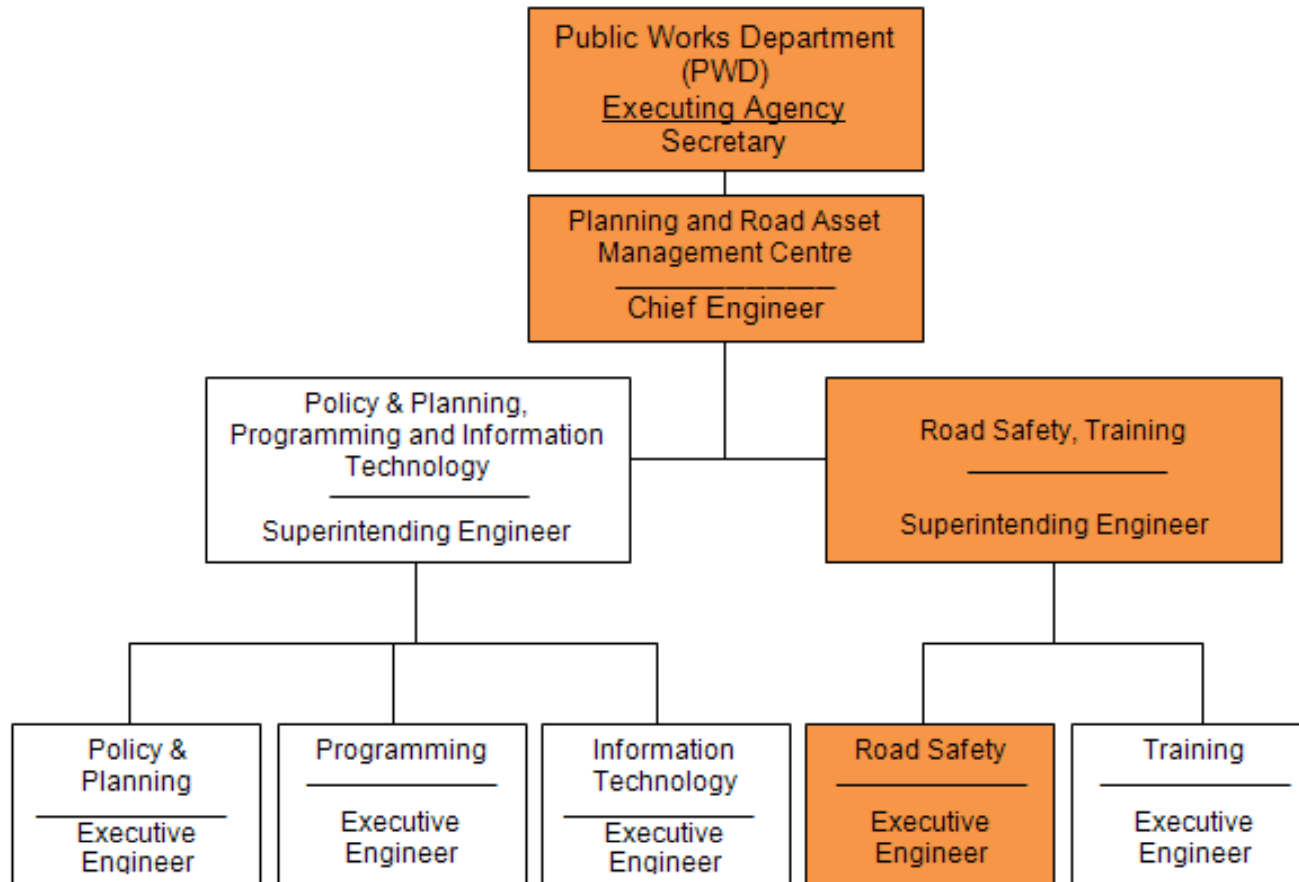
Ongoing ADB-Supported Road Safety Activities in the Region (Some Examples)



Establishment and Rollout of the Road Safety Unit

- In Karnataka, India
- EA: PWD
- Loan Component: \$5.0 mln
 - RSU support: around 25% of \$5.0 mln
 - EA: PWD
- TA (ADB Grant): \$1.5 mln
- Outputs:
 - Road safety policies and procedures
Mechanism for development, prioritization and budgeting of road safety improvement programs
 - Improvement of accident data collection and management
 - Support in preparing road programs
 - Support in implementation
 - Knowledge transfer

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	<input type="checkbox"/> Stakeholder Liaison <input type="checkbox"/> Identification of Improvement Projects <input type="checkbox"/> Creation of Road Safety Programs <input type="checkbox"/> Network Screening (IRAP) <input type="checkbox"/> Monitoring of Road Safety Programs
Road Accident Analysis Head of Section (Assistant Executive Engineer) Data Analyst / Statistician* 1 (Assistant Engineer) Data Entry Operators * 2	<input type="checkbox"/> Accident Data Entry <input type="checkbox"/> Accident Data Analysis <input type="checkbox"/> Blackspot Program <input type="checkbox"/> Accident Statistics
Road Safety Audit Head of Section (Assistant Executive Engineer) Engineer * 2 (Assistant Engineer)	<input type="checkbox"/> Road Safety Audits <input type="checkbox"/> Design Review
Traffic Incidence Management Head of Section (Assistant Executive Engineer) Engineer * 1 (Assistant Engineer)	<input type="checkbox"/> TIMS Standards & Guidelines <input type="checkbox"/> Identification of TIMS Sites <input type="checkbox"/> TIMS Implementation <input type="checkbox"/> 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														■	



Road Safety Zone

- In Uttar Pradesh, India
 - 120 km section of NH between Jhansi and Orai
- Loan Component: \$0.9 mln
- EA: NHAI
- Outputs:
 - Road safety countermeasures
 - Blueprint of the Integrated Road Safety, Traffic Management & Traveler Information and Emergency Response System (Road Safety Zone, RSZ)
 - Functional and Technical Specifications for the RSZ
 - Sets of documentation required for the procurement of design, supply and installation
 - Assistance to NHAI in Bid Evaluation, Monitoring of Procurement and Implementation of the RSZ



TA: Capacity Building for Road Safety and PPP

- In Madhya Pradesh, India
- TA (ADB grant): \$1.0 mln
- EA: MP Road Development Corporation
- Outputs:
 - Establishment of a road accident emergency response system
 - Blueprint, functional and technical specifications
 - Sets of documentation required for the procurement of design, supply and installation
 - Capacity building for larger private sector participation in road maintenance.



Future ADB-Supported Road Safety Activities in the Region (Some Examples)

Pipeline Concept

Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
R-TA or TA on Road Safety	PPTA Preparing standalone multi-sectoral Road Safety Project		Implementation of multi-sectoral Road Safety Investment Project			
Prefeasibility level	Feasibility level		Implementation			
Task 1: Conduct road safety diagnosis	Design of the Road Safety Investment Project and its preparation for ADB financing		Component A (Investment): Selected components of the road safety programs			
Task 2: Prepare road safety programs on selected high risk corridors						
Task 3: Strengthen road safety management capacity						
Task 4: Propose and facilitate establishing regional road safety collaborative mechanisms						
Task 5: Develop road safety policies and business procedures to incorporate road safety into the lifecycle of roads	Capacity building, advisory support in operations, dedicated training, on-the job training, knowledge transfer		Component B (Institutional Building): Advisory support in operations, training, knowledge transfer			
Task 6: Identify sustainable funding arrangements for road safety						
Task 7: Identify and prepare for subsequent design and implementation road safety programs						
Task 8: Prepare draft Design and Monitoring Frameworks (DMFs) for subsequent investment projects						



Road Safety Programs for Bangladesh

- TA (ADB grant): \$0.6 million (approved in 2011)
- EA: Ministry of Communications
- Outputs:
 - Road safety diagnosis
 - Road safety programs on selected high-risk corridors
 - Strengthening of the road safety management capacity of RHD and BRTA
 - Development of road safety policies and business procedures to incorporate road safety into the lifecycle of roads
 - Sustainable funding arrangements for road safety
 - Nationwide road safety improvement programs



Improvement of Road Safety in ASEAN

- TA (ADB grant): \$1.5 million (applied for)
- Brunei, Cambodia, Indonesia, Lao, Malaysia, Myanmar, Philippines, Singapore, Thailand, Viet Nam
- Outputs:
 - Strengthening capacity to implement road safety strategies
 - Strengthening capacity for addressing motorcycle safety issues
 - Strengthening capacity for monitoring and analyzing road accident data
 - Improving enforcement capacity of traffic police
 - Developing ADB road safety project pipeline



Improvement of Road Safety and Climate Resilience on NH 1

- TA (ADB grant): \$1.5 million (under processing); ensuing Loan: \$50 million
- EA: National Traffic Safety Committee (Vietnam)
- Outputs of TA:
 - Identify blackspots and develop engineer solutions to treat blackspots
 - Design road safety awareness program
 - Improve road safety capacities of the traffic safety PMU in charge of the corridor
 - Prepare project design
- Outputs of the Loan:
 - Implement road safety program on



South Asia Road Safety Program

- TA (ADB grant): \$2.0 million (initial stage of processing)
- EA: ADB
- Phase 1 (2011): Nepal and Bhutan
- Phase 2 (2012) India, Sri Lanka
- Outputs:
 - Road safety diagnosis
 - Road safety programs on selected high-risk corridors
 - Strengthening of the road safety management capacity
 - Development of road safety policies and business procedures to incorporate road safety into the lifecycle of roads
 - Sustainable funding arrangements for road safety
 - Regional road safety improvement programs
 - Regional Road safety collaborative mechanism
 - Blueprint of potential investment projects



End of Presentation

Thank you!