

UNITED NATIONS
Economic and Social Commission for Asia and the Pacific

**Report of the Expert Group Meeting on Progress in Road Safety
Improvement in Asia and the Pacific**

8-10 May 2013, Seoul, Republic of Korea

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I. INTRODUCTION

A. Background and Organization of Meeting

1. The United Nations Decade of Action for Road Safety 2011-2020 (Decade of Action) was launched on 11 May 2011. The ultimate goal of the Decade of Action is to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels.
2. The second Global Road Safety Status Report 2013, launched by the World Health Organization, showed that more than 777,000 people were killed on roads of the ESCAP region in 2010. While half of the world's road traffic deaths occurred among pedestrians, cyclists and motorcyclists (collectively referred to as vulnerable road user or VRUs), nearly 55 percent of the road traffic deaths in the region were among such road users.
3. Considering the importance of safety issue of Vulnerable Road Users, the General Assembly in its latest resolution 66/260 of 23 May 2012 on improving global road safety requested the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to continue the activities aimed at supporting the implementation of the objectives of the Decade of Action and to organize activities during the second United Nations Global Road Safety Week (6-12 May 2013) to raise global, regional, national and local awareness about road safety issues, with particular attention to vulnerable road users.
4. The Expert Group Meeting on Progress in Road Safety Improvement in Asia and the Pacific was organized in collaboration with the Korea Transport Safety Authority (KoTSA) during the second UN Global Road Safety Week in line with request made in the above-mentioned General Assembly resolution A/66/260. The Meeting was also a part of the ESCAP secretariat's ongoing efforts to provide assistance to member countries in improving road safety. The primary focus of the Meeting was on issues and challenges related to road safety, and monitoring of progress in improvement of the road safety situation in the ESCAP region with particular attention to vulnerable road users.
5. The Meeting also had before it a Joint Statement on Improving Road Safety in Asia and the Pacific (Annex I)¹ for its consideration and adoption.
6. The programme of the Meeting is contained in Annex II to the report.

B. Attendance

7. The Meeting was attended by participants from the following ESCAP member States: Afghanistan, Azerbaijan, Bangladesh, Brunei Darussalam, China, Georgia, India, Indonesia, Iran (Islamic Republic of), Japan, Kyrgyzstan, Lao People's Democratic Republic, Myanmar, Nepal, Pakistan, Philippines, Republic of Korea, Sri Lanka, Tajikistan, Thailand, and Viet Nam.
8. Representatives of the World Health Organization, International Transport Forum, Shanghai Cooperation Organization, Automobile Association of Malaysia, Automobile Association of the Philippines, Bangladesh Rural Advancement Committee, Center of Accident Research and Road Safety (Queensland University of Technology), FIA Foundation, Global

¹ As adopted by the Meeting; see paragraph 28 of this document.

Road Safety Partnership, International Road Assessment Programme, Korea Expressway Corporation, Korea Institute of Construction Technology, Korea Research Institute of Human Settlements, Korea Road Traffic Authority, Korea Transportation Safety Authority, Malaysian Institute of Road Safety Research, SaveLIFE Foundation, TESCO Engineering Co., Ltd, Korea Transport Institute, and road safety specialist Mr. Alan Ross attended the Meeting.

9. The list of participants is attached as Annex III to this report.

C. Opening of the Meeting

10. The Expert Group Meeting was declared open by Mr. Il-Young Chung, President, Korea Transportation Safety Authority. The opening statements were delivered by Mr. Sokchang Kwon, Director General, Motor Vehicle Policy Bureau, Ministry of Land, Infrastructure and Transport, Mr. Gyeongchul Kim, President, Korea Transport Institute, and Mr. Dong-Woo Ha, Director, Transport Division, ESCAP.

II. MATTERS DISCUSSED AND ISSUES RAISED IN THE MEETING

11. Representatives of ESCAP and WHO informed the meeting of the recent progress in road safety in the ESCAP region and in countries of the South-East Asia and Western Pacific regions of WHO.

12. Delegations of countries made presentations on their national policies, initiatives and experiences in improving road safety in their countries.

13. Representatives of international and national organizations, and non-government organizations provided updates on their recent activities.²

14. The participants raised a number of important issues related to road safety improvement in their countries. Of these, the following key issues were considered important and were discussed at the meeting:

- Implementation of the UN Decade of Action
- Road safety as an economic and development issue
- Risk behaviours of road users
- Risk factors for motorcyclists, cyclist and pedestrians
- Social marketing to motivate and make behavioural change of road users
- Enforcement of road safety related laws
- Post-crash management and trauma care for road crash victims
- Road safety diagnosis
- Safe infrastructure and integrated road design
- Quality and completeness of road safety data
- Innovative mechanism to finance road safety programmes and projects
- Compensation to road crash victims

² A CD of the presentations made by the delegations and representatives international and national organizations, and non-government organizations was circulated to participants.

- Collaborative partnership between governments, UN agencies, donor agencies, non-governmental organizations, academic institutions and private sectors

15. The experts at two discussion panels deliberated on issues to make roads safe for vulnerable road users. They considered the importance of policy, advocacy, enforcement and other infrastructure improvement measures to create safe environment for different groups of vulnerable road users.

III. MAJOR CONCLUSIONS AND RECOMMENDATIONS

16. The Meeting reiterated the view that road safety in many countries of the region was a development issue of concern considering its magnitude and gravity and consequent negative impacts on economy, public health and general welfare of the people, particularly the low-income group. Noting the progress in many countries of the region, it held the view that improvement of road safety situation was challenging but possible.

17. Road fatalities among pedestrians, cyclists and motorcyclists were a cause of serious concern in many countries. While globally, half of the total road traffic fatalities occurred among Vulnerable Road Users, in the ESCAP region, the percentage was higher.

18. In this respect, the Meeting expressed concern that proportions of road fatalities among pedestrians, motorcyclists and cyclists in many countries of the region were exceptionally high, and held the view that targeted initiatives for these groups of road users were necessary to improve road safety in those countries.

19. The Meeting recognized the importance of social marketing to motivate and bring behavioural change of road users and took interest in such efforts that were being undertaken in many countries

20. The Meeting held the view that designing of safe road infrastructure facilities following integrated road design principles could significantly contribute to reducing road fatalities and injuries among vulnerable road users, particularly pedestrians, cyclists and drivers and passengers of motor vehicles. In this respect, the Meeting appreciated the technical assistance and other support that were being provided by KOTSA, FIA Foundation, ITF, GRSP, iRAP and other international organizations for making roads safer in many countries of the region.

21. The Meeting noted with interest the “forgiving highway” concept and other safe design principles, such as pedestrian safe zone that some countries were following to make their roads safer.

22. In order to ensure inclusion of road safety in transport project design, the Meeting suggested that Ministry of Transport in countries may consider the involvement of other relevant ministries such as health, interior, public security, and finance in preparation and finalization of project documents including their financing arrangements, as appropriate.

23. The Meeting emphasized that vehicle speed was one of the most important risk factors in a safe system model. As such, enforcement of a speed limit, as appropriate for different environment was considered crucial for creating a safe environment for all road users.

24. The Meeting noted that there was considerable variation in the completeness and accuracy of road safety data between developed and developing countries. Another pertinent issue that was brought to the attention of the Meeting was harmonization of definition for different terms and indicators in road safety that needed to be addressed. The formulation of effective policy and consideration of appropriate safe design measures required the availability of quality data and their analysis. Notwithstanding, under-reporting remained a serious problem in most developing countries, though the magnitude of the problem varied widely. In this respect, the Meeting took interests in the work of International Transport Forum for improving data management through twining programmes in some countries of the region.

25. The Meeting stressed the importance of inter-agency coordination on road safety matters at regional and national levels. In this respect, it was of the view that ESCAP should lead and coordinate the inter-agency collaboration at the regional level. The decisions and recommendations coming through the regional inter-agency collaboration may be transmitted to the concerned agencies at the national level through the national United Nations Road Safety Collaboration/ UN Development Group mechanism. The regional agencies should also advise their respective country offices accordingly.

26. The Meeting took note of the work and activities of national and international organizations on improving road safety in the region, and was appreciative of their commitment to saving lives and making the region's roads safer.

27. The Meeting encouraged ESCAP, UN agencies and organizations, donor countries, and development partners to provide technical assistance to countries according to their needs upon request.

28. The Meeting considered a joint statement on improving road safety in Asia and the Pacific presented by the representative of the Korea Transportation Safety Authority. After deliberation, the joint statement was unanimously adopted by the Meeting. The Meeting requested the ESCAP secretariat to bring the statement to the attention of the Forum of Asian Ministers of Transport, which would be held in November 2013.

29. The Meeting thanked the representatives of national and international organizations, experts attending the event and the participants for their active participation in deliberations of the meeting and their valuable support to the activities of the ESCAP secretariat.

30. The Meeting expressed its appreciation to ESCAP and the Korea Transportation Safety Authority for organizing this important regional meeting during the second UN Global Road Safety Week in line with request made in General Assembly resolution A/66/260.

IV. ADOPTION OF THE CONCLUSIONS AND RECOMMENDATIONS

31. The Expert Group Meeting on Progress in Road Safety Improvement in Asia and the Pacific adopted its conclusions and recommendations on 9 May 2013 at Seoul, Republic of Korea.

**JOINT STATEMENT ON IMPROVING ROAD SAFETY IN
ASIA AND THE PACIFIC**

We, the participants from the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) member countries and experts attending the regional Expert Group Meeting on Progress in Road Safety Improvement in Asia and the Pacific, held in Seoul, Republic of Korea, on 8 and 9 May 2013,

Recalling General Assembly resolution 64/255 of 10 May 2010 on improving global road safety, which proclaimed the period 2011-2020 as the Decade of Action for Road Safety with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels,

Also recalling the latest General Assembly resolution A/66/260 of 23 May 2012 on improving global road safety, which requested the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to continue the activities aimed at supporting the implementation of the objectives of the Decade of Action,

Taking note of the *Global Status Report on Road Safety 2013*, prepared by the World Health Organization, which estimated that 1.24 million people were killed on the world's roads in 2010 of which 60% of the casualties occurred in Asia and the Pacific region and that half of all road traffic deaths were among pedestrians, cyclists and motorcyclists,

Expressing concern that more than half of all road traffic fatalities and injuries worldwide occurred in the Asia and the Pacific region, the majority of which were vulnerable road users, such as pedestrians, cyclists and motorcyclists,

Expressing deep concern that the number of road users killed in road traffic crashes and deaths per population has been particularly high in many developing countries of the ESCAP region, and that in some countries casualties among the pedestrians, cyclists and motorcyclists were exceptionally high,

Recognizing the importance of road safety as a sustainable development issue as reflected in the outcome document of the Rio+20 Conference in 2012, "The future we want",

Also recognizing the view that road safety in many countries of the region is a development issue of concern considering its magnitude and gravity and consequent negative impacts on economy, public health and general welfare of the people, particularly the low-income group, and that it contributes to perpetuation of poverty,

Taking note of the countries' efforts and commitment to cut down deaths on their roads, and that despite an increase in total road traffic deaths in 2010 in the region, some 21 countries of the region had reduced their road traffic deaths, which shows improvements are indeed possible, if appropriate action is taken and political commitment applied,

Agreeing on the need to inculcate a safety culture at grass root levels amongst the students,

Thanking the secretariat of Economic and Social Commission for Asia and the Pacific and the Korea Transport Safety Authority for organizing this Expert Group Meeting during the second United Nations Global Road Safety Week (6-12 May 2013), in line with request made in General Assembly resolution A/66/260,

1. *Resolve* to reduce the level of road traffic fatalities in countries of the region by increasing activities conducted at the global, regional, national and local levels,
2. *Call* for the recognition of road safety as a sustainable development issue and stronger actions to ensure the safety of vulnerable road users, particularly in low- and middle-income countries, through collaboration amongst State actors, members of the United Nations Road Safety Collaboration, and other stakeholders,
3. *Commit* ourselves within our individual capacities as advocates of road safety, experts, educators, and disseminators of information, to continue to promote and support activities aimed at implementation of the objectives of the Decade of Action, with particular attention to reducing deaths and injuries among vulnerable road users,
4. *Request* member countries to consider implementation of the recommendations contained in the *Global Status Report on Road Safety 2013*, in line with General Assembly resolution 60/255 of 10 May 2010 on improving global road safety,
5. *Urge* the countries of the region and other stakeholders, as appropriate, to address road

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