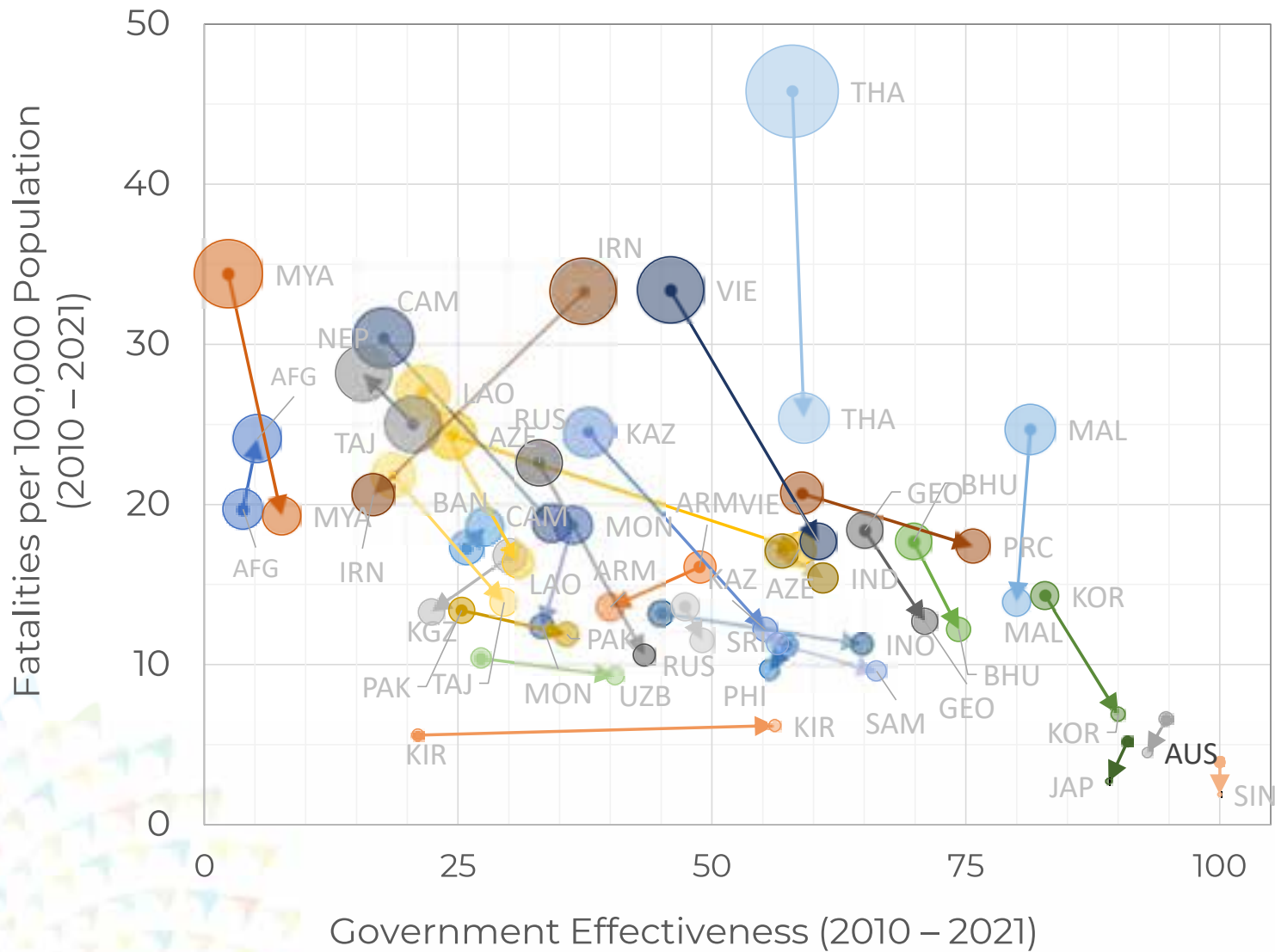


Data-Driven Road Safety Investments

Leveraging Connections, Collection, and Collaboration

Michael Anyala | Senior Transport Specialist (Road Asset Management), Transport Sector Office, ADB

A decorative graphic in the bottom right corner consisting of a cluster of colorful triangles in shades of blue, green, orange, and yellow, arranged in a pattern that suggests movement or data points.



Source: ADB analysis of data from WB and WHO

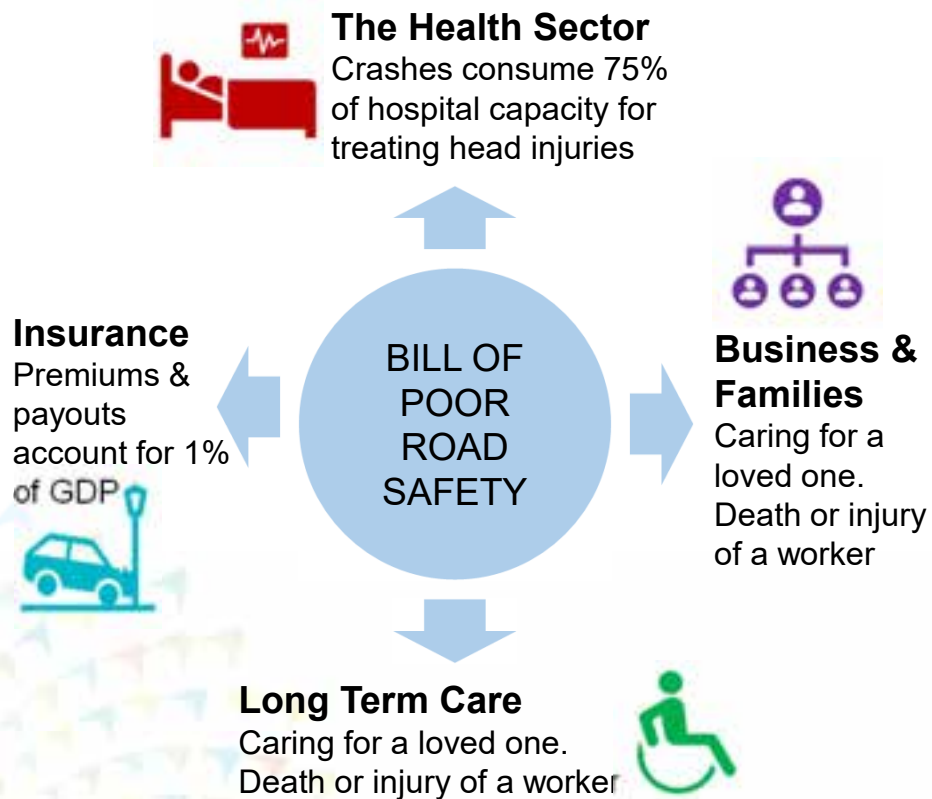
Emerging economies lose 3 – 5% of GDP annually

Just 3% of Current Annual Transport Investment Needs is Needed for Road Safety in Asia-Pacific

(1) ADB (2017). *Meeting Asia's Transport Infrastructure Needs*, (2) World Bank Group (2022). *Saving Lives Through Private Investment in Road Safety*.

Costs and Benefits of Road Safety are Disconnected

WHO PAYS



Source: Adapted from iRAP, ADB, and WB

WHERE IS THE SOURCE OF FAILURE & SOLUTIONS



Fostering Connections, Collection, & Collaboration through the Asia-Pacific Road Safety Observatory (APRSO)

- Established in 2020 by ADB, WB, UNESCAP, WHO, FCDO, FIA, and ITF.
- Focal hub for connecting road safety stakeholders in the region (27 member countries).
- APRSO has 27 country members
- Supports data collection and studies to impact road safety policies.



Source: ADB

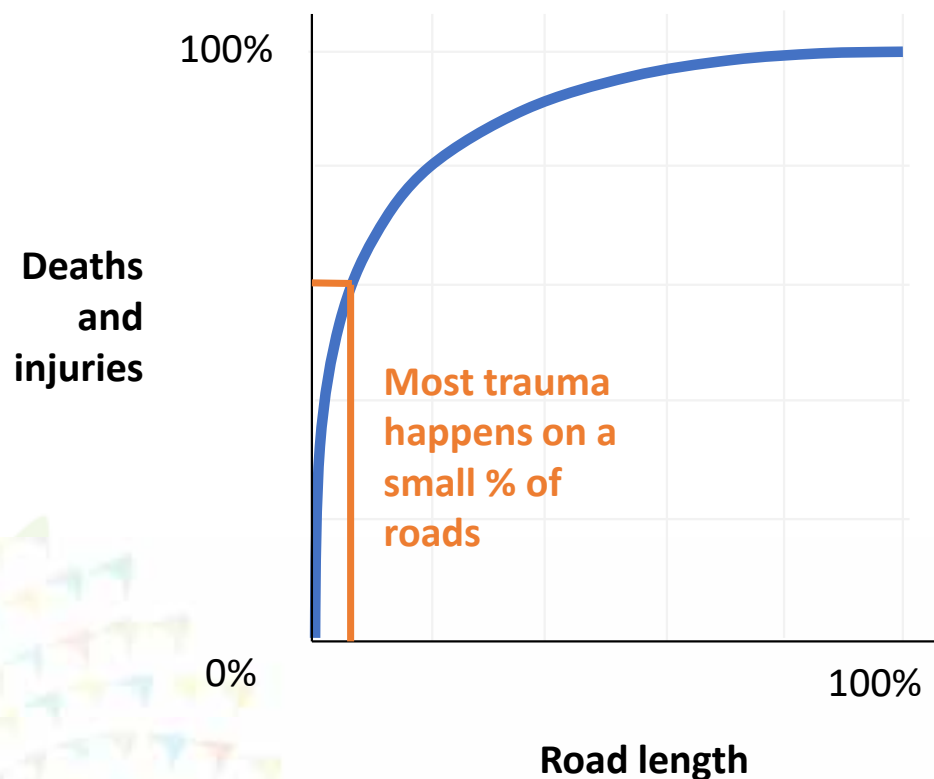
Targeted Investment = Large Impact

Very large impacts can be achieved by targeting a small percentage of a nation's roads

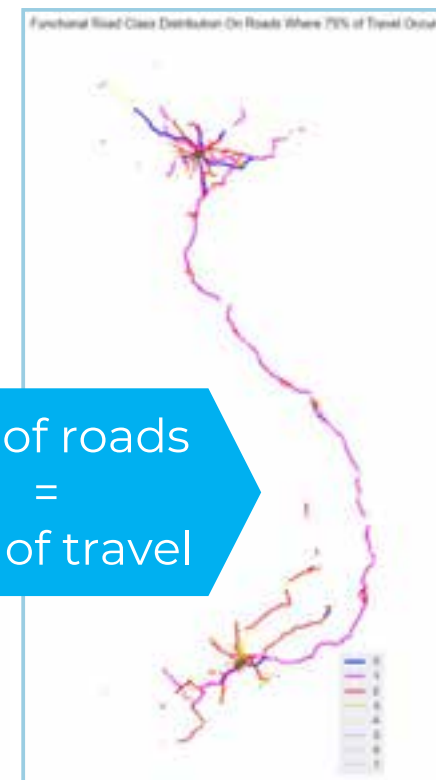
4
TARGET
2030



Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.



10% of roads
=
75% of travel



Source: iRAP

AI Helmet Detection Study

TARGET 7 2030 **100%**

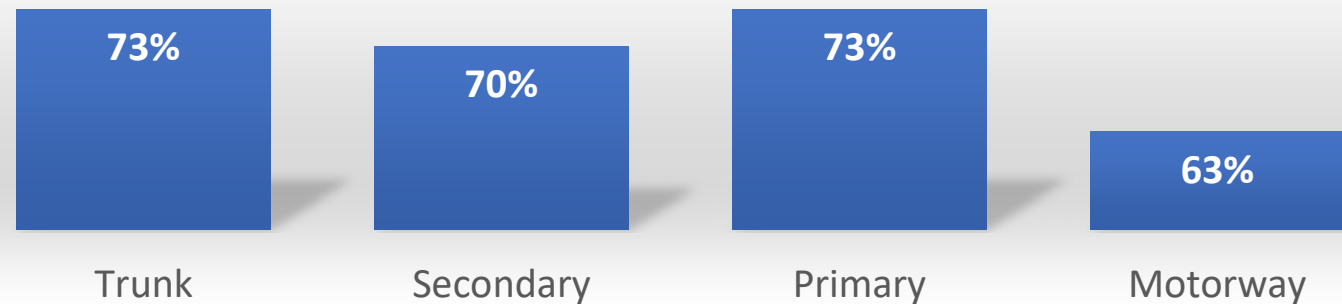


Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.



Country / region	Motorbikes (Millions)	Persons (Millions)	Helmets (Millions)	Helmet use rate (%)
Vietnam	7.42	8.66	6.65	77%
Malaysia	1.06	1.17	0.93	79%
Luzon (Philippines)	3.37	3.97	3.40	86%
Karnataka (India)	0.57	0.67	0.48	72%
Tamil Nadu (India)	0.15	0.18	0.10	57%

Helmet use rate per road type in Karnataka



Source: ADB

Shaanxi Road Safety Demonstration Project



陕西省交通运输厅
DEPARTMENT OF TRANSPORT OF SHAANXI PROVINCE (STDP)

ADB

- ✓ USD 344m project implemented by the Shaanxi Provincial Transport Department and Asian Development Bank (ADB).
- ✓ Realignments, paved shoulders, safety barriers, reduced speed limits, traffic calming and pedestrian crossings across >800km of roads.



Deaths and injuries down by 33% and 53%

32 lives and 868 injuries saved annually

3-stars or better roads increased by 52%

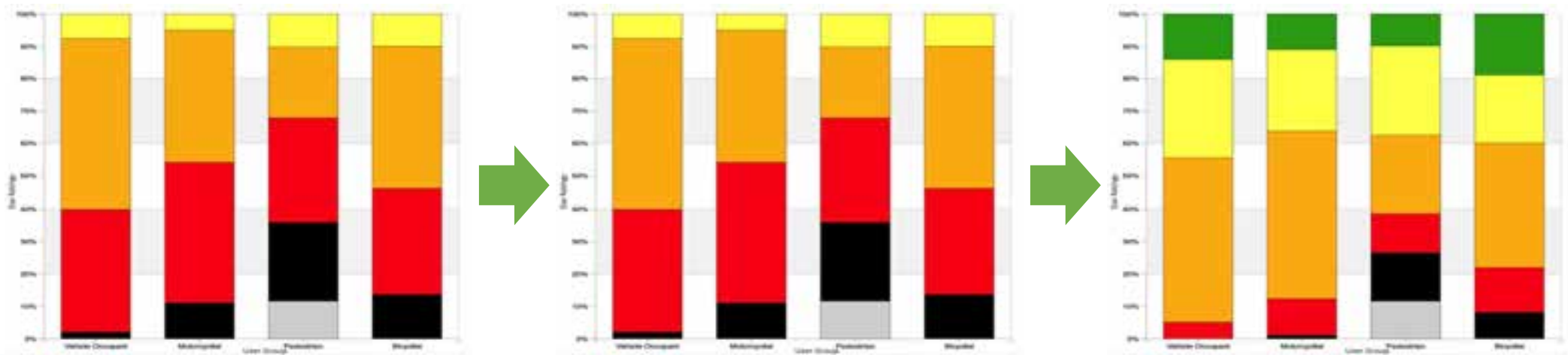
200 professionals in training

2,400 students, teachers, parents and residents in activities

Source: ADB and iRAP

ADB

Safer Designs Often Cost Just 5% More to Implement



Existing road

Design version 1 –
business as usual

Design version 2 –
with audit and iRAP interventions



Least safe

Safest

Source: ADB and iRAP

We Can Find Solutions to Most Problems

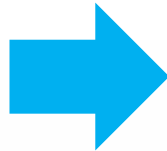
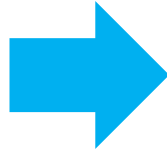
Problems

Infrastructure

- Engineers hesitant to implement treatments not in design standards
- “Expensive”

Other

- Resistance to cross-departmental collaboration
 - Separate funding
 - Different KPIs
 - Lack of incentives
- Stakeholder and political support



Solutions

- International evidence base (ChinaRAP/iRAP)
- Local, capable technical team
- Pilot project evidence
- Measurable outcomes / economic analysis
- Ministry endorsed a guideline document for road safety treatment

- National program/agenda aligned
- Leadership
 - Champion within government
 - Bring the right people to the table
- Communication for collaboration
 - Relevance of content to other stakeholders/partners

Source: ADB

Thank You

Michael Anyala | Senior Transport Specialist (Road Asset Management), Transport Sector Office, ADB

manyala@adb.org

