

Organizational Commitment Towards Road Safety Audit

Presentation outline

- **Background**
- **Need for Organizational Commitment**
- **Road Safety Policy of Selected Countries**
- **Commitment at Various levels**
- **Funding Mechanism for RSA**
- **Inferences**

Background

- **Benefits that can accrue** in conducting RSA
- **Lack of feel of** responsibilities and **funding for** conducting RSA
- **Neglected area** compared to total project as whole

Need for Organizational Commitment

- To take care at **each level** (*depending upon the project stage*) from RSA view point.
- **Funding Considerations**
- **Improve Road Safety through enhanced emphasis on RSA**

Comparison of Commitment towards Road Safety

	Sweden	UK	Australia	New Zealand	South Africa
Lead Agency	Swedish National Roads Administration (SNRA)	Dept. of Environment, Transport & Regions	Vic Roads	Land Transport Authority	National Development of Transport/MOT
Legal Authority	Yes	Yes	Yes	Yes	Yes
Coordinating Body a)Total Members	3		3		20-30
b) Chairman	SNRA	DETR	Vic Roads	LTSA	MOT
c) Community/VRU victim	NGO	None	None	None	None
Funding sources	General Revenue	General Revenue	General Revenue Insurance sponsorships	NZRSP, Third party Insurance	4 proposed fee, fines & Penalties, interest & Parliament
Effectiveness	Zero Vision, Strong Leadership, good political support	Strong Lead agency	Strong leadership, Coordinated approach	Strong leadership, Coordinated approach	New Management have been created.

Comparison of Commitment towards Road Safety (Contd..)

	India	Bangladesh	Indonesia	Ghana
Lead Agency	MoRT&H	BRTA/MoC	Directorate General of Land Comm. (MOC)	Ministry of Road Transport/N RSC
Legal Authority	Yes	Yes	Yes	Yes
Coordinating Body a) Total Members			3	
b) Chairman		Minister of Communications	Vic Roads	LTSA
c) Community / VRU Victim		None	None	None
Funding sources	General Revenue	General Revenue, 2% RHD Management budget proposed	Only Govt. Sources	Govt. and Oil Companies
Effectiveness - Casualty Reduction	Steps are being taken by the Govt.	Road Safety Engineering capacity being developed.	No National Policy, but local level steps are taken.	NRSC not effective

Road Safety Policy of Selected Countries

Country	Overall Goals and Some Initiatives
Armenia	Decrease the number of accidents.
Australia	2001 - 2010: "The target of the strategy is to reduce the annual number of road fatalities per 100,000 population by 40%, from 9.3 in 1999 to no more than 5.6 in 2010."
Bangladesh	The National Road Safety Council was established in 1995 and National Road Safety Strategic Action Plan 2008- 2010 has been developed
Bhutan	Focus on education, awareness, habits and enforcement with the target to reduce 20% of accident case in line with the declaration
Brunei Darussalam	Save more than 56 lives in 5 year period of action plan (for 2008) [Reduction of 45 lives and 2028 injuries (2005-2010)].

Plan & Develop Road Safety Organizational Plans

Road Safety Policy of Selected Countries (Contd...)

Country	Overall Goals and Some Initiatives
Cambodia	Eliminate number of road fatality by educating peoples through illustrating posters, TV, spots and radio broadcasting on road safety program"; ADB-ASEAN target of saving 1,800 lives and prevent 36,000 injuries during 2005-2010.
India	Envisaged to reduce the fatality rates by 50 % at the end of year 2012.
Indonesia	For 2005-2010: saving 20,411 lives, 3.4% deaths per 10,000 vehicles, increase seat-belt and helmet wearing to 90%; ADB-ASEAN target of saving 12,000 lives and preventing 996,000 injuries during 2005-2010. Indonesia Road Safety Plan for 2008-2012 were also developed with 8 strategies addressing 47 Action plans
Islamic Republic of Iran	Agreement signed with World Bank for \$104 millions to fund road's safety projects. In 2008, Iran Road Maintenance and Transportation Organization allocated about \$25 million and allocation of World Bank is in progress

Plan & Develop Road Safety Organizational Plans

Road Safety Policy of Selected Countries *(Contd...)*

Country	Overall Goals and Some Initiatives
Japan	<p>2006-2010: a) "Safest roads in the world" (<5500 deaths); b) Less than 1 million injuries and deaths.</p> <p>Measurements have been taken and proved successful reduction in the accident rate e.g. implementation of hazardous spot projects.</p>
Kazakhstan	<p>Reduce the number and severity of accidents.</p>
Lao People's Democratic	<p>Saving 917 lives and 21,000 injuries by the year 2010 by halving the anticipated increase in deaths and injuries; increase helmet wearing to 90%.</p>
Malaysia	<p>By 2010, reduce the fatality rate to 2 per 10,000 vehicles, 10 per 100,000 people and 10 per billion vehicle-km; ADB-ASEAN target of saving 3,000 lives and preventing 21,900 injuries during 2005-2010.</p> <p>The 9th Malaysian Plan allocated MYR 200 million to improve hazardous locations along state and municipal roads</p>

Devising Road Map for reducing the Accidents

Road Safety Policy of Selected Countries (*Contd...*)

Country	Overall Goals and Some Initiatives
Mongolia	Road safety audit were taken in 2008 for part of the road network in the country
Myanmar	ADB-ASEAN target of saving 940 lives and preventing 32,900 injuries during 2005-2010. National targeted safety index reported in 2008 aim to save more than 1000 lives over the 5 year period by halving the anticipated increase in deaths per year (to halve the present annual increase in deaths of 6.4% per year to 3.2% per year over the next 5 years)
Nepal	Halve the number of road casualties in ten years (from 2006)

Devising Road Map for reducing the Accidents

Road Safety Policy of Selected Countries (Contd...)

Country	Overall goals and recent actions
New Zealand	To reduce the road toll to no more than 300 deaths and fewer than 4,500 hospitalizations per year by 2010 (from 404 fatalities in 6,670 hospitalizations in 2002).
Pakistan	Road safety is ensured through modern traffic policing activities. In 2008 reported reduction in accident and increase in awareness and discipline.
Philippines	ADB-ASEAN target of saving 3,000 lives and prevent 258,000 injuries during 2005-2010. Many road safety initiatives have been taken place including the launch of Road Safety Design Manual by Department of Public Works and Highways.
Republic of Korea	National Transport Safety Master Plan (2007-2011) aims at 30% reduction of number of fatalities (2006 to 2011) with 2007 road safety budget of \$1.6 billions.

Devising Road Map for reducing the Accidents

Road Safety Policy of Selected Countries *(Contd...)*

Country	Overall goals and recent actions
Russian Federation	Local target in Krasnoyarsk region "to decrease the accident rate by 10-15% and the number of victims of road accidents by 10-12% every year".
Singapore	ADB-ASEAN target of saving 100 lives and prevent 4,300 injuries during 2005-2010.
Thailand	ADB-ASEAN target of saving 13,000 lives and prevent 1,508,000 injuries during 2005-2010
Turkey	Reduce fatalities and injuries on highways by 40% within 5 years (from 2006)
Viet Nam	ADB-ASEAN target of saving 7,000 lives and prevent 16,100 injuries during 2005-2010. National safety target aim at reducing accidents by 5-7% per year, 4.5 deaths/10,000 vehicle, and 12.6-12.8 deaths/100,000 populations.

Plan Targets and measure the effectiveness of planned measures

Organizational Commitment at Various levels

Get Commitment from Government for Enhancing Road Safety

Road Safety as Component of Organisation's Policy and Plan

Government should make a formal commitment towards conduct of mandatory RSA studies at all stages.

Road Safety in Organization's Plan & Develop organizational Road Safety Plan keeping in view relevant road safety strategies at National, State & Local levels

Have Black Spot Treatment & RSA as Important Strategies

Accident remedial Programmes (Black Spots Identification) and routine RSA of road and traffic design as important strategies

Feedback

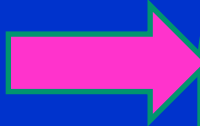


Organizational Commitment at Various levels (Contd..)

Create Cell to promote road safety and Nominate Persons to be Nodal Officer for RSA

Tackle Important RSA Issues and Develop Policies & Practices relevant to the Organization

Nodal Point for Road Safety and for devising RSA Studies



Increasing awareness and cooperation of senior executives, managers and designers?

How to incorporate RSA into design or design/construction contracts?

What percentage of projects to be audited?

Who will conduct RSA?

Procedure to deal with recommendations of RSA and its feedback into designs

Get Practical Training



Get experienced Safety Auditors & conduct Pilot Projects including training w/shop sessions with them. Include managers, designers & potential auditors in this programme



Use RSA to Improve Designs for Safety

Organizational Commitment at Various levels (Contd..)

Use RSA to Improve Designs for Safety

Routinely use RSA to improve designs to reduce potential hazards
Get feedback from Designers, Auditors and Project Managers.
Modify the process based on RSA experience and feedback



From Design Stage Audits to Safety Review of Existing Roads

Gain experience from design stage audits and also simultaneously conduct RSA on some of the existing roads with known hazardous locations



Feedback

Give feedback to governing body and senior executive about RSA so as to improve RSA process. Document the benefits and other experiences



Governing Body & Top Executive make a formal commitment to RSA

Funding Mechanism for RSA



General Revenue (*In Most countries*)

Insurance Levy (*Finland, Australia, Canada etc..*)

Hypothecation/Administrative Costs (a similar principle to 'the polluter pays'.) (Some states in USA & Western Australia)

Dedicated Road Funds (*New Zealand*)

Based on the above, the Public sector funding for road safety can be derived from alternative sources other than general government revenues in India. These sources include:

- ✓. Levy on insurance;
- ✓. Hypothecation / Administrative Costs;
- ✓. Dedicated Road Funds

Inferences

- RSA Governing body must be set up at **National Level** for **routine RSA** and strengthen and **improve the safety**
- Similarly at **State level RSA Governing body must be set up**
- At local level also **RSA Governing body /cell** is needed to fund, routine RSA and strengthen and improve the safety
- **During financial allocation** for every project, financial commitment towards RSA should kept on board.
- For each RSA project, governing **responsibilities** should be clearly **defined and Identified.**
- **Media can be extensively used** for spreading awareness of RSA.

To summarize, Political will and Strong Government Support in the form of funding is necessary for the Success of Road Safety Mission.

Thank You