



# Road Safety in Greater Mekong Subregion Countries

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# Objectives of Study

- Overview of fundamentals
- Challenges
- Road fatality rates of GMS countries
- Importance of data: diagnostics
- Three-stream approach for road safety
- ADB assistance and pipeline



# Some fundamentals

ADB

- Crash vs Accident

*crash involves human factor and could have been avoided*

*accident is an event does not involve human factor*

- 3-Es of road safety

**E1=Engineering; E2=Education; E3=Enforcement**

- How we express crash rate:

*fatalities/billion vehicle kilometers*

*fatalities/100,000 inhabitants*



# Most crashes are caused by road user behavior

Australia – 95% (2013)

Iceland – 94% (2012)

Japan – 86% (2016)

UK – 92% (2013)

Cambodia – 95% (2015)

Myanmar – 90% (2013)

*Most common are...*

- *Speeding*
- *Drunk driving*
- *No helmet*
- *Distraction*



# Challenges

- lack of focus on road user behavioral changes
- accuracy of crash data
- essential national expertise extremely scarce
- absence of international expertise to build national expertise
- lack of dedication
- illiteracy of road users
- **absence of champions**
- unsafe road conditions



# Road fatality rates of GMS countries

Fatalities per 100,000 inhabitants (2015)

PRC 18.8

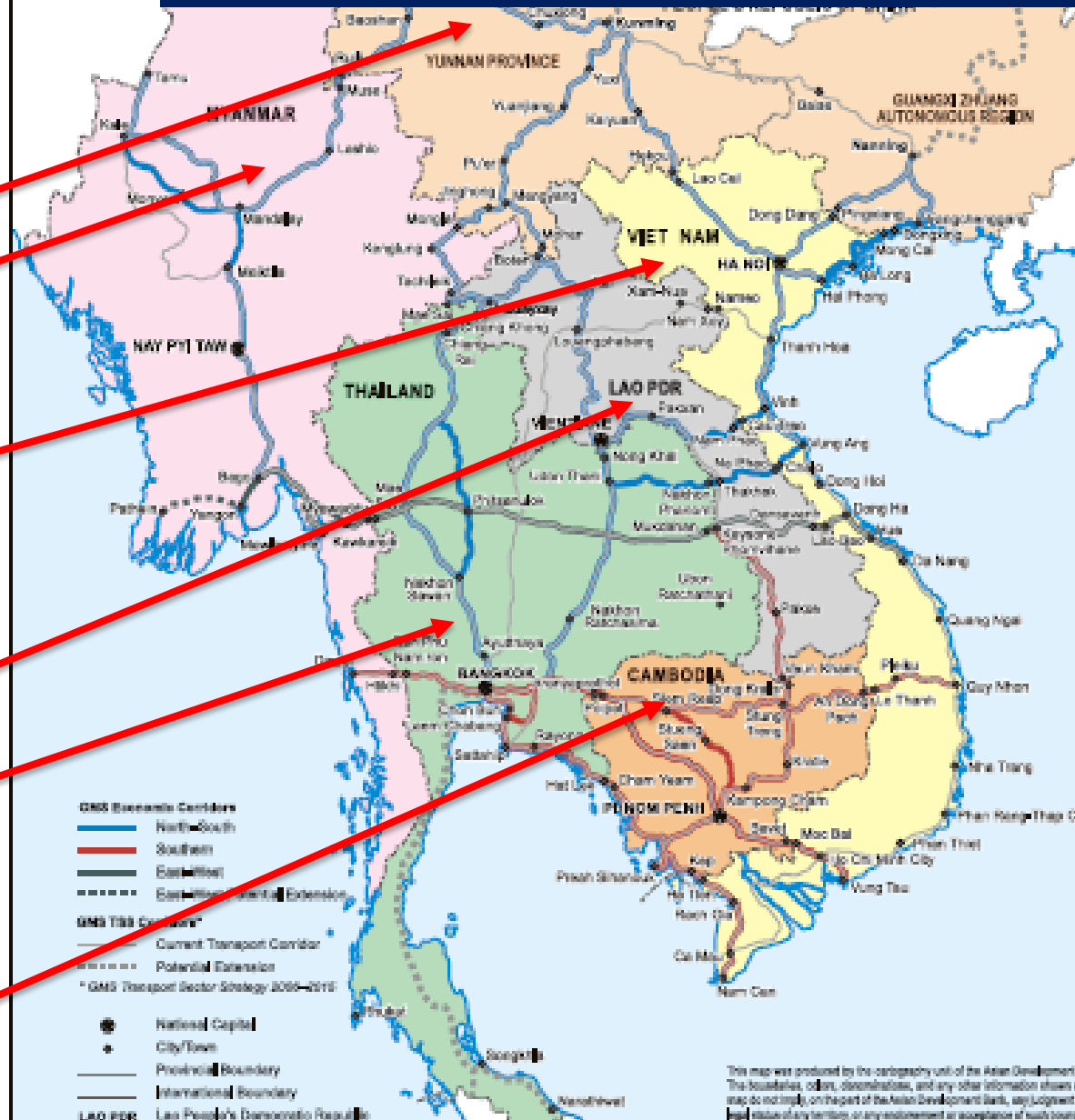
MYA 20.3

VIE 24.5

LAO 14.3

THA 36.2

CAM 17.4





# Importance of data: diagnostics



Formulation of road safety policies

Execution of road safety measures

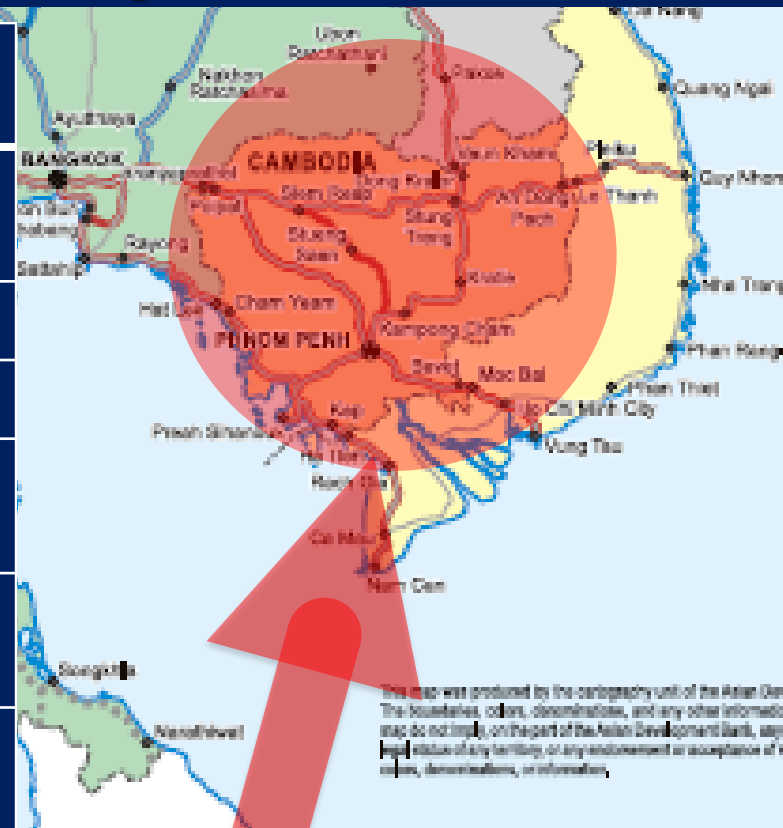
Evaluation of performance





# Diagnostics Sample: Cambodia

Attribute	Data as of 2015
Reported fatalities	1,950
Fatality rate	17.4 per 100,000 inhabitants
Accuracy	74%
Fatalities caused by E2 E3	95%
Speeding enforcement	Medium
Drink driving enforcement	Medium
Motor cycle helmet enforcement	Medium
Cell phone use enforcement	Medium
Major vehicle type	Motor cycles



Vulnerable road users: 80%

Age group: 15 to 44 years



# Accuracy of Reported Road Crash Data

Cambodia	74%
PRC	22%
Lao PDR	94%
Myanmar	33%
Thailand	58%
Viet Nam	41%





# Three-stream approach for road safety

- Data collection and analysis
- Safe School Zone (SSZ) implementation
- Social enforcement

# Safe School Zone: Cambodia





# Social Enforcement

- i. Innovative ideas
- ii. Weekly religious engagements
- iii. Seasonal activities road safety campaigns
- iv. Evaluation



# Community enforcement

ADB



*...stop speeding*



# Valuing Life

- i. Care for oneself → prevention
- ii. Care for others
- iii. Action right after crash: first AID

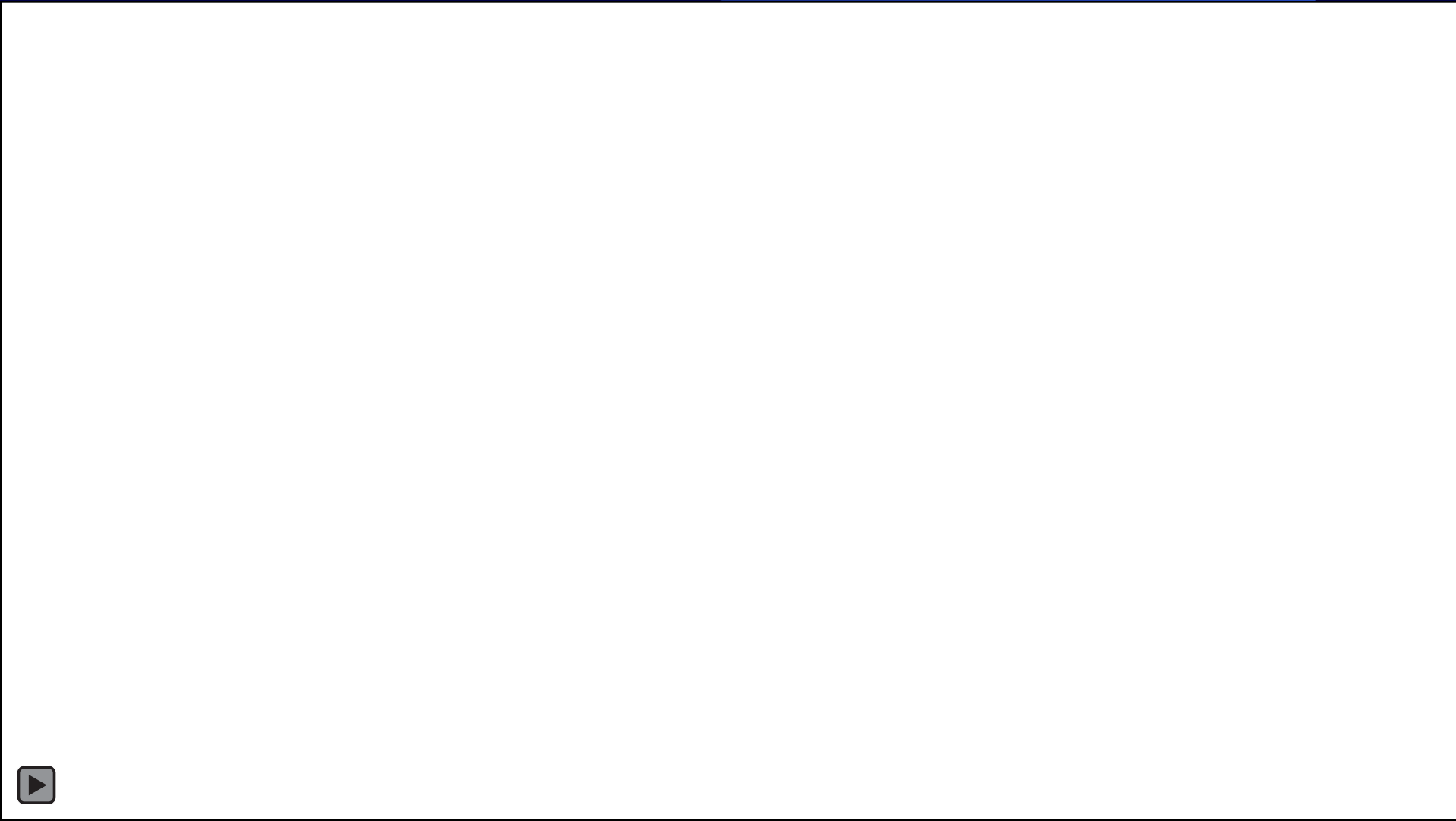






# Be safe, make others safe too!

- education to 'be safe' by individuals: for sustainability
- Value of life approach: *infinity for you, same for others*





# Recap: Challenges

- lack of focus on road user behavioral changes
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# ADB Assistance and Pipeline

ADB

- Cambodia

Since 2009 road safety outputs in 7 loans  
3 ongoing; 1 proposed for 2018

- Myanmar

Since 2015 road safety outputs in 2 loans  
both ongoing

2 loans proposed for 2019 and 2020

2 technical assistance (TA) proposed for 2018

- ASEAN Road Safety TA

One TA completed; one proposed for 2019



# Thank You

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