

# What is a road safety observatory ?

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Bangkok, 14 June 2019

Supporting Traffic Safety Information System of Countries in  
Southeast Asia

## The importance of a regional approach for road safety

- The laws of physics are the same everywhere:
  - Safe System is the right approach
- Solutions tailored to each region are needed
  - Different traffic patterns, different culture, demographic
- Need to set and monitor regional road safety targets
- Need of better and harmonised regional data (not only on total number of road deaths)



## Concept of a Regional Road Safety Observatory

- A formal network of governmental representatives, sharing similar culture, safety challenges and the desire to take actions to improve road safety in their countries.
- A forum to :
  - share experiences, data and information regarding road safety policies
  - conduct joint studies
  - learn from each other and to facilitate co-operation
- A monitoring tool to follow and report on road safety developments



## Opportunities of a Regional Road Safety Observatory

- Raise road safety on the policy agenda
- Creating incentives for better road safety performance
- Help countries to improve data as required by WHO monitoring process
- Scale up achievements of some countries to other countries: Accelerate improvements in data collection and analysis
- Stimulate harmonisation in the definition of variables and data collection for better monitoring
- Offer a common space for data and information sharing, bringing around the table all key stakeholders.



Economy of scale

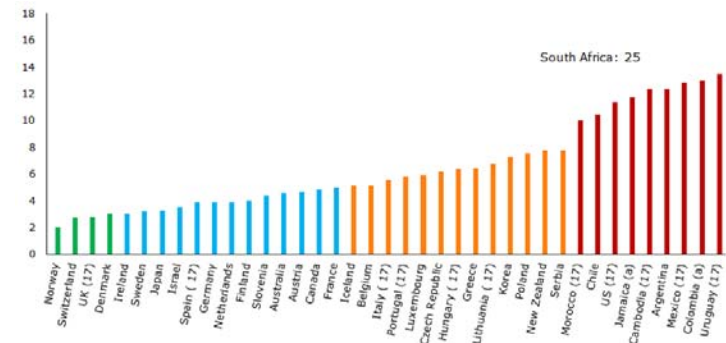


## Experiences with road safety knowledge centres and observatories



# ITF's Working Group on International Traffic Safety Data: IRTAD

- Permanent working group of ITF/OECD
- 80 Members from 43 countries:
  - Governmental agencies, research organisations, industry, academia, NGOs...
- Mission: centre of excellence regarding the collection and analysis of road safety data
- Aggregated database based on common definitions
- Annual report
- Progressive inclusion of more countries, following data audit
- Cambodia, Malaysia, Japan and Korea are part of the network



## European Union

- CARE expert group and EU high level group
- CARE database: fully disaggregated database
  - Obligation “by law” to provide data to the EC
  - Based on a common (CADAS) structure
- ERSO: is the information system of the European Commission with harmonized information on road safety topics and practices
- Many common EU funded research projects



## Latin America: OISEVI – Ibero American Road Safety observatory

- Created in 2011
- 20 countries actively participating
- Led to a STRONG regional co-operation
- Road Safety higher on the political agenda
- Institutional reforms in the region  
(creation of lead agencies and national observatories in several countries)





## ITF/WB/FIA Agreement on regional Road Safety Observatories

- Objective: work together towards the establishment of regional road safety observatories
- Work in Africa and Asia



## Africa: African Road Safety Observatory

- Initial discussion started in 2018
- Initiative led by SSATP with ITF/WB/FIA, UNECA, African Union
- 3 workshops in 2018
  - Discussion on scope
  - Minimum set of variables
  - Programme of work for 2019-21
  - Governance
- Creation was announced in November 2018
- First General Assembly Meeting in June 2019 under the auspices of the **African Union**



## Progress with the development of an Asia Road Safety Observatory

- 1<sup>st</sup> Workshop in Singapore on 20-21 March 2019
- 15 participating countries: Bangladesh, Cambodia, Indonesia, Japan, Korea, Lao, Malaysia, Myanmar, Nepal, Pakistan, Philippines, Singapore, Sri Lanka, Thailand, and Vietnam
- Partners: Asian Development Bank, UNESCAP, WHO, GRSP, IRAP
- Outcome :
  - Agreement to work together towards the development of the Observatory.
  - One Observatory , but possibly with sub regional poles
  - Task Force on Minimum set of variables
  - Task Force on Governance
- Next steps: 2<sup>nd</sup> Workshop in Autumn 2019, hosted by ESCAP



## Possible outputs

- A network
    - At policy level
    - At technical (data) level
  - Common road safety database with harmonised variables:
    - Road deaths (by user group, age location..), Serious injuries, Safety performance indicators
  - Annual reports on road safety performance
  - Joint regular surveys with common methodologies: Helmet use, speeding, drink driving...
  - A web based knowledge centre
  - Regular training on data (e.g. WHO vital registration workshops, training of police officers)
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# Thank you

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