Regional Observatory
Learnings on Improving
Country Road Safety Data Management

David Shelton
Technical Lead Asia-Pacific Road Safety Observatory
Senior Transport Specialist (Road Safety) ADB

Charles Melhuish
Consultant ADB
The key challenge of establishment

Source: Wambulwa and Job 2019
## Road safety maturity among SASEC countries

<table>
<thead>
<tr>
<th>Climate of Concern</th>
<th>Focus of Activity</th>
<th>Preparedness to Invest</th>
<th>Number of SASEC Countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vulnerable</td>
<td>No concern climate</td>
<td>Accept that road trauma happens</td>
<td>Little or no Government investment</td>
</tr>
<tr>
<td>Emerging</td>
<td>Blame climate</td>
<td>Prevent road trauma</td>
<td>Minor Government investment, but some appetite</td>
</tr>
<tr>
<td>Developing</td>
<td>Compliance climate</td>
<td>Develop road trauma prevention systems</td>
<td>Moderate Government investment</td>
</tr>
<tr>
<td>Maturing</td>
<td>Systems climate</td>
<td>Improve trauma prevention systems</td>
<td>High Government investment in multi-year programs</td>
</tr>
<tr>
<td>Advanced</td>
<td>Ownership climate</td>
<td>Integrate prevention systems into business</td>
<td>Investment levels directly linked to outcome targets</td>
</tr>
</tbody>
</table>
APRSO Establishment

• Preparatory meetings in Singapore (Mar 2019) and Bangkok (Dec 2019)
• Formal announcement during 3rd Road Safety Ministerial Conference in Stockholm (Feb 2020)
• First Workshop on the Implementation (Aug 2020)
• First Annual Meeting (Apr 2021)
• Inaugural country-based governance elected (Nov 2021)
APRSO Members at Sep 2022

Afghanistan  Armenia  Australia  Azerbaijan  Bangladesh  Bhutan  Cambodia  Cook Islands

Fiji  Kazakhstan  Kyrgyz Republic  Lao PDR  Maldives  Marshall Islands  Mongolia  Tajikistan

Nepal  New Zealand  Pakistan  Philippines  Sri Lanka  Solomon Islands  Turkmenistan
APRSO development stages

- **Establishment**
  2020-2022

- **Growth**
  2023-2025

- **Sustainment**
  2026 onwards
APRSO’s Governance Statute creates the following bodies:
A. General Assembly – all member country APRSO Focals
B. Steering Committee
C. Task Forces
D. Data Expert Group – All member country National Data Coordinators
E. Secretariat.
Necessities for establishment success

• Country demand for improving safety
• Critical importance of partners
• Effective secretariat
• Highly capable consultants and NGOs
• Funding (UK Aid)
ADB institutional value add

- Existing strong government relations
- Trusted development partner across the region
- Convening ability
- Engagement with MDBs
Operational benefits of ADB

• Project connections and opportunities to leverage
• In-country capacity
• Integrated view of country development and capacity
• Use of existing sub-regional structures
• Donor coordination
ADB operating environment

- Infrastructure bank
- APRSO is changing ADB also

- Government relations focused on finance
- Not all APRSO eligible countries are ADB members
- ADB policy and business rules
- LMIC focus
Improving country data management

Monitoring and evaluation SASEC country assessments

Crash and injury data is collected in an unsystematic way, in a paper-based system.
Improving country data management

- Most starting from a very low base
- Opportunities are emergent
- Establishment is uncertain and costly
- Accounting for country readiness is crucial
- Multi-agency engagement highly desirable
Key determinants for improvement

- Country demand for road safety
- Quality of governance
- Valuing evidence and data
- Technically capable people at each step
- Operational sustainability
Future challenges

• Establishing sustained, quality crash data collection
• Reporting against the Global SPI Voluntary Targets
• Injury data
• Role of APRSO in crash database establishment and sustainment
• India and China (>40% of global fatalities)
• Demonstrating value add among emerging countries
Thank you.