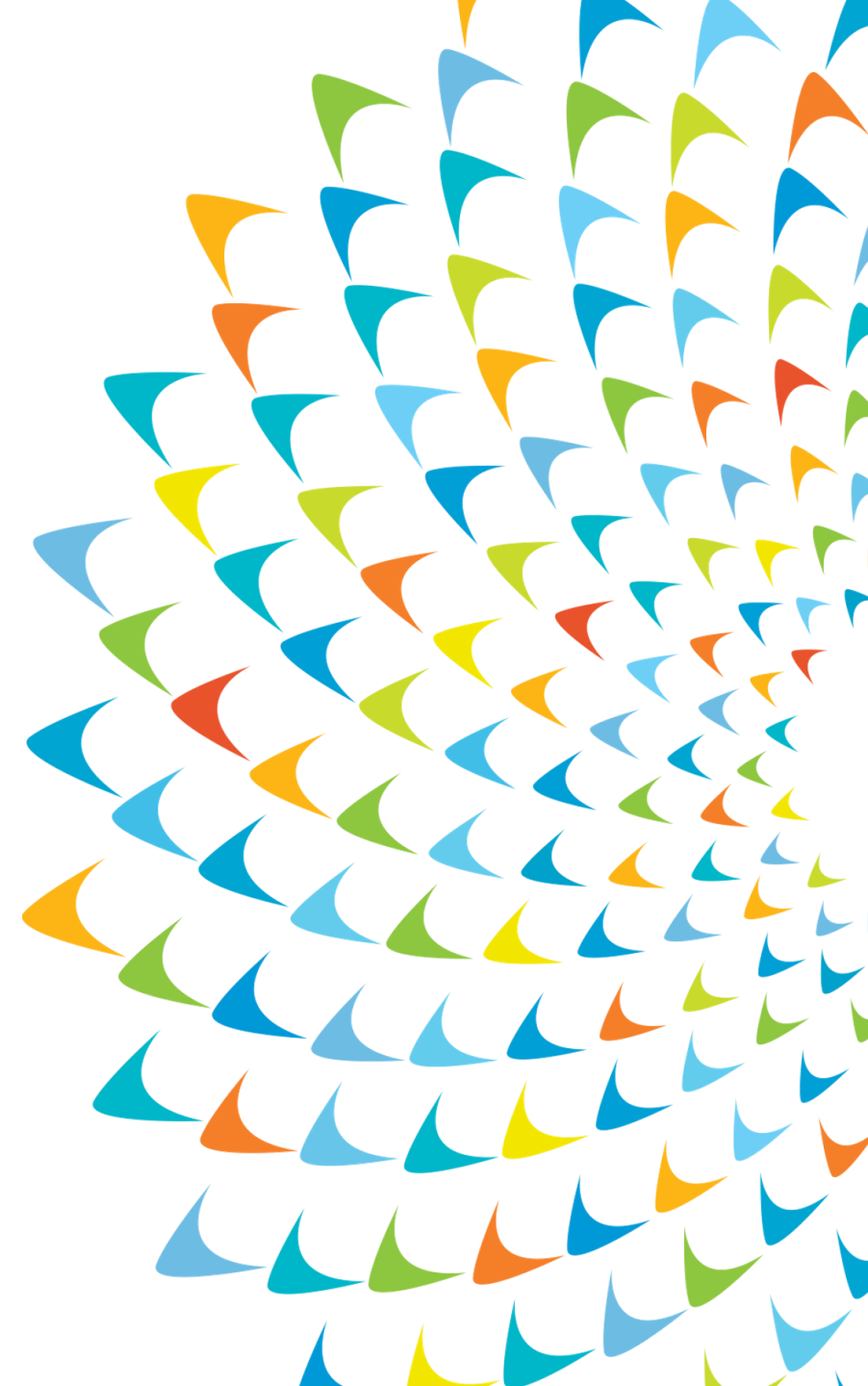


# Regional Observatory Learnings on Improving Country Road Safety Data Management

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

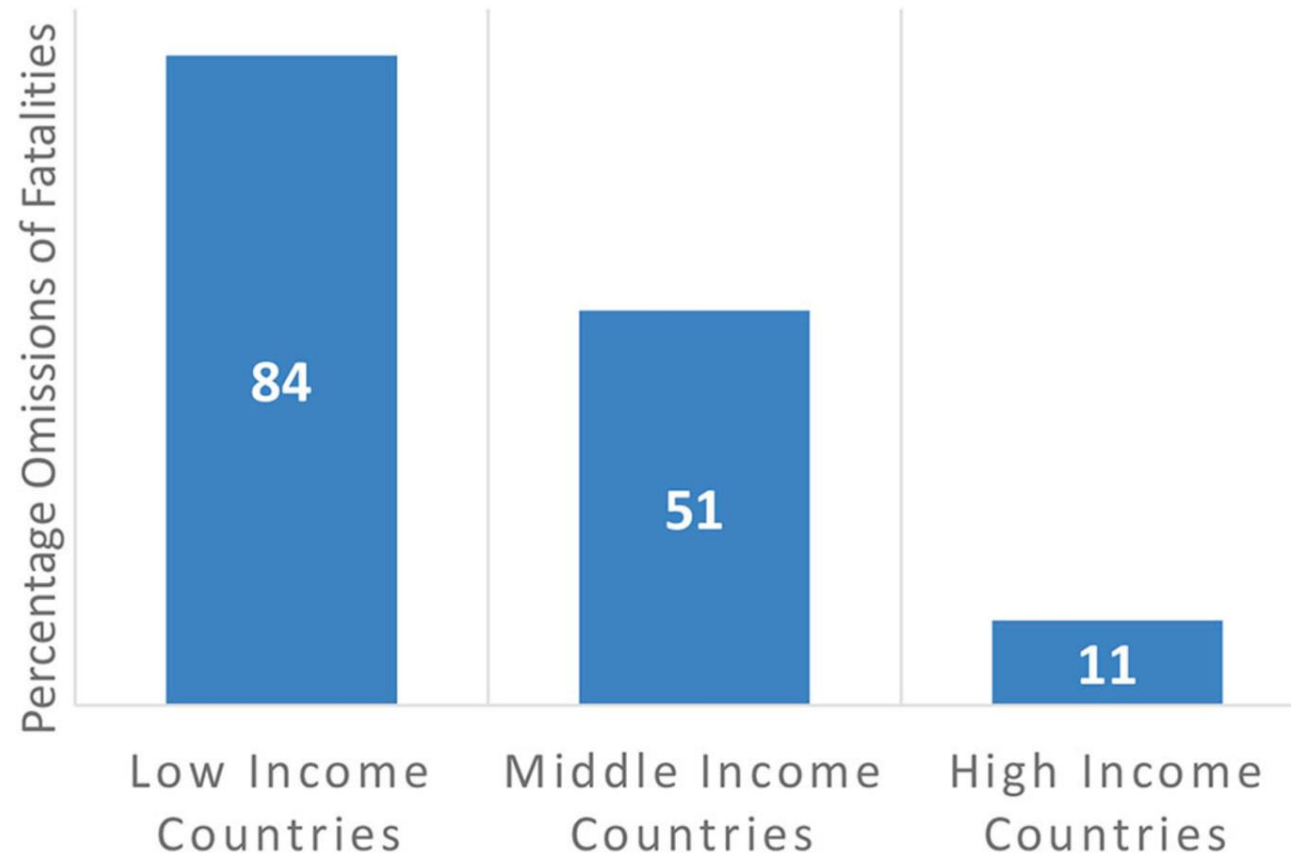
Charles Melhuish  
Consultant ADB







# The key challenge of establishment



Source: Wambulwa and Job 2019



# Road safety maturity among SASEC countries

	Climate of Concern	Focus of Activity	Preparedness to Invest	Number of SASEC Countries
<b>Vulnerable</b>	No concern climate	Accept that road trauma happens	Little or no Government investment	
<b>Emerging</b>	Blame climate	Prevent road trauma	Minor Government investment, but some appetite	6
<b>Developing</b>	Compliance climate	Develop road trauma prevention systems	Moderate Government investment	1
<b>Maturing</b>	Systems climate	Improve trauma prevention systems	High Government investment in multi-year programs	
<b>Advanced</b>	Ownership climate	Integrate prevention systems into business	Investment levels directly linked to outcome targets	



# 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



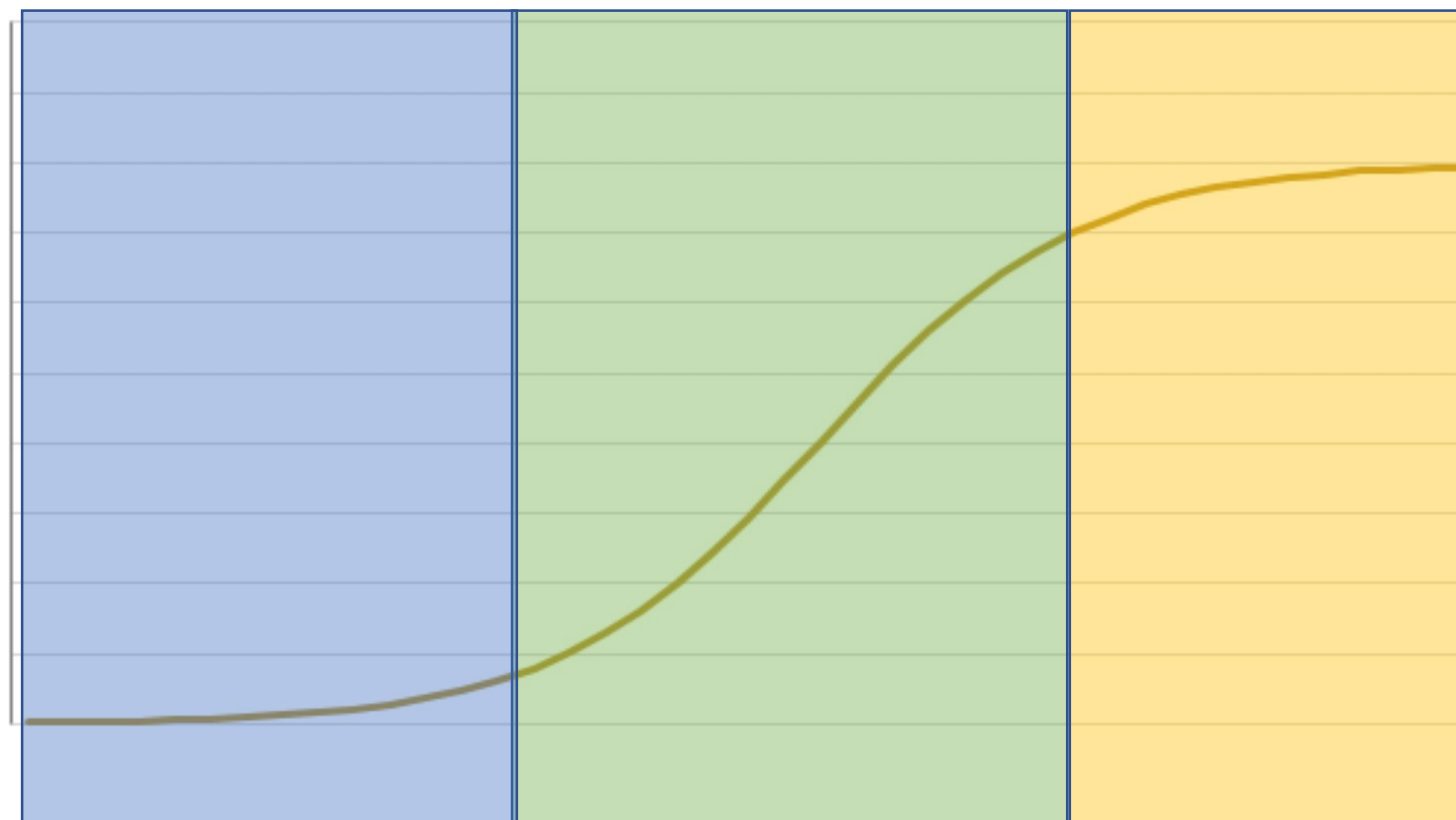
Solomon  
Islands



Turkmenistan



# APRSO development stages



Establishment  
2020-2022

Growth  
2023-2025

Sustainment  
2026 onwards



# Right sizing governance

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



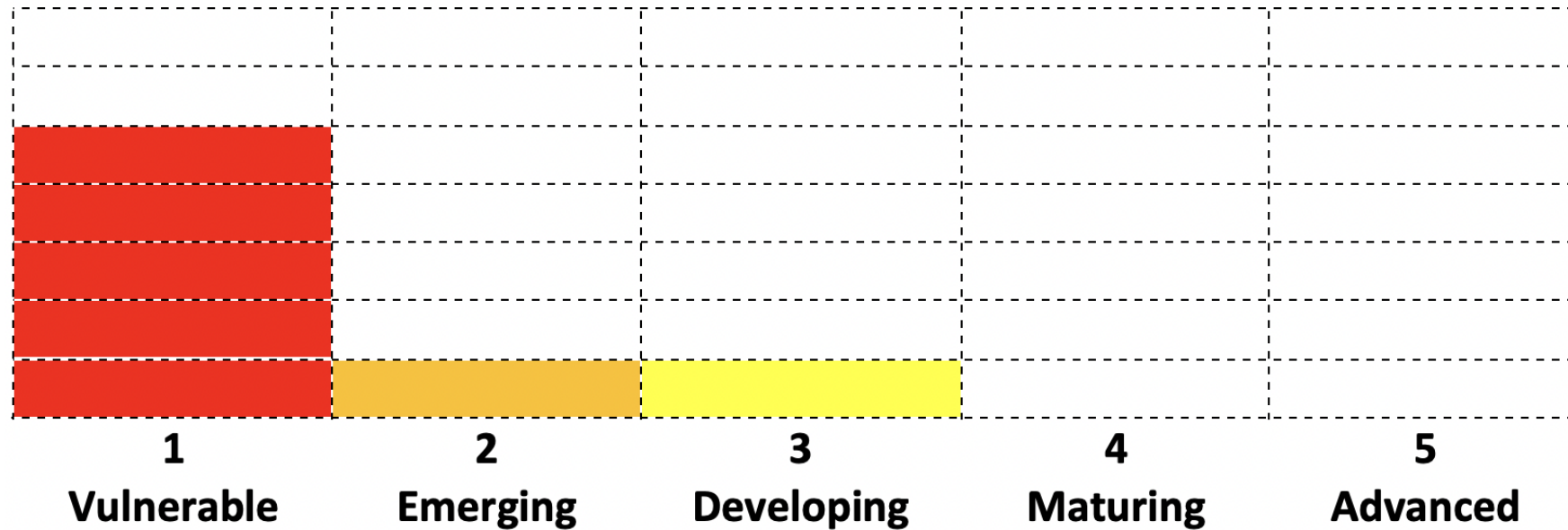
# ADB operating environment

- 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.

