



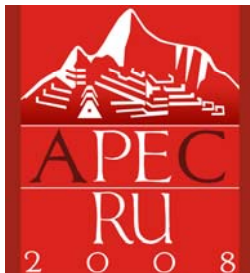
**Asia-Pacific
Economic Cooperation**

2008/TPTWG31/LEG/SAF

**LAND EXPERTS GROUP (LEG) – ROAD SAFETY
SUB-GROUP (RSSG)
FINAL REPORT**

Purpose: Information

Submitted by: Chair



31st Transportation Working Group Meeting

**Lima, Peru
25-29 August 2008**

Land Experts Group – Road Safety Sub-Group: Final Report

1. Introduction

The Chair welcomed delegates and thanked Peru for the hospitality extended to all delegates.

Eleven economies were represented at the meeting on 25 and 26 August 2008: Australia, People's Republic of China, Indonesia, Japan, Korea, New Zealand, Peru, the Philippines, Singapore, Thailand and the USA.

2. Agenda

The agenda was adopted with the addition under item 7 of a presentation by Korea on motorcycle safety in Korea and a presentation by Thailand on motorcycle taxi safety in Thailand.

3. Review of the Report of the 30th LEG-SAF in the Philippines

The Chair reviewed the report of the Road Safety Sub-Group at the 30th LEG-SAF in the Philippines in April 2008.

4. Progress on TMM5 directives relating to road safety

The Chair referred to statements made earlier by the Lead Shepherd and the Chair of LEG that updating the table of TMM5 Ministerial directives was intended to be a key outcome of TPT-WG31.

A number of amendments and additions were made to the table in regard to paragraphs 35 to 39 and 42 relating to road safety. It was noted with appreciation that Mr Peter Siripol had undertaken to consolidate the updated entries for all sub-groups.

5. USA: Progress report on the final phase of the APEC funded project relating to a traffic safety data collection system

The USA reported that the first phase of the project had been completed. Funding of US\$150,000 had been provided by General Motors for this project with an additional US\$75,000 from the APEC Secretariat.

The USA indicated that the status of this project would be assessed and if there was no prospect of completing it, a proposal will be presented to use the funds for another project.

6. Australia: Matrix project for individual economies to share information on their road safety strategies.

Australia, which is the lead economy for this project, provided an update on the project. It was noted that this project is a very important initiative in sharing information on road safety among economies.

There had been agreement at TMM5 that each APEC economy would have a comprehensive road safety strategy with realistic but challenging fatality and injury reduction objectives. At TPT-WG29 in Chinese Taipei in July 2007 it was decided that a project be initiated for individual APEC economies to share information on their road safety strategies. The project was to be led by Australia with support from Indonesia, Malaysia, New Zealand, Thailand and Viet Nam.

The three matrixes were adopted at TPT-WG 30 in the Philippines in April 2008 (with some minor amendments to Matrix 1).

It was noted that Matrix 1 and Matrix 2 were intended to be used by economies to share information on national road safety strategies and targets whereas Matrix 3 (Planning Matrix for Implementing a National Road Safety Strategy) is a basic structured tool to assist economies which do not yet have a national strategy. It is intended as an optional planning tool and could be enhanced to suit the individual needs of economies. As such, economies are not expected to provide information for Matrix 3.

It was also noted that economies were welcome to suggest any improvements to the structure of the matrices. Any such suggestions would be discussed at future meetings of the Road Safety Sub-Group.

On 9 August 2008 Australia requested all economies by e-mail to provide information for updating of the matrices for TPT-WG 31. Information received up to 21 August 2008 was used in updating the matrixes. Matrix 1 and 2 now incorporate information for Australia, Indonesia, Japan, Korea, Malaysia, New Zealand, Peru, the Philippines and Thailand.

It was noted that it would be highly desirable to have all or most economies included in the matrices for the Ministerial meeting in 2009. To this end, it was agreed that Australia would contact all economies that had not yet provided the information and request them to do so as early as possible. It was also agreed that Australia would provide reminders by e-mail from time to time for information to be provided to update the two matrices.

7. Discussions and presentations – project proposals

a) Project proposal: Best Practice Compendium on Motorcycle and Scooter Safety Measures (Australia)

This project was initiated by the LEG in its final report at TPT-WG30 in the Philippines. Australia is the proposing economy and the co-sponsoring economies are New Zealand, the Philippines and Thailand.

Australia had sent the draft proposal on 10 July 2008 to all economies for comment.

The Global Road Safety Partnership had offered to contribute CHF 30,000 (about US\$27,500) to the project subject to certain conditions such as use of their logo on the cover and translation of the compendium into other languages. It was noted that this offer needs to be discussed with the APEC Secretariat.

It was agreed that the project should take account of issues relating to emissions, conspicuity, protective gear and community service responsibilities (CSRs) and that minor amendments would be made to the current version of the proposal.

Indonesia expressed strong support for the project and requested involvement in the project as a co-sponsor. It was agreed that Indonesia would also be a co-sponsor.

While welcoming Indonesia's involvement as a co-sponsor, Australia invited all economies to be involved in the project by providing timely comments and input throughout the project.

Indonesia reported on some of the Indonesian motorcycle safety initiatives. These included national workshops for helmet wearing as well as the Motorcycle Safety Helmet Wearing Action Plan.

Australia reported that they were developing a good gear guide which would be made available to other economies.

The USA indicated that it was important to examine the work of other economies and organisations that have done similar work such as WHO and Viet Nam. Australia noted that WP 21 may also have done similar work. It was noted that the literature review will identify other work in this area.

It was agreed that the project proposal will be recommended for endorsement by the LEG and HODs and, if endorsed, it will be submitted by Australia to the BMC in early September 2008 for consideration.

b) Project proposal: Driver fatigue and its impact on road safety (New Zealand)

This project proposal was initiated by the LEG in its final report at TPT WG 30 in the Philippines.

New Zealand noted that two options in developing this project are a one-day seminar or a compendium of measures similar to the Australian project proposal on motorcycle and scooter safety.

After discussion of the two options it was agreed that New Zealand would develop a project proposal on best practices in driver and rider fatigue management for consideration by the Road Safety Sub-Group at TPT WG-32.

c) Project proposal: Comprehensive study of mototaxis (three wheelers) use in APEC developing economies intermediate and big cities (Peru)

This project proposal was presented by Peru.

Mototaxis which are three-wheeled vehicles are a popular and cheap mode of public transport in Peru and a number of Asian economies. However, the mototaxi service is generally provided under unsafe conditions and gives rise to road crashes and other problems such as air pollution, noise and congestion. The project is intended to identify quantitative and qualitative effects of mototaxis and their association with road crashes in order to develop a compendium of measures to improve the safety of mototaxis and to assist economies to include these measures in action plans.

Indonesia noted that the role of mototaxis in Indonesia is quite different to that in Peru. Unlike in Peru, the role of mototaxis is a 'heritage' or complementary mode of transport in Indonesia; it is mainly found in Jakarta and is not a mainstream mode of transport.

Korea suggested that the project proposal could be expanded to include all types of taxis as taxis are more widely used in all economies.

It was agreed that Peru would obtain more data on mototaxi safety issues and further develop the mototaxi project proposal for consideration by the Road Safety Sub-Group at TPT WG 32. One means of progressing this proposal would be for Peru to issue a questionnaire to APEC economies seeking information on road safety issues relating to mototaxis.

d) Project proposal: The implementation of an e-learning training centre for APEC TPT-WG

This proposal was presented by Peru.

The proposal involves designing a virtual learning platform linked to the APEC TPT-WG website which will enable the hosting of short-, medium- and long-term courses and seminars on topics of interest to the APEC TPT-WG modal expert groups. It will also create a virtual forum (chat rooms) where participants can discuss and exchange information and experience on topics of interest, including road safety matters, to expert modal group members in real time.

It was agreed that Peru would consult with the APEC Secretariat and the People's Republic of China to determine if any similar proposal was being considered. If there was no similar proposal from any other economy, Peru would further develop the proposal for consideration at TPT WG 32.

Peru proposed that after the setting up of the virtual learning platform an on-line course on road safety and engineering be developed. .

Presentations

Road Safety in Urban Areas of Lima and Callao (presented by Peru)

Lima and Callao with 49 districts have 40 per cent (7.7 million people) of Peru's total population. Over 30% of the population of Lima and Callao live under poor

conditions. The two regions account for 60% of national industries and 80% of international trade. There is no subway or urban train service. Daily trips amount to 16.54 million of which 12.25 million are by motorised transport.

The transport system is inefficient and generates considerable externalities including congestion and air pollution. Average travel time per trip is 45 minutes and average speed is 16.8 km per hour. According to a World Bank report, an inefficient urban transport system costs about US\$ 500 million per year in working hours and operational expenses. Seventy per cent of road crashes in Peru occur in Lima and Callao. The 12 poorest districts account for 38 per cent of crashes in Lima and Callao and the 18 poorest districts account for 78 per cent of fatalities. Road crashes in Lima and Callao contribute to a low quality of life and create chaos and social dislocation.

The Peruvian Road Safety National Plan has 18 strategies to address these problems. The APEC *Compendium of Road Safety Initiatives* was drawn upon in developing these strategies.

Peru requested technical assistance from other APEC economies in sharing information and implementing best practices.

Motorcycle accident characteristics in Korea (presented by Korea)

Motorcycle use is increasing in Korea due to low maintenance costs and high mobility. Motorcycle accidents have been increasing in Korea, particularly since 2005. A survey indicated that the main reasons people do not ride motorcycles are the high risks of accidents, parents' influence and actual experience of accidents.

The proportion of riders without insurance is about 24%. Motorcycles over 250 cc account for 41.7% of all registered motorcycles. There is no safety training for riders in Korea and there is no obligation to register motorcycles under 50 cc. There are only two registration classifications: over and under 125 cc. Detailed classification is required.

In order to improve safety, action is required in four areas: training, registration, licensing and insurance.

Motorcycle taxis in Thailand (presented by Thailand)

Thailand has about 16 million motorcycles and about 150,000 motorcycle taxis. Over 60% of accidents involve motorcycles.

By law, to obtain a motorcycle taxi license a rider must be at least 20 years old and must have held a motorcycle license for at least three years. Riders and passengers are required by law to wear helmets. If a passenger does not wear a helmet, the rider is responsible for the penalty.

Safety measures required by law include foot pedals for passengers, chain covers, exhaust pipe covers and rails for passengers to hold.

Road Safety National Plan – presented by Peru

In Peru the National Council of Road Safety is responsible for coordinating the road safety strategy. The agencies involved include the Ministries of Transport and Communications, Health, Education and Homeland Security. An important function of the Ministry of Transport and Communications is to foster a culture of respect for national road regulations.

On 29 April 2008 the government approved the first integrated National Road Transport Plan for 2007-2011 which covers human, vehicle and road aspects. The plan has a number of specific actions. The actions include a system for the collection of accurate statistical data which will assist in identifying suitable safety measures; road safety education in schools; vehicle inspection; and various communications activities.

The International Road Assessment Program (iRAP) is being implemented in Peru. Other key areas include road signs and zero tolerance for regulations relating to provincial and inter-provincial roads.

8. Projects completed and results achieved

Significant progress has been made in advancing national road safety strategies and targets in APEC economies in accordance with the Ministerial directive at TMM5. Progress has also been achieved in incorporating information on these strategies and targets in the agreed matrix formats (item 6).

Proposals have been developed for one project and proposals for three more are being developed (see item 7).

9. Future and ongoing work program

- Further development of the matrix project for information sharing including regular updating of the information in the matrices.
- Implementation of a project on a compendium of best practice measures to improve motorcycle and scooter safety.
- Sharing of information on measures to improve motorcycle and scooter safety.
- Further development of project proposals on driver fatigue, mototaxis and an e-learning training centre for TPT WG.

10. Sub-Group functions

The Philippines noted that currently rail safety and land transport security issues are not addressed in any of the LEG sub-groups. The Philippines proposed that the Road Safety Sub-Group be re-named the Land Transport Safety and Security Sub-Group and that rail safety and land transport security be included in the work of the

sub-group. Korea made the point that it was not appropriate to make such a decision as a number of other economies were not present at the meeting. However, given the importance of rail safety to all economies, it was agreed that at this point in time only rail safety be included and that the sub-group be re-named the Land Transport Safety Sub-Group. It was agreed that a recommendation will be made to LEG for this change to be implemented.

11. Road Safety Sub-Group input to LEG

The contents of the report were discussed and agreed upon. It was also agreed that the project proposal on motorcycle and scooter safety would be submitted to LEG and HODs for approval in the light of the early September 2008 BMC deadline for receiving project proposals.

12. Recommendations for LEG and HOD second meeting

LEG-SAF recommends the following:

- a. that all economies that have not yet provided information for Matrix 1 and Matrix 2 do so as early as possible. Information for Matrix 3 is not required as it is intended only as an optional internal planning tool for economies which do not yet have a national road safety strategy
- b. that the project proposal on *Best practice compendium on motorcycle and scooter safety measures* be approved for submission to BMC before 4 September 2008
- c. that the Road Safety Sub-Group be re-named the Land Transport Safety Sub-Group and that its functions include rail safety in addition to road safety.