

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

1. Introduction

The Chair, Khun Chamroon, welcomed delegates and thanked Singapore for the hospitality extended to all delegates. He stated that, as his term of office had expired in June 2009, he was functioning in a carryover capacity as Chair just for this meeting.

As the Chair as Head of the Thailand delegation had to attend the HOD 2 meeting on 28 July, the Deputy Chair, Ms Daisy Jacobo, acted as Chair for most of the meeting.

Thirteen economies were represented at the meeting on 27 and 28 July 2009: Australia, Indonesia, Japan, Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, Singapore, Chinese Taipei, Thailand, the USA and Viet Nam.

2. Agenda

The agenda was adopted with the inclusion of an item on rail safety.

3. Review of the report of the 31st LEG-SAF in Lima, Peru

The Chair reviewed the report of the Road Safety Sub-Group at the 31st LEG-SAF in Peru in August 2008.

4. Progress on TMM5 directives relating to road safety

A few amendments and updates were made to the table, including the addition of an item on rail safety to reflect the inclusion of rail safety in the Joint Ministerial Statement at TMM6.

It was noted with appreciation that Mr Peter Siripol had undertaken to consolidate the updated entries for the LEG sub-groups.

5. Rail safety

There was a wide ranging discussion on how rail safety could be included in the work of LEG-SAF. It was suggested that a project similar to the matrix project for road safety be initiated. The project would include information, in appropriate matrix format, on each economy's rail safety strategies or level crossing safety strategies. However, it was noted that there were some difficulties with this suggestion. Most economies are not likely to have national rail safety strategies corresponding to their road safety strategies and there would therefore be a paucity of information to populate the matrix.

It was also noted that rail safety is much larger than just level crossing safety. The inclusion of rail safety also raises some other issues. There are very few current delegates who are associated in any way with rail safety and therefore the

composition of attendance at TPT-WG meetings may have to change. This is likely to put further pressure on economies given that most recent LEG-SAF meetings have had only between 10 and 13 economies represented. Additionally, there is the issue of whether the name of the sub-group should be changed if rail is included.

An alternative project proposal involved developing a template to gather information from economies about their rail safety issues and initiatives. The responses could then be collated and considered by LEG-SAF in determining what further action could be taken.

Australia noted that while it was necessary to be mindful of the TMM6 directive on the inclusion of rail safety, it was also important to consolidate the road safety work of the sub-group. In this context, it was premature to consider any change in the name of the Sub-Group to include rail safety.

Australia proposed that the initial approach to addressing rail safety issues could take one or both of the following:

- 1) A project that would use a questionnaire issued to all economies to gather information on issues and initiatives relating to rail safety and preparation of a report and presentation at the next TPT-WG meeting based on the questionnaire responses.
- 2) A presentation at the next TPT-WG meeting on rail safety issues and initiatives in the APEC region by a rail safety specialist.

It was agreed that both of these could be undertaken. The Philippines agreed to take on the first task, while Japan agreed to consider providing a presentation on rail safety at the next TPT-WG meeting to respond to the request of LEG-SAF. At Japan's request it was agreed that economies would seek to the extent possible to have rail safety specialists attend the next meeting.

Korea indicated that they wished to do a presentation on rail safety at the next TPT-WG meeting.

The meeting agreed that other economies could also consider providing presentations on rail safety at the next TPT-WG meeting.

6. 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 US National Highway Traffic Safety Administration (NHTSA) had leadership of this project which commenced in 2005. Phase 1 of the project involved an assessment of data needs in Thailand. However, it was not possible to do any further work as originally envisioned due to resource constraints and the project had to be terminated.

It was noted that the project has been closed by the APEC Secretariat.

7. 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 matrices 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.

On 15 June 2009 Australia requested all economies by e-mail to provide information for updating of the matrices for TPT-WG 32. Information received up to 22 July 2009 was used in updating the matrices. A number of economies provided both new and updated information. A few economies indicated that information provided for TPT WG 31 was still current.

Matrix 1 and 2 now incorporate information for 15 economies: Australia, Canada, Hong Kong China, Indonesia, Japan, Korea, Malaysia, New Zealand, Peru, the Philippines, Singapore, Chinese Taipei, Thailand, the USA and Vietnam.

Australia expressed appreciation and thanks to all economies that had responded with information.

It was noted that it would be highly desirable to have all economies included in the matrices by TPT-WG33 in 2010. It was agreed that the matrices would be updated before each TPT-WG meeting. Accordingly, Australia will contact all economies that have not yet provided any information for the matrices and request them to do so as early as possible. It was also agreed that Australia would send an e-mail to all economies well before TPT WG-33 to update the two matrices.

8. Reports on projects and initiatives

8.1 Project: Compendium on Best Practices on Motorcycle and Scooter Safety (Australia)

It was noted that this project responds to the 2007 directive relating to road safety from TMM5 in Adelaide, Australia. Ministers required continuing efforts to improve road safety, including developing strategies to reduce risks to vulnerable road users (including motorcyclists).

This project was initiated by the LEG in its final report at TPT-WG30 in the Philippines. Australia was the proposing economy and the co-sponsoring economies are New Zealand, the Philippines and Thailand. The project proposal was approved at TPT WG-31 in Peru in August 2008.

The project RFP was advertised on the APEC website and tenders closed on 22 May 2009. Tenders were evaluated by Australia, New Zealand, the Philippines and Thailand. The successful tenderer was the Centre for Accident Research and Road Safety – Queensland (CARRS-Q).

CARRS-Q's price was US\$99,680.57. The Global Road Safety Partnership (GRSP) has contributed US\$25,766.11 to the project with the balance being funded by APEC. The project is expected to commence in August or September 2009 with a duration of approximately 12 months.

The project is in two stages. Stage 1 involves a survey of motorcycle and scooter safety issues in APEC economies and any barriers to addressing these issues. A questionnaire will be sent to all HODs and TPT-WG LEG-SAF delegates. These delegates will function as the contact points for all matters relating to the project. A stage 1 report will be prepared drawing out the main themes and issues identified in the survey results.

The stage 1 report will provide guidance in developing the stage 2 compendium. The compendium will contain evidence-based measures (as far as possible) relevant to the circumstances and needs of APEC economies. References, examples, photos, diagrams and case studies will be included as far as possible.

It is anticipated that stage 3 of the project will be a workshop to present the results of the project, perhaps preceding a TPT WG meeting or in conjunction with some other event. Only stages 1 and 2 are currently funded. Funding for stage 3 will need to be sought from interested parties later.

All economies will be consulted throughout the project. Project outputs will be provided to all economies for information and comments. Some international organizations such as the International Motorcycle Manufacturers Association will also be contacted.

It was agreed that APEC TPT-WP delegates will facilitate and support the project in the following ways:

- Coordinate the responses to the questionnaire. APEC TPT-WG delegates would be the primary contact points for the project. The delegates' organizations will decide to whom the questionnaire is to be sent and will manage and coordinate the responses to CARRS-Q.
- Return the response or responses to the questionnaire to CARRS-Q by the stipulated date.
- Provide comments/feedback on the project outputs provided by the stipulated dates.

8.2 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 presented a project proposal on a compendium of best practices on reducing fatigue for drivers and riders. It was agreed that the project would focus only on driver and rider fatigue. Fatigue in train operators could be considered as an additional module later (after the project is completed).

New Zealand will lead the project with Australia, the Philippines and Thailand as co-sponsors. Australia (Mr Rob McInerney) indicated that the Good Practice Guide on Fleet Management currently being developed would be one source of reference on fatigue issues.

It was noted that some of the funding arrangements need to be further developed, which New Zealand agreed to complete. It was agreed that the project proposal would be recommended for in-principle endorsement by LEG and HODs. It will be submitted to the BMC for consideration in September 2009, subject to the approval of the co-sponsoring economies.

8.3 Project proposals: Mototaxi and e-learning project proposals from Peru

It was noted that these proposals were initiated by Peru at TPT WG-31 in Lima in August 2008.

It was also noted that Peru had undertaken to further develop these proposals and that they are not yet ready for consideration.

9. Presentation on International Road Assessment Program (iRAP)

Mr Rob McInerney of Australia provided a presentation on *iRAP: Eliminating High Risk Roads*. The presentation covered the human impact of crashes (3,500 deaths and 100,000 injured per day) and economic impact (1-3% of GDP per year per country; the Commission for Global Road Safety which is calling for a decade of action on road safety; the First Global Ministerial Conference on Road Safety to be held in Moscow in November 2009.

iRAP provides a means of risk mapping (crashes per kilometer travelled); performance tracking of roads in terms of crash rates; and IRAP star ratings for roads. It also provides information that enables a safer roads investment plan using a benefit-cost approach. The methodology enables investment to be targeted at the highest return corridors.

Many APEC economies are either using iRAP or are having discussions with a view to introducing it. These economies include Australia, Canada, Chile, China, Indonesia, Korea, Malaysia, Mexico, New Zealand, Peru, the Philippines, Thailand, the USA and Viet Nam.

The presentation included a demonstration of iRAP software.

Further details on iRAP can be accessed at: www.iRAP.net or rob.mcinerney@irap.net.

Malaysia noted that Mr McInerney had done much good iRAP work in Malaysia. Malaysia also noted that a pilot study of 3,800 km of roads in Malaysia had been completed.

10. Presentations – Economy reports on road safety activities

10.1 Motorcycle and Scooter Safety – (presented by Australia)

The presentation covered two powered two-wheeler (PTW) workshops – the Motorcycle and Scooter Safety Summit: The Road Ahead in Canberra, Australia, 10–11 April 2008 and the OECD/ITF Workshop on Motorcycling Safety in Lillehammer, Norway, 10–11 June 2008.

The objectives of the Lillehammer workshop were to identify problems, discuss practical solutions and propose measures to improve safety. Recommendations included a focus on the importance of stakeholder cooperation; the inclusion of motorcycles in transport policy and planning; and the need to base countermeasures on scientific research.

The objectives of the first-ever Australian motorcycle and scooter safety summit were to explore key issues; identify scope to improve existing safety measures and develop new measures; and provide input to the new National Road Safety Strategy based on practical, evidence-based measures.

There were seven workshop topic areas: data and analysis; rider protection; training and licensing; education; risk taking; enforcement; and road infrastructure and road side hazards. The summit generated a wide range of recommendations covering the seven topic areas.

The presentation included some public education materials from the New South Wales Centre for Road Safety, Roads and Traffic Authority of New South Wales, which were acknowledged with appreciation.

A disk containing the proceedings of the Australian Summit was provided to delegates.

10.2 Singapore's Road Safety Efforts (presented by Ms Janet Goh)

The presentation provided a comprehensive overview of road fatality trends in Singapore and Singapore's initiatives to improve road safety.

Fatalities per 10,000 registered vehicles were 2.70 in 2004, had dropped to 2.30 in 2005 and stood at 2.54 in 2008. The Land Transport Authority, Traffic Police and National Safety Council were involved in Singapore's road safety efforts.

Using a number of examples and photographs, the presentation compared the reactive approach, proactive approach and an approach involving collaboration and consultation.

The presentation also covered the Black Spot Programme; Road Safety Audit; motorcycle and pedestrian safety initiatives; intelligent road studs, warning signs and markings; collaborative initiatives with the International Standards Organization and World Health Organization.

Global Road Safety week was held from 21 to 27 April 2007 in Singapore to raise public awareness of road safety. Events included a road safety conference, road safety exhibition and Shell traffic games.

The Land Transport Authority provides road safety consultancy services, training to overseas delegates and shares best practices. In 2007, the Land Transport Authority and the Traffic Police Department of Singapore won the Prince Michael International Road Safety Award.

10.3 Thailand's Road Safety Audit Development (presented by Thailand)

Thailand has a road safety audit (RSA) training program. The training program is provided to staff involved in road-related work. About 2,500 staff have been trained (about 500 per year).

The training program has been monitored and evaluated with those who were trained between 2004 and 2007. The sample comprised 210 people. The before-and-after evaluation of the training course showed that there was a greater understanding of RSA by those who had completed the training course.

The key principles in further development of RSA in Thailand are: independent and competent teams; use of a formal documented process (not an informal check); audit teams independent of those involved in road design; and adequate experience and training.

11. 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).

There has also been considerable progress in sharing information on a range of road safety issues.

12. Ongoing and future work program

- Continuation of the matrix project for information sharing and periodic updating of the information in the matrices (led by Australia).
- Implementation of project on a compendium of best practice measures to improve motorcycle and scooter safety. Subject to the finalization of an APEC contract with the consultant, the project is expected to commence in August 2009 (led by Australia).
- Sharing of information on measures to improve motorcycle and scooter safety (all economies).
- Project on a compendium of best practice measures to address driver and rider fatigue (led by New Zealand).
- Further development of project proposals on mototaxis and an e-learning training centre for TPT WG (Peru).
- Project to gather information on issues and initiatives in rail safety in APEC economies (led by the Philippines).
- Presentations at next TPT-WG meeting on rail safety issues and initiatives.

13. Nominations for Chair of Road Safety Sub-Group

As Khun Chamroon of Thailand had completed his term of office in June 2009, there was a need to nominate a new Chair of the Road Safety Sub-Group.

The meeting acknowledged with appreciation the contributions of Khun Chamroon during his two terms of office.

Mr Raymond Teoh Joo Han of Malaysia was nominated as the new Chair by the Philippines, seconded by New Zealand and endorsed by the meeting. It was accordingly agreed that LEG-SAF would recommend to LEG that Mr Raymond Teoh Joo Han be appointed as the new Chair of LEG-SAF.

14. Other matters

New Zealand indicated that they wished to provide a presentation on New Zealand's new road safety strategy at the next TPT-WG LEG-SAF meeting. New Zealand also undertook to provide copies of their public discussion document for the strategy when it becomes available (around August 2009)

Australia (Mr Rob McInerney) recommended that support be provided for the Commission for Global Road Safety's proposed call for an International Decade of Action for Road Safety. Economies are reminded of the importance of the First Global Ministerial Conference on Road Safety to be held in Moscow in November 2009. It was agreed to recommend to LEG that individual economies consider supporting the International Decade of Action for Road Safety.

Indonesia indicated interest in presenting at the next TPT-WG meeting on the new legislative framework that includes road safety.

The Acting Chair expressed appreciation on behalf of LEG-SAF to Singapore for the hospitality and facilities provided which enabled the meeting to be conducted efficiently and effectively.

15. Road Safety Sub-Group input to LEG

The contents of the report were discussed and agreed upon.

16. Recommendations for LEG and HOD 3 meeting

LEG-SAF recommends that:

- a. all economies that have not yet provided information for the matrix project on information sharing on each economy's road safety strategy be encouraged to do so as early as possible.
- b. LEG-SAF initially addresses rail safety issues in two ways. One way is by conducting a project to gather information on issues and initiatives relating to rail safety. The project, which will be led by the Philippines, will involve the use of a questionnaire and preparation of a report and presentation at the next TPT-WG meeting. The other way is by sharing information on rail safety issues and initiatives at the next TPT-WG meeting. Japan and Korea have agreed to consider providing presentations on rail safety at the next TPT-WG meeting in response to a request from LEG-SAF. Other economies could also consider providing presentations on rail safety.
- c. the project proposal on *Compendium of Best Practices on Reducing Driver and Rider Fatigue* be endorsed in-principle. The project proposal will be further developed out of session by New Zealand and, subject to approval of funding arrangements by the co-sponsoring economies, be submitted to BMC for consideration in September 2009.
- d. Mr Raymond Teoh Joo Han of Malaysia be appointed Chair of LEG-SAF.
- e. individual economies consider supporting the International Decade of Action for Road Safety being proposed by the Commission for Global Road Safety.

- f. Individual economies support the First Global Ministerial Conference on Road Safety to be held in Moscow in November 2009.