

Report on the GRSP/ASEAN plus CHINA ROAD SAFETY SEMINAR *Challenges and Opportunities*

Bali
6th and 7th September, 2007

Proudly co-hosted by



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Executive Summary

The Indonesian Directorate of Land Transport in association with GRSP hosted and conducted the 2007 GRSP ASEAN + China Road Safety Seminar in Bali, Indonesia, on the 6th and 7th of September. Representatives of ASEAN and China attended the seminar to explore and share the *Challenges and Opportunities* for road safety in the region.

The seminar was generously supported by GRSP's members, *Ford, General Motors, Shell, Michelin, Renault, Toyota and Honda* through the GRSI program, along with the Global Transport Knowledge Partnership (*gTKP*) and the International Center for Alcohol Policies (*ICAP*).

The objectives of the Seminar were to:

1. update representatives on global, regional and country road safety developments
2. review the implementation of the ADB/ASEAN road safety regional and country strategies
3. review progress and plans for the implementation of Global Good Practice Manuals
4. develop networks to support information, good practice and knowledge sharing

All objectives were met and the Seminar was evaluated and considered to be an outstanding success and Malaysia has offered to host the 2008 seminar.

1. Updates. Each country provided a report on the road safety situation in their country. The report included: national data around population, road length and number of vehicles registered; road trauma data, how it is collected and managed; information about their road safety strategy; key issues and challenges, and examples of interventions.
Participants who had attended previous seminars were able to compare and contrast situations and commented on the progress made in the region in reducing road trauma.
2. ADB/ASEAN strategy. Participants from each country grouped to review the usefulness and needs of the Strategy. 9 of the 10 represented countries have found the strategy useful when developing their own country strategy, particularly in identifying, forming and managing policy.
9 countries would also like to see the existing strategy updated to address changing priorities. There was not an agreed collective priority, however mentioned were police capacity building, database collection and management, Institutional strengthening, trauma management
3. Good Practice Manuals. Country representatives worked as groups to discuss and review their priorities in using the Manuals as they are progressively released. Helmet wearing, speed management and drink driving were ranked the highest priority. Participants also considered the need to translate the manuals from

English into their own language, to undertake situation studies and capacity building workshops and demonstration projects.

4. Development of networks. There was great enthusiasm for establishing and sharing networks to learn about road safety interventions and initiatives from each other in the region. The establishment and inaugural meeting of the Global Police Network was also held during the Bali Seminar.

There was large support for representatives at the seminar to meet annually. However country representatives could not see how their country could fund attendance, and therefore would require support to attend.

The sharing of the road safety information amongst the participants was also a valuable outcome of the seminar. In addition there were valuable opportunities for country representative to learn from each other, and to reflect on their own challenges and opportunities in relation to road trauma.

1. Introduction

The Global Road Safety Partnership (GRSP) supported the GRSP/ASEAN + China Road Safety Seminar held in Bali, Indonesia, on the 6th and 7th of September. The Government of the Republic of Indonesia and the Directorate of Land Transport were the hosts of the 2007 Seminar.

The 2007 Seminar further developed a tradition commenced with the previous seminars conducted in Tokyo (2001), Hanoi (2002, “*Towards Sustainable Partnership in ASEAN*”), Bangkok (2003, “*Gearing up for Action*”), and Kuala Lumpur (2004, “*The problem and Progress to Date*”).

The seminar was generously supported by GRSP’s members, *Ford, General Motors, Shell, Michelin, Renault, Toyota and Honda* through the GRSI program. Additionally the Global Transport Knowledge Partnership (*gTKP*) and the International Centre for Alcohol Policies (*ICAP*) supported the seminar.

For the first time representatives from China attended the GRSP ASEAN road safety seminar as they also faces considerable challenges in relation to road trauma. Their attendance gave them the opportunity to share their experiences, which was beneficial to all.

2. Theme and Objectives

The theme of the 2007 Seminar was “*Challenges and Opportunities*. Given the continued escalation in regional road crashes the theme was most appropriate, as it was reflective of the opportunities created by the development of many new initiatives at all levels.

The seminar highlighted both the challenges and the opportunities to reduce road trauma.

The objectives of the GRSP/ASEAN-Road Safety Seminar 2007 were to:

- review the implementation of the ADB/ASEAN road safety regional and country strategies
- update representatives on global, regional and country road safety developments
- review progress and plans for the implementation of Global Good Practice Manuals
- develop networks to support information, good practice and knowledge sharing

3. Participants

Excellent representation from all members of the ASEAN region were at the seminar, with Brunei being the only country without a delegate.

Country	GRSP supported	Independent
Australia		7
Cambodia	4	1
China	5	1
Lao PDR	4	1
Malaysia	4 (+ 4 on organization)	
Myanmar	4	
NewZealand		2
Philippines	4	2
Singapore	3	
Switzerland (Geneva)	2	
Thailand	7	1
Vietnam	4	5
United Kingdom		1
USA		1
Indonesia	40 (including day visitors)	
Total	85	22

4. Program

The Seminar program ran for one and a half days, with the arrival and departure of participants outside this time.

4.1 Activity on Day 1

Opening, welcome and objectives (Robert Klein and Deputy Governor of Bali)

ASEAN plus China presentations of road safety updates.

Review of Global and Regional Developments (Robert Klein)

- UN Resolutions, Collaboration and World Report
- Global Road Safety Week and Youth Forum
- Global Road Safety Facility
- APEC Summit and UNESCAP Declaration
- Good Practice Manuals,
- ASEAN/ADB Strategy

Launch of the *Drink Driving Good Practice Guide* (Robert Klein)

Global and regional initiatives of significance

- Establishing the Global Traffic Police Network (Robbie Robinson) (See Appendice 1)
- iRAP, identifying roads for treatment (Lachlan McIntosh)
- Review study of helmet workshops (Rebecca Ivers)

Capacity Building Developments

- Police Professional Development (Ray Shuey)
- Public Education Professional Development (Ray Taylor)
- Helmet Standards Study (Robert Klein)

Country Group, Workshop Task 1.

Prioritization of *Good Practice Guide* roll out

Seminar Dinner, Speeches and Entertainment

Each session concluded with a question and answer panel discussion.

Included in the day were also a press conference, Leaders photograph and a Group photograph. Photographs were made available on the website immediately after the seminar concluded. (Appendice 5 and www.grspasean.org)

4.2 Activity on Day 2

Drink Drive focus (See Appendice 2)

- Good Practice Guide Introduction (Robert Klein)
- Role of Assessment (Li Ying)
- Community Awareness (Dr Taijing)
- Industry Role (Brett Bivans)

Vulnerable Road Users (See Appendice 3)

- VRU and the global Transport Knowledge Transfer (Rikke Rysgaard)
- VRU conflicts and behaviour (Rikke Rysgaard)
- Beijing Interventions (Professor Chen)
- Kings helmet project, Thailand (Somporn Suebthawilkul)
- Separation of Motorcyclists (Professor Radin)
- Discussion of a regional project (All)

Establishment of a Traffic Police Network (Robbie Robinson)

Country Groups, Workshop Task 2. (See Appendice 4)

Consideration of the need and process for regional strategy review and update

Included in the day were also a Plenary Discussion, Seminar survey and evaluation, and Acknowledgements.

The Malaysian representative, Datuk Suret Singh, announced that Malaysia would be pleased to host the 2008 Seminar.

Presentations are available on the Seminar Website: www.grspasean.org

5. Establishment of a Global Police Network

Mr Robbie Robinson chaired a forum to establish the first Global Police Network.

In attendance, and now foundation members, were:

Country	Name	Position	Agency	Contact Details
Philippines	Ms Daisy P <u>JACOBO</u>	Chief, Traffic Safety Division	Land Transport Office; Dept of Transportation & Comms.	Tel 921-9058/922-9061 Fax 921-9058 E djjacobo@lto.gov.ph
Myanmar	Mr Soe Myint <u>OO</u>	Police Major, Head of Division	Yangon Division, Traffic Police Dept; Wireless & Traffic Police Force; Myanmar Police Force	51th Street, Pazuntaung Township, Yangon, MYANMAR. Tel 95-1-292-288 (Wk) 95-1-554-318 (Hm) 95-9-513-4059(M)
China	Mr <u>WANG</u> Changjun	Deputy Director-General	Traffic Management Research Institute, Ministry of Public Security	No 88 Qianrong Road, Wuxi, CHINA 214151 Tel 86-510-85511121 Fax 86-510-85511909 E wj121@sina.com
Malaysia	Mr HJ. Hamza Bin <u>TAIB</u>	Senior Asst Commissioner, Federal Traffic Chief	Royal Malaysia Police HQ	50560 Bukit Aman Kuala Lumpur, MALAYSIA Tel 03-2262-6461 Fax 03-2273-4086 M 019-600-0318 E hamza.taib@gmail.com
Thailand	Mr Kriangdej <u>JUNTRAWONG</u>	Police Colonel	Royal Thai Police	
Indonesia	Mr Adjar <u>TRIADI</u>	Senior Police Superintendent, Deputy Director	Direktorat Lalu Lintas Babinkam POLRI	E a_atriadi@yahoo.co.id
Indonesia	Mr Ir. Adi <u>TANUARTO</u>	Advisor to the Director, Traffic Police	Traffic Police, Indonesian National Police	Jl. M.T. Haryono Kav. 37-38, Jakarta Selatan Tel 021-79199686 M 0816-741916

Country	Name	Position	Agency	Contact Details
Indonesia	Mr Naufal <u>YAHYA</u>	Superintendent, Directorate of Traffic	Central Java Regional Police, Indonesian National Police	Jl. Pahlawan No 1 Semarang, Java, <u>INDONESIA</u> Mob +62 811272075 E naufal_major@yahoo.co.uk C26@canhsat.vn
Vietnam	Mr La Khac <u>HOA</u>	Division Chief	Traffic Police Department, Vietnam	C26@canhsat.vn
Cambodia	Mr. <u>HIM</u> Yan	Colonel, Deputy Director of Order Dept.	Commissariat General of National Police, Ministry of Interior	Tel (855-12) 590 978
Cambodia	Ms Socheata <u>SANN</u>	Road Safety Program Manager	Handicap International	P O Box 838 #18, Street 400, Phnom Penh, <u>CAMBODIA</u> Mob 855-12 563 172 Tel 855-23 217 298/300 Fax 855-23 216 170 E sann.socheata@hib-cambodia.org
Lao	Mr Thongvanh <u>PHETTHAVISENG</u>	Director of Road Traffic Safety Division	Ministry of Communication Transport, Post & Construction Department of Transport	Wk: Lane xang Avenue VienTiane, <u>LAO PDR</u> Tel (856-21) 412269 Fax (856-21) 415563 Hm: Ban Viengsavanh Tel (856-21) 219640 Mob (856-21)0205521625 E Theppalak@yahoo.com
Australia	Mr Hugh P. <u>BROWN</u>	Infrastructure Adviser	AUSAID, Australian Embassy, Jakarta, Indonesia	Australian Embassy Jl. H.R. Rasuna Said Kav C15- 16, Jakarta 12940 <u>INDONESIA</u> Tel +62 21 392 4322 X575 Fax +62 21 392 4373 Mob +62 811 191 207 E hugh.brown@ausaid.gov.au www.indo.ausaid.gov.au
Australia	Mr Ray <u>SHUEY</u>	Director	Strategic Safety Solutions	P O Box 6065 Vermont South, VIC 3133 <u>AUSTRALIA</u> Tel +61 3 9887 8805 Mob +61 41 1100 147 rayshuey@strategicsafety.com.au www.strategicsafety.com.au

A summary report written by Robbie Robertson is available as Appendix 1.

6. Workshop 1. Good Practice Manuals

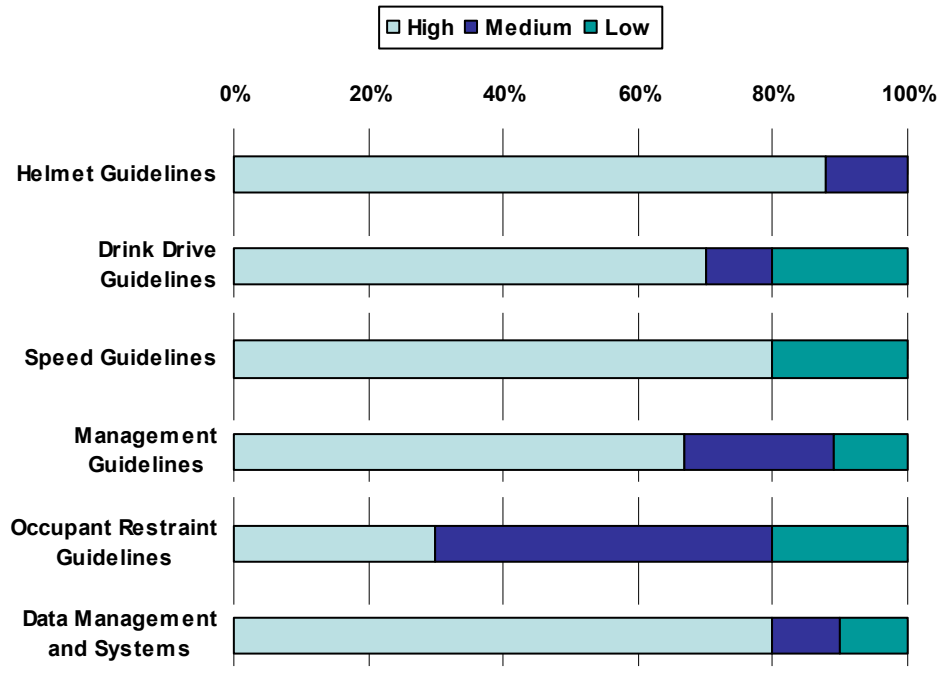
Country representatives were asked to work as a group to discuss and record their priority for the implementation of the Good Practice Manuals. A proforma was provided for the country groups to record their discussions.

There were 10 responses: Cambodia, China, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, Singapore, Thailand, Vietnam.

6.1. Overall Priority for Implementing Good Practice Manuals

The following graph is an aggregate score across all countries. Helmet guidelines are the highest priority for all countries. Speed Guidelines and Data Management and Systems Guidelines. Occupant Restraint Guidelines are the lowest priority for all countries.

Overall:



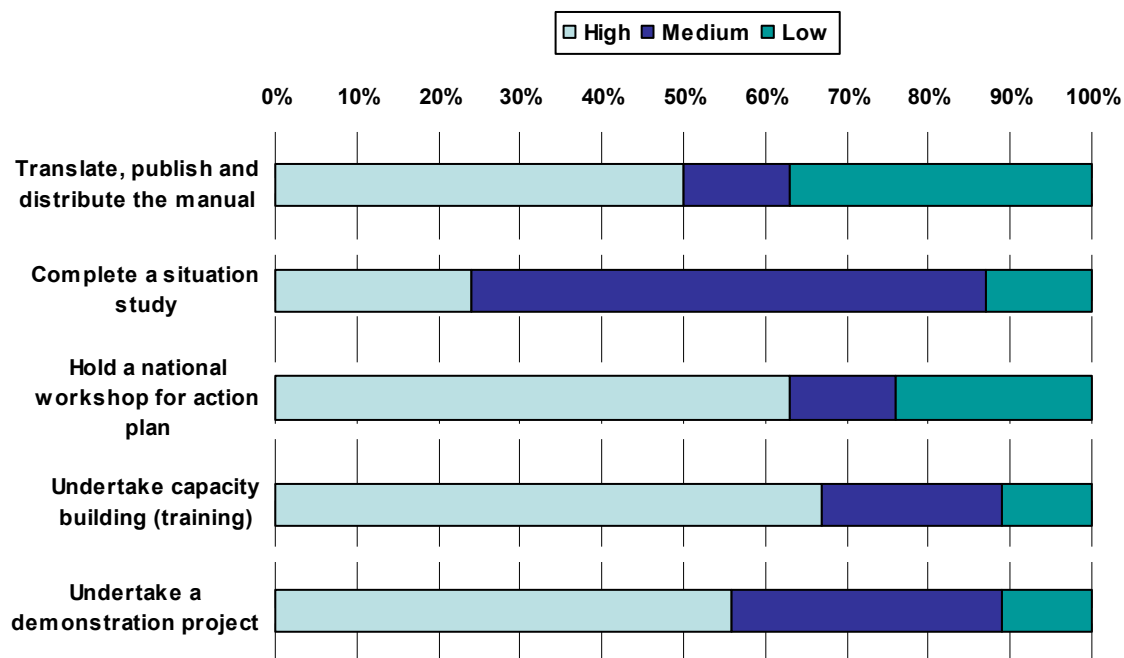
Priority	Helmet Guideline	Drink Drive Guideline	Speed Guidelines	Managements Guidelines	Occupant Restraint Guidelines	Data Management & system
High	Lao, Philippines, Thailand, Myanmar, Vietnam, Cambodia, Indonesia, Malaysia	Lao, Philippines, Thailand, Vietnam, China, Cambodia, Malaysia	Lao, Thailand, Myanmar, Vietnam, China, Cambodia, Indonesia, Malaysia	Philippines, Myanmar, Vietnam, Cambodia, Indonesia, Malaysia	Thailand, China, Indonesia, Malaysia	Lao, Philippines, Thailand, Myanmar, Vietnam, China, Indonesia, Malaysia
Medium	China	Myanmar		Lao, Thailand	Lao, Myanmar, Vietnam, Cambodia,	Cambodia
Low	Singapore	Indonesia, Singapore	Philippines, Singapore	China, Singapore	Philippines, Singapore	Singapore

Comments or request:

Country	Helmet Guideline	Drink Drive Guideline	Speed Guidelines	Managements Guidelines	Occupant Restraint Guidelines	Data Management & system
Lao	High rate of severe head injuries due to no helmet wearing	Very high incidence alcohol related accidents	Incidence of speed related accidents are increasing	Some support already provided, more needed on provincial level	So far car crash victims play still minors in statistic role	Several data projects in planning / developing phase, however capital building is strongly needed
Philippines	Requires standard for helmets need to improve compliance with law due to high rate of increase of 2 wheels motor vehicles	Requires standard of toxicity level to enforce law effectively	Already being implemented	Requires capacity building on materials at local levels to institutionalise road safety programme implementation	Already being implemented	Gross under reporting of accidents still needs to be ad used, request good practice on data integration
Thailand	-	-	-	-	-	-
Myanmar	-	-	-	-	-	-
Vietnam	-	Providing test equipment and undertake a study on limited alcohol level to Vietnamese	Providing speed camera	Learning experiences in Australia in road safety management	-	Review & update the Current Accident Report records made by the police ministry
China	-	Translation and situation study has complete	-	Not clear about the content	-	-
Cambodia	70% are motorbike Helmet is compulsory in new law Now, low wearing rate	20% of fatalities No capacity & equipment Alcohol concentration limit is new in traffic law	40% of fatalities No capacity & equipment Speed limit is updated in new law	NRSC is young, just created Low capacity building, limited resources	Change mind set	Dat system is already existed, we would like to develop further
Indonesia	-	-	-	-	-	-
Malaysia	We wish to promote & demonstrate our community based HELMET programme	MIROS / Police / JKJR / JPJ to undertake a situation study	Seed management programmes is going to be implemented by end 2007	Malaysia already has a good management structure in place	Rear seat belt to be made compulsory by end 2007, air bag compulsory for new models	System already in place, need enhancement
Singapore	-	-	-	-	-	-

6.2. Helmet Guidelines

Overall:



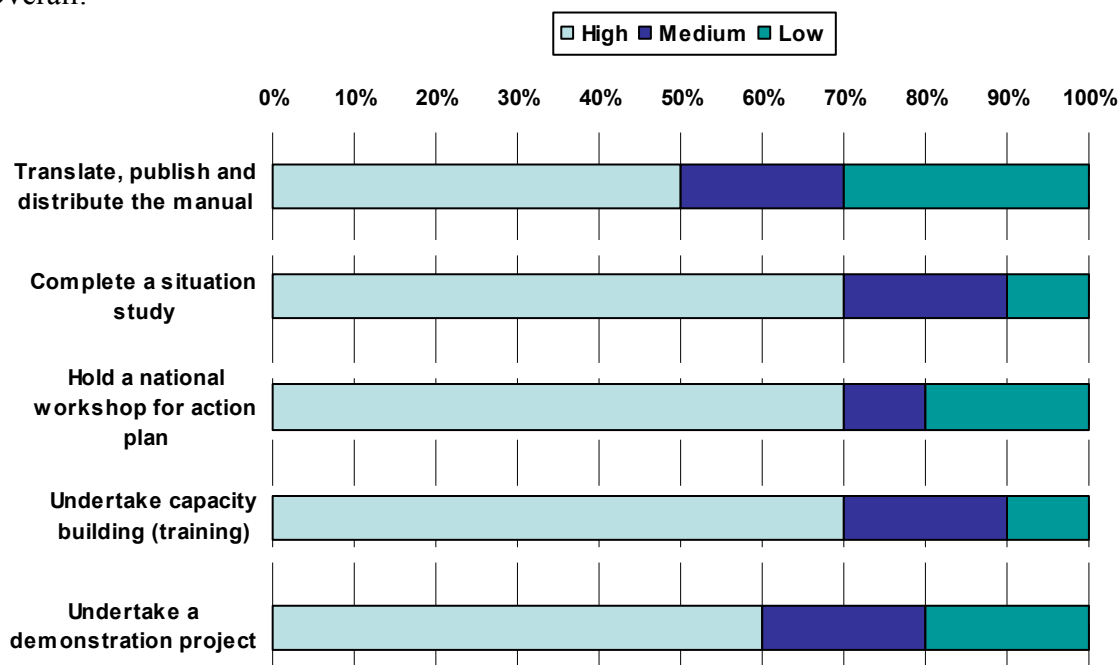
Priority	Translate, publish and distribute the Manual	Complete a situation study	Hold a National Workshop for Action Plan	Undertake Capacity Building (Training)	Undertake a Demonstration Project
High	Lao, Myanmar, China, Indonesia	Lao, Indonesia	Lao, Philippines, Myanmar, Indonesia, Malaysia	Lao, Philippines, Myanmar, Vietnam, Indonesia, Malaysia	Lao, Thailand, Cambodia, Indonesia, Malaysia
Medium	Vietnam	Philippines, Myanmar, Vietnam, China, Malaysia	China	Thailand, Cambodia	Philippines, Myanmar, Vietnam
Low	Philippines, Thailand, Cambodia, Malaysia, Singapore	Thailand, Cambodia, Singapore	Thailand, Vietnam, Cambodia, Singapore	China, Singapore	China, Singapore

Comments or Requests:

- *This is a priority due to the high rate of severe head injuries due to no helmet wearing.*
- *Requires standards for helmets.*
- *Need to improve compliance with law due to increase of high rate of two wheel motor vehicles.*
- *Helmet is compulsory in law – but low wearing rate.*
- *Malaysia wish to promote and demonstrate their community based helmet programme.*

6.3. Drink Drive Guidelines

Overall:



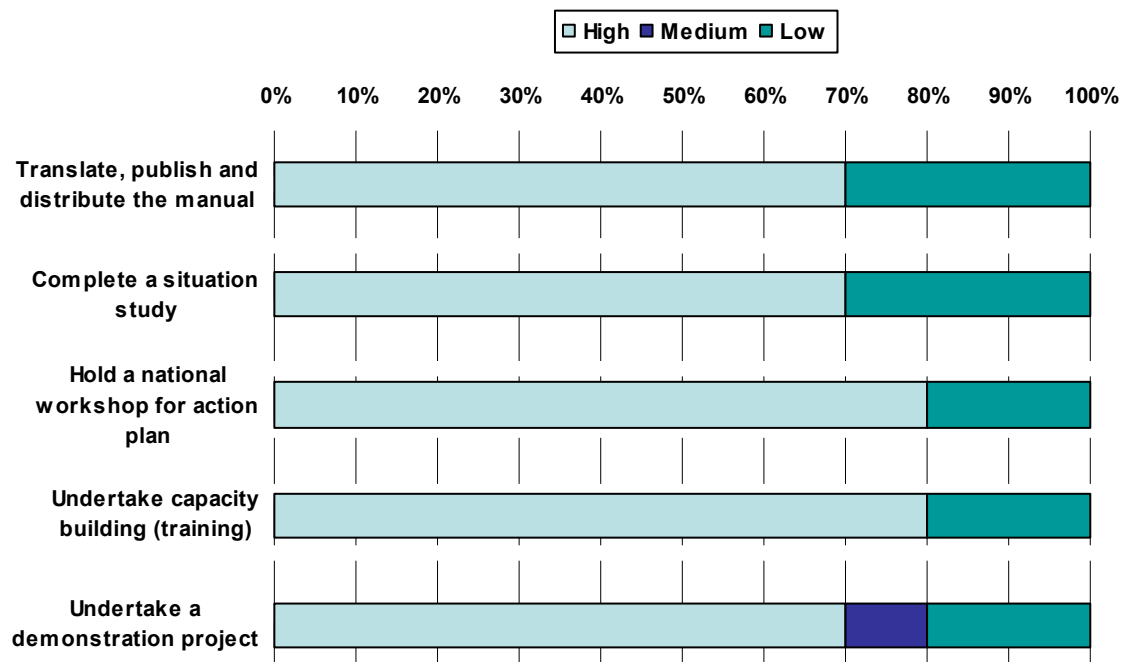
Priority	Translate, publish and distribute the Manual	Complete a situation study	Hold a National Workshop for Action Plan	Undertake Capacity Building (Training)	Undertake a Demonstration Project
High	Lao, Thailand, Vietnam, China, Cambodia	Lao, Thailand, Vietnam, China, Cambodia, Malaysia	Lao, Philippines, Thailand, Vietnam, China, Cambodia, Malaysia	Lao, Philippines, Thailand, Vietnam, China, Cambodia, Malaysia	Lao, Thailand, Vietnam, China, Cambodia, Malaysia
Medium	Myanmar, Indonesia	Philippines, Myanmar, Singapore	Myanmar	Myanmar, Singapore	Philippines, Myanmar
Low	Philippines, Malaysia, Singapore	Indonesia	Indonesia, Singapore	Indonesia	Indonesia, Singapore

Comments or Requests:

- *Very high incidence on alcohol-related accidents.*
- *Requires standards of authority levels to enforce law effectively.*
- *Provide test equipments and undertake study on limited alcohol.*
- *No capacity and equipment.*
- *Alcohol concentration limit is new in traffic law.*
- *In Malaysia MIROS/Police/JKJR/JPJ to undertake a situation study.*

6.4. Speed Guidelines

Overall:



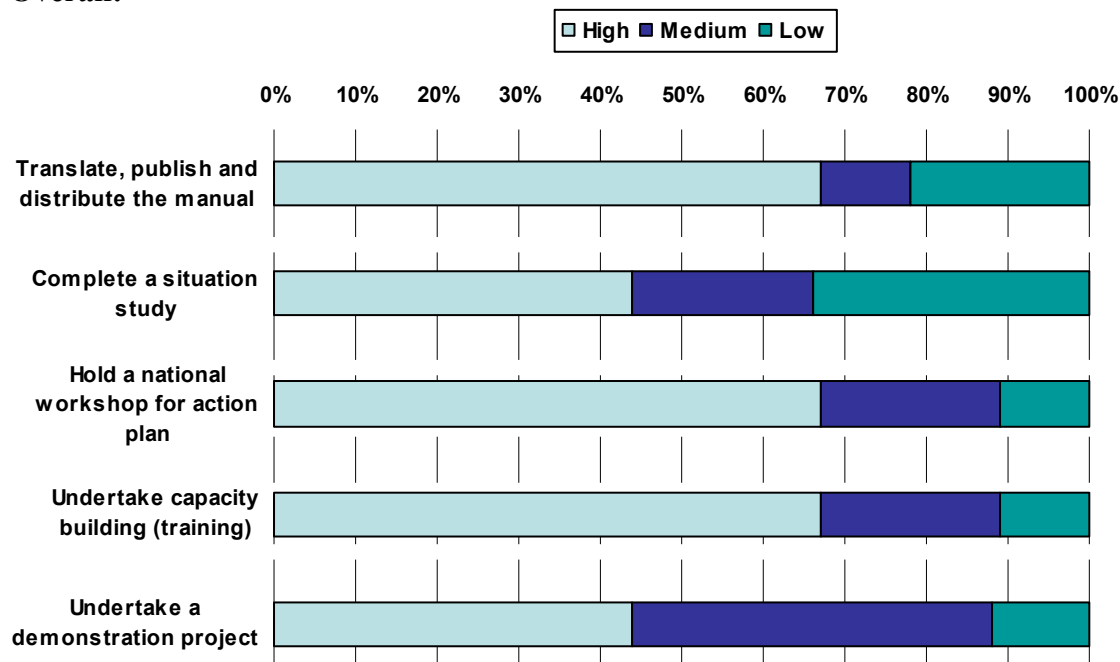
Priority	Translate, publish and distribute the Manual	Complete a situation study	Hold a National Workshop for Action Plan	Undertake Capacity Building (Training)	Undertake a Demonstration Project
High	Lao, Thailand, Myanmar, Vietnam, China, Cambodia, Indonesia	Lao, Thailand, Myanmar, Vietnam, China, Cambodia, Indonesia	Lao, Thailand, Myanmar, Vietnam, China, Cambodia, Indonesia, Malaysia	Lao, Thailand, Myanmar, Vietnam, China, Cambodia, Indonesia, Malaysia	Lao, Thailand, Vietnam, China, Cambodia, Indonesia, Malaysia
Medium					Myanmar
Low	Philippines, Malaysia, Singapore	Philippines, Malaysia, Singapore	Philippines, Singapore	Philippines, Singapore	Philippines, Singapore

Comments or Requests:

- *Incidence of speed-related accidents increasing.*
- *Philippines has already implemented.*
- *Provide speed cameras.*
- *No capacity and equipment.*
- *Malaysia is going to implement speed management programme by the end of 2007.*

6.5. Management Guidelines

Overall:



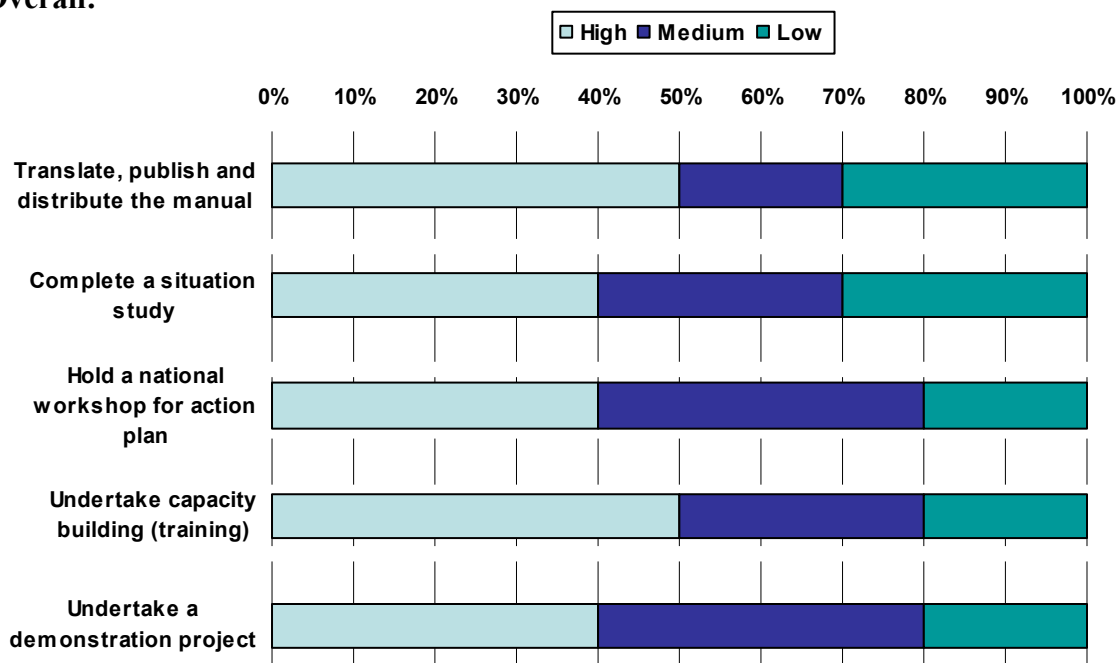
Priority	Translate, publish and distribute the Manual	Complete a situation study	Hold a National Workshop for Action Plan	Undertake Capacity Building (Training)	Undertake a Demonstration Project
High	Lao, Philippines, Myanmar, Vietnam, Cambodia, Indonesia	Thailand, Myanmar, Thailand, Vietnam, Cambodia, Indonesia	Lao, Philippines, Thailand, Myanmar, Vietnam, Cambodia, Malaysia	Philippines, Myanmar, Vietnam, Cambodia, Indonesia, Malaysia	Myanmar, Vietnam, Cambodia, Malaysia
Medium	Thailand	Lao, Thailand	Thailand, Indonesia	Lao, Thailand	Lao, Philippines, Thailand, Indonesia
Low	China, Malaysia, Singapore	Philippines, China, Malaysia, Singapore	China, Singapore	China, Singapore	China, Singapore

Comments or Requests:

- *Some support already provided, more needed on provincial level.*
- *Capacity building required.*
- *Low capacity.*
- *Not clear about the context.*

6.6. Occupant Restraint Guidelines

Overall:



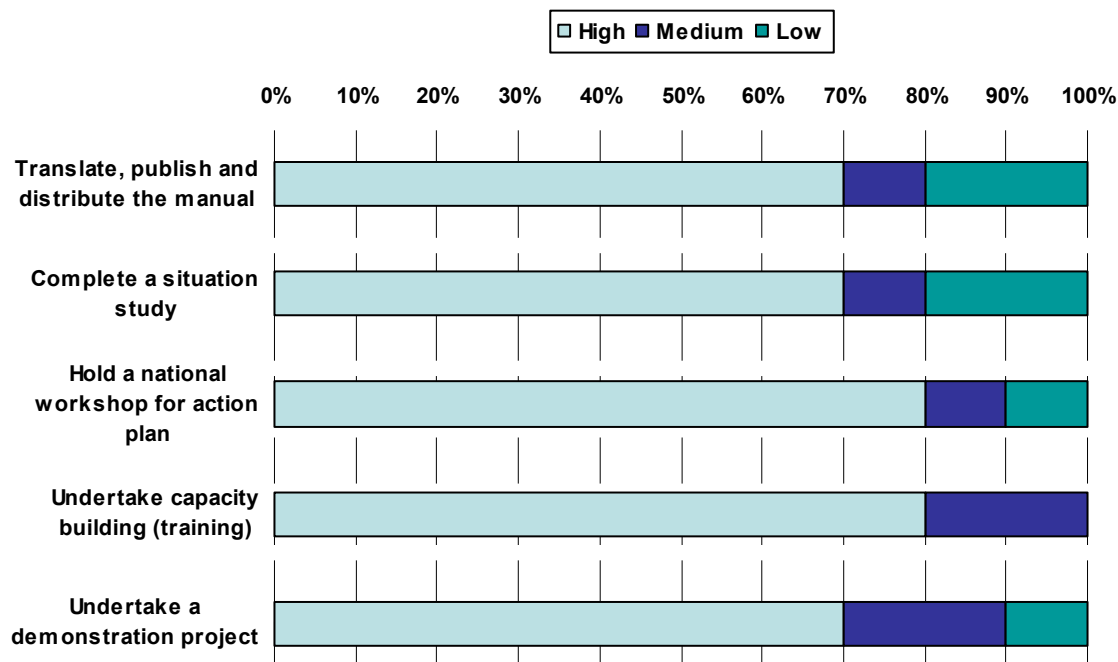
Priority	Translate, publish and distribute the Manual	Complete a situation study	Hold a National Workshop for Action Plan	Undertake Capacity Building (Training)	Undertake a Demonstration Project
High	Lao, Thailand, China, Indonesia	Thailand, China, Indonesia	Lao, Thailand, Malaysia	Thailand, Vietnam, Indonesia, Malaysia	Thailand, Vietnam, Malaysia
Medium	Myanmar, Vietnam, Cambodia	Lao, Myanmar, Cambodia, Malaysia	Myanmar, Vietnam, China, Cambodia, Indonesia	Lao, Myanmar, China, Cambodia	Lao, Myanmar, China, Cambodia, Indonesia
Low	Philippines, Malaysia, Singapore	Philippines, Vietnam, Singapore	Philippines, Singapore	Philippines, Singapore	Philippines, Singapore

Comments or Requests:

- *Still minor in statistics.*
- *To change mindset.*
- *Malaysia will make it compulsory to wear rear seatbelt by the end of 2007.*

6.7. Data Management and Systems

Overall:



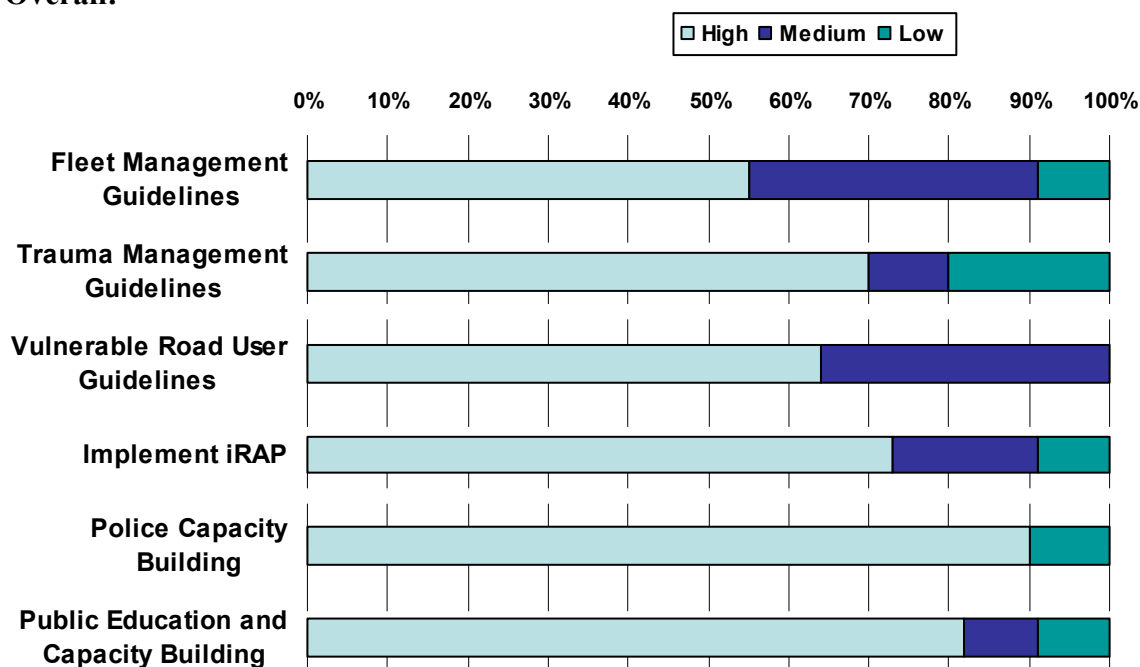
Priority	Translate, publish and distribute the Manual	Complete a situation study	Hold a National Workshop for Action Plan	Undertake Capacity Building (Training)	Undertake a Demonstration Project
High	Lao, Philippines, Thailand, Myanmar, Vietnam, China, Indonesia	Lao, Philippines, Thailand, Myanmar, Vietnam, China, Indonesia	Lao, Philippines, Thailand, Myanmar, Vietnam, China, Indonesia, Malaysia	Lao, Philippines, Thailand, Myanmar, Vietnam, China, Indonesia, Malaysia	Philippines, Thailand, Myanmar, Vietnam, China, Indonesia, Malaysia
Medium	Cambodia	Cambodia	Cambodia	Cambodia, Singapore	Lao, Cambodia
Low	Malaysia, Singapore	Malaysia, Singapore	Singapore		Singapore

Comments or Requests:

- *Capacity building strongly needed.*
- *Requires good practice guide in data investigation.*

6.8. Priority on Other Materials and Programmes.

Overall:



Priority	Fleet Management Guidelines	Trauma Management Guidelines	Vulnerable Road User Guidelines	Implement iRAP	Police Capacity Building	Public Education and Capacity Building
High	Lao, Philippines, China, Indonesia, Malaysia	Lao, Philippines, Myanmar, Vietnam, China, Indonesia, Malaysia	Lao, Myanmar, Vietnam, China, Indonesia, Malaysia	Lao, Philippines, Vietnam, China, Cambodia, Indonesia, Malaysia	Lao, Philippines, Thailand, Myanmar, Vietnam, China, Cambodia, Indonesia, Malaysia	Lao, Thailand, Myanmar, Vietnam, China, Cambodia, Indonesia, Malaysia
Medium	Thailand, Myanmar, Vietnam, Cambodia	Cambodia	Philippines, Thailand, Cambodia, Singapore	Thailand, Myanmar		Philippines
Low	Singapore	Thailand, Singapore		Singapore	Singapore	Singapore

Comments or Requests:

Country	Fleet Management Guidelines	Trauma Management Guidelines	Vulnerable Road User Guidelines	Implement iRAP	Police Capacity Building	Public Education and Capacity Building
Lao	Technical issue Control of driver	Very limited Pre-hospital care emergency system not in place	Protection of VRU not adequate	Can help to create safe and standard road design	Capacity of traffic police is low	Still need on central and provincial level (capital building)
Philippines	Needed for public transport system	Required for post crash accident management	-	Request iRAP application to enhance listing progress	Request knowledge transfer especially on crash investigation	-
Thailand	-	-	-	-	-	-
Myanmar	-	-	-	-	-	-
Vietnam	-	-	-	-	-	-
China	-	-	-	-	-	-
Cambodia	-	-	-	-	-	-
Indonesia	-	-	-	-	-	-
Malaysia	Being implemented starting with public transport operator	Very urgently required	Can offer expertise on motorcycle safety	iRAP pilot project are ongoing	Volunteer to be a pilot country	Can offer expertise on social marketing and media promotions
Singapore	-	-	-	-	-	-

7. Workshop 2 ADB Regional Road Safety Strategy

Country groups were asked to discuss and record their country's views about the **ADB Regional Road Safety Strategy** using provided questions outlined below.

Questions and responses:

1. Has the current regional strategy been useful? In what way has it influenced the direction of road safety?

- 9 of the 10 respondents found the current strategy useful.

How?

- Guide to develop national RS action plan.
- Convince fast decisions from top management and government
- Increasing political commitment
- Guided Lao to develop its own strategy
- 15 KPI
- Overall strategies
- 5e's
- Sharing information among member countries
- RS action plan
- Overall strategies

2. Does a regional ASEAN Road Safety Strategy support your national road safety strategy and action plan?

- 8 Yes
- 1 Not Yet
- 1 No response

3. What aspects of a regional ASEAN Road Safety strategy are most important to your own country's national road safety strategy?

- Advocacy and/or awareness raising. Help for approval of traffic laws.
- Coordination and management.
- Regional and national collaboration. Road safety management. Database development. Public awareness and education.
- Road safety management
- Awareness raising, cooperation, collaboration, coordination.
- Grid framework.
- Policy formulation.
- Knowledge sharing among countries, government and private sectors.
- Vehicle and driver management. Behavior change. Role of state management. Vehicle quality. Quality of infrastructure. Public education.

4. Should the current regional strategy be updated to reflect global priorities.

- 9 Yes
- 1 No response

5. Does your country require institutional strengthening and capacity building in the different sub-sectors of road safety? If yes, which are the 3 most important sub-sectors and what topics are important, please list these?

- 10 Yes

3 highest priority areas for improving technical knowledge and skills in road safety in your country?

- Enforcement for police. Management for national and provincial RS committee. Engineering/ RS audit for road department.
- Ministry of Public Security, Ministry of Communications, Ministry of Health
- Institutional strengthening, MIS, RS funding
- Traffic police capacity building. Post-crash-pre-hospital care. Education and public awareness
- Policing. Trauma management. Co-operation and collaboration
- Road accident data. Road safety research. Road Safety coordination and management
- Capacity building
- Formal and informal education. Enforcement. Data collection and evaluation
- Accident data management. Traffic police capacity. RS programme management.
- Database collection and management. Building the capacity for NISC and related agencies and institutions. Making policy decisions and implementations arrangements.

6. Do you think that the availability of an Internet network would help facilitate the increase in road safety knowledge and facilitate improvements in road safety in your country.

- 9 Yes
- 1 Not much

7. What is the most important single measure that could be taken that would improve political willingness to address road safety issues in your country?

- Advocacy on data analysing, dissemination on cost and effect of road traffic accidents
- Transparent data could help raise awareness of leaders and media. Road safety responsibility of different government departments.
- Number of fatalities.
- Regional ministerial meeting with declaration and defined goals.
- Media publicity with evidence.
- To establish a national road safety council.

- Global trends of accidents, cost benefit of programmes.
- Public requests through mass media and press.
- Leadership commitment, ministerial level agreement.
- The strong leadership by the running party and giving the commitment to all levels of society.

8. Do you have any further comments or questions about the use of the ADB Regional Road Safety Strategy (Arrive Alive)

- *Update on monitoring and implementation of strategy and to use the strategy effectively.*
- *Request international institutions, donor countries and NGO to assist countries to implement.*
- *Excellent document.*
- *Helpful.*
- *Need to update with current accident trends.*
- *Update data/ information into local languages.*
- *The strategy is very useful.*

Comments

It would appear that the *ADB Regional Road Safety Strategy (Arrive Alive)* has been well used by the ASEAN countries to assist them in developing and implementing their own Road Safety Strategy.

Nine of the ten responding countries would like to see the *ADB Regional Road Safety Strategy* updated. No requests or reasons were duplicated, and 7 countries made additional comments about the strategy itself, such as that it needed to be updated with current accident trends, and also translated into local languages.

Before updating the *ADB Regional Road Safety Strategy* it may be useful to conduct an additional survey to address specific concerns and requests of member countries.

Most countries also thought that the use of the internet would facilitate an increase in road safety knowledge. It may be necessary to further investigate this to determine how the internet could be used effectively.

10. Seminar Evaluation

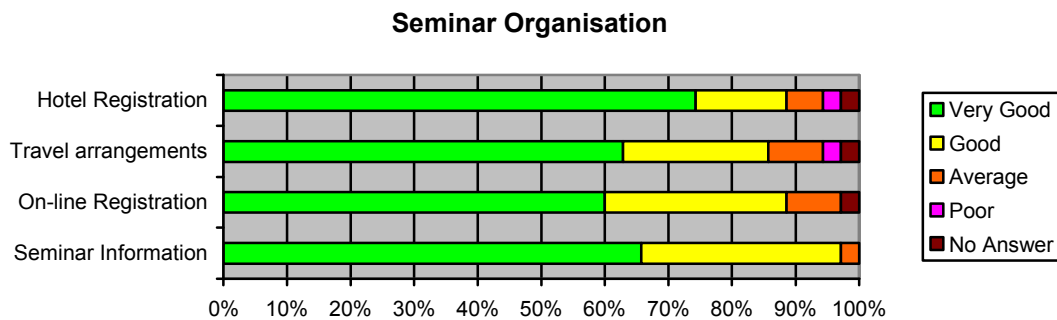
It was expected that all participants would complete a survey sheet, yet only 36 did. The large contingent of Indonesian Delegates were very reluctant to evaluate the seminar, although around 8 did eventually.

Conference organizers, GRSP representatives and most of the independent representatives did not complete an evaluation survey.

10.1 Seminar Organisation

Most participants were pleased with the organization and arrangements around attending the seminar. Those that gave a rating of either average or poor, with no exceptions had their hotel registration and travel arrangements completed by an in- country representative. This could mean that there was a communication breakdown intra-country, rather than between the organizers and participants.

Those participants who rated the on-line registration as average indicated to the organizers that they sometimes have system problems within their own organisation.



Participant Comments:

- *Excellent organization & arrangements*
- *Good pick-up from the airport*

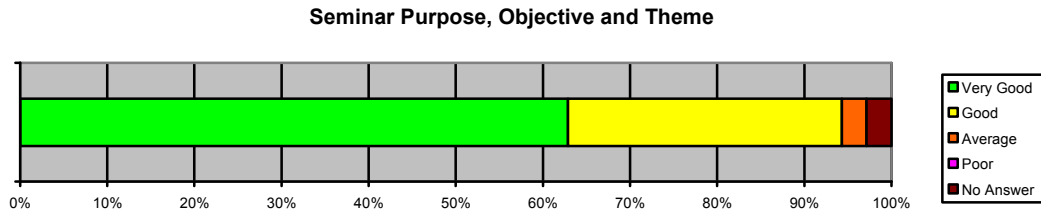
- *Simple, easy to do, worked well*

- *Had problem with getting registered*
- *For online registration, there are questions on who/how to register for non-leader participants (eg. passwords, etc)*

- *Accommodation given is satisfying*
- *Excellent venue*

- *Would be good to have some background introduction and reading from previous GRSP/ASEAN seminars and material*

10.2 Purpose, Objective and Theme of the Seminar

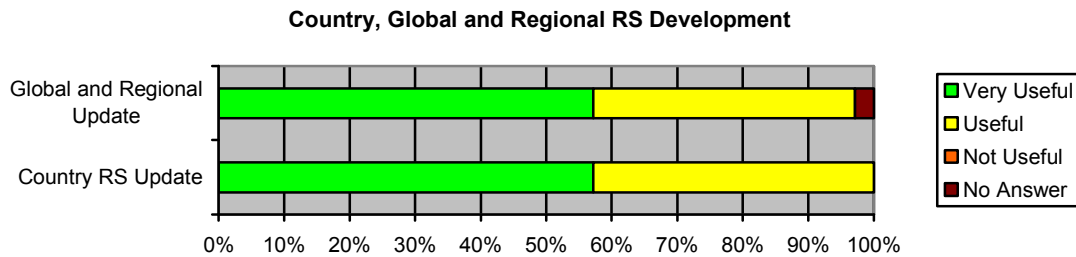


Participant Comments:

- *Good preparations*
- *Very good*
- *Clear and understandable*
- *Very excellent papers and presentations, a lot of thought provoking discussions*

10.3 Country and Global and Regional Road Safety Developments

Close to 100% of participants reported they found the Global, Regional and Country updates very useful or useful. Those that had attended previous seminars were pleased to see the developments in the region, particularly with regards to data collection and response to statistics.

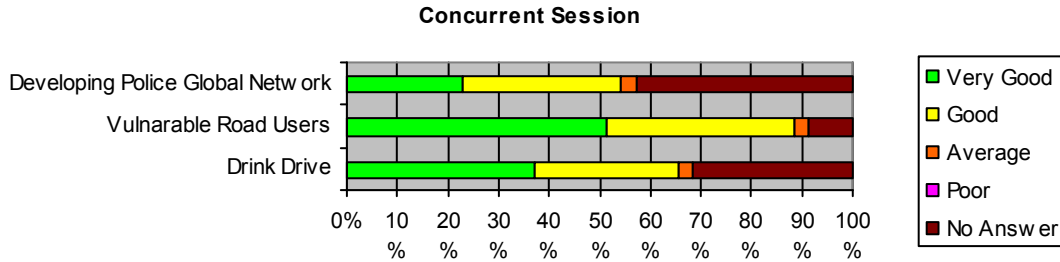


Participant Comments:

- *Need more details & comparable data between countries*
- *Good information to know others development*
- *Too short of time for the country updates*
- *Very useful data and case studies*
- *Very interesting information and encouraging to see the forward movement on statistic gathering in the region*

10.4 Concurrent Sessions

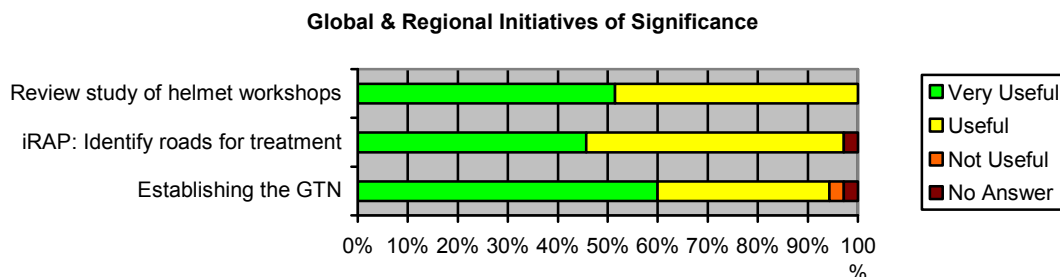
The reason why this section received a large number of no answer is because participants could only attend one of the concurrent sessions and hence could not rate the other two sessions. Ignoring the no answer response results in most (97%) of participants finding the session they attended as either very good or good.



Participant Comments:

- *The 3 sessions were all relevant and hence it was a pity that we cannot attend all 3 sessions*
- *More time for discussion needed*
- *Perhaps need to allow a little bit more time*
- *Good preparations, but input from participants during discussion was not summarized probably because short of time*
- *It's good arrangement, focus on what people/participant do in their daily activities*
- *Please furnish us the appropriate toxicity level in drunk driving in Asean countries so that we can legislate the law*
- *Good information, but very dry and dull. There was no definition of what is a 'Vulnerable Road User' and no actual date on the risk/issues from different VRU group. The case studies from China, Thailand and Malaysia was very good*

10.5 Global and regional initiatives of significance

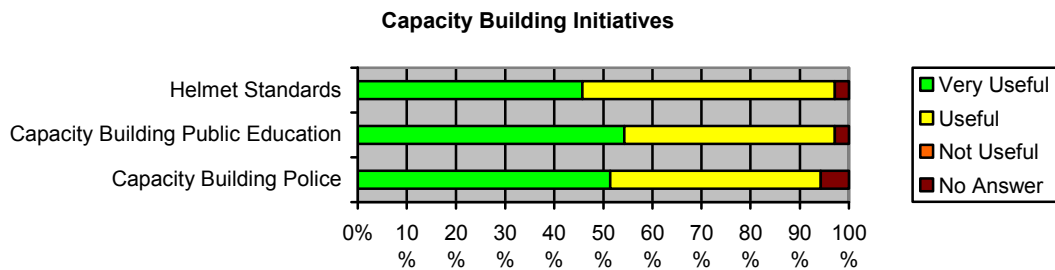


Participant Comments:

- *The Global Traffic Network will be useful*

- *The Global Traffic Network policing initiative was very interesting and encouraging to see focus on this*
- *The iRAP road rating system was a new and exciting approach that will make a significant difference over time*
- *All 3 of phase regional initiatives are very important and should be taken up for early implementation*

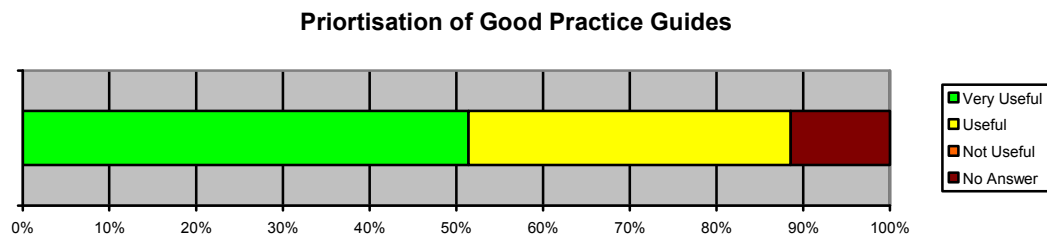
10.6 Capacity Building Initiatives



Participant Comments:

- *Capacity building is crucial and the 2 topics can be further reviewed*
- *More data on helmet standards*
- *Public education & enforcement is very important to change attitude/behaviours people*

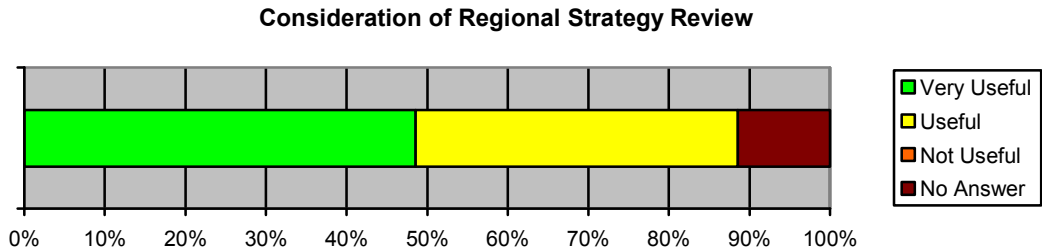
10.7 Country Group Workshop (Task1) Prioritisation of Good Practice Manuals



Participant Comments:

- *The VRU guide should be published ASAP*
- *From a company point of view this exercise was as useful as for the country groups*
- *Currently probably will only involving government institution, we would like to see more from private sectors*
- *More good practice for other country which can be adapted*

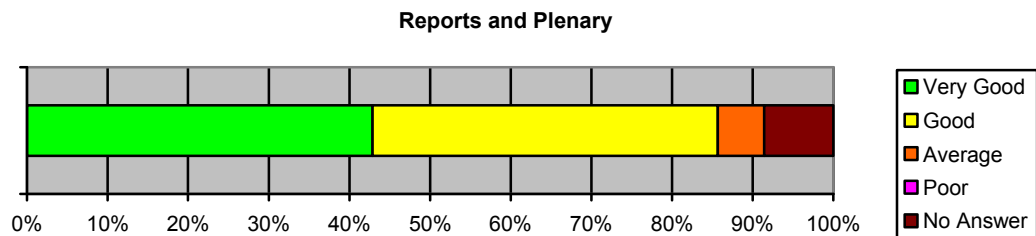
10.8 Country Group Workshop (Task 2)



Participant Comments:

- *Time has come to move more activity on a regional agenda*
- *Must be Yes*

10.9 Reports and Plenary

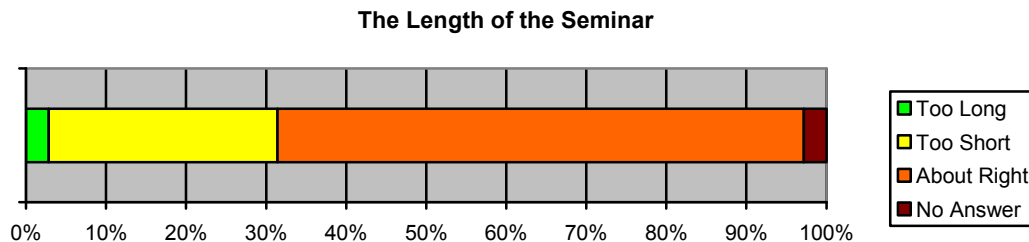


Participant Comments:

- *Very good*
- *Too short, not enough time for questions*
- *Good seminar. Good to invite paper and presentation to each*
- *Singapore to share best practices.*
- *Develop database for all road safety professionals*

10.10 Length of the Seminar

Only one participant found the length of the seminar to be too long. No reason was provided and no other information could be gleaned from the survey of this participant. Most participants found the length about right. Those that found the seminar too short were among those who had traveled long distances, as opposed to local attendees.



Participant Comments:

- *The schedule is too hectic, inconvenient for the participant*
- *But may be 2 full days and 1 technical visit*
- *The schedule is too hectic*

10.11 Topics for the next Seminar

Size and structure

- *Don't get too large – keep it simple – focused*
- *Keep future seminars the same as Bali Seminar*

Organisation

- *Extend to 2 days so leave more time for discussions*
- *Another day to allow for expansion of some workshop sessions and Question time would be only suggestion*
- *More time for discussion*
- *Separate session on research activities/output studies*
- *Institutional arrangement discussions for each country – one agency vs with agency – funding – secretariat – capacity build up programs*
- *Feedback on the different initiatives and case studies presented*

Topics to be addressed

- *Best practices to address concerns the driver failures in accidents. Continue to introduce innovative projects/programs like iRAP to show what is available to provide solutions. More case studies of success stories and failures would be good. We also need to know what doesn't work and why*
- *Emergency Respond & Assistance to Accident Victims. Trauma Management*
- *Toxicity level/BAC (Blood Alcohol Content)*
- *Speed limit, Alcohol test, drink driver*
- *Road safety Engineering and management. Improving motorcyclist safety*
- *Effective management of Road Traffic Safety*

- *Drunk driving and RS Management*
- *Update on ASNET status, Traffic Police Network*
- *Safety management system, Education programme, Investigation accident*
- *Evaluation of single measure to improve political and public awareness of road safety*
- *Good practice guide – experience by countries*
- *More in-depth research for motorcyclist safety and also highlight certain useful evaluation tools*
- *Priority setting in road safety*

Involvement of private sector representatives

- *Capacity building for general TOT, so delegates from private sectors will have something to share in the organization*
- *Invite presentations from private sectors as demonstration of their participation & contribution to road safety*

10.12 Professional and administrative suggestions for future activities?

Applause

- *Well done*
- *Admin was fine.*

Organisation

- *Most presentations were long and did not attempt to 'entertain and engage' the audience. All presenters should receive a guide to presenters pack and coaching on how to present*
- *To place tags of countries on the table for easier identification*
- *Try to organize social programmes for delegates*
- *Should have organised social events for all including spouses including tours & visit to Bali*
- *Please arrange the time better so the schedule isn't too hectic, so participants will not get bored*
- *Perhaps a bit more time for discussion/questions/suggestions/experience sharing*
- *Networking sessions so that everyone can get to know each other*
- *Should be part of the programme, to include 'know each other' activities so we might have better communication between participants*
- *Update/complete attendees list during seminar and distribute*
- *To have more media involved*

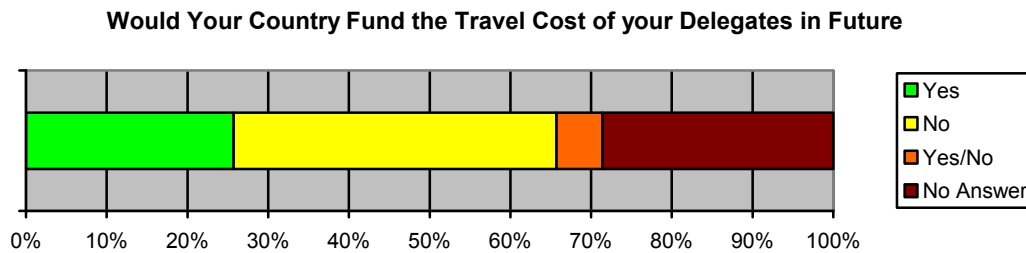
Suggestions

- *Make link to other similar regional events- eg. ITS, motoring organisation, police, professional group, Aid agencies –*
- *Possible assessment of a training academy or possible scholarship/fellowship program for study across border.*
- *Good to get similar/same representatives from each country for commitment and consistency*
- *To agree on action points to be reviewed in future seminar. To get more senior officers/authorities to fully attend seminar*

Question

- *Could health sector be included?*

10.13 Future funding of delegates?



Participant Comments:

- *But only some*
- *Depends on each agency*
- *Only some of them*
- *It depends*
- *To encourage participants, GRSP should try to fund the travel expenses*

10.14 Sharing of costs

Participant Comments:

- *Government sponsorship from participating nations and more sponsorship opportunities to private venter groups who provide services in the industry /region*
- *Probably most country can be asked to foot the bill for hotel accommodation for delegates*
- *If known well in advance, it can be tied in with study tour, for some funding might be available (travel cost)*
- *To get private sector involved – publicity, banks and others*
- *Air tickets and perhaps own accommodation*
- *Delegate should bears the hotel & accommodations & food cost, Organiser should bears the travel cost*
- *Fund sharing between the countries*
- *50% reimbursement on travel cost*
- *We can share, when we become a host country*
- *Yes if only 1 or 2 delegates*
- *We can consider funding the seminar package*

- *Current arrangement is fine*

11. Conclusion and Recommendations

Information for this report came from three major sources:

- Survey evaluation
- Requests made and comments provided to conference organizers
- Observations made by organizing team members.

The Seminar should be considered a great success. The sharing of information and highlighting of initiatives that show evidence or great promise of success in reducing road trauma in the Region were well received.

11.1 Setting

Bali was a fantastic location to hold the seminar and the Westin Hotel provided a great setting with ideal seminar rooms and facilities. However the wonderful ambience also has a down side, where some participants found it preferable to miss sessions for personal priorities. It is difficult to manage this, however offering a social program or side tours around the edges of the seminar may help to address absenteeism. Perhaps stating clear expectations about attendance at the time of registration may also help to influence participant obligation to attend the entire seminar, particularly those who have been fully funded by GRSP.

Recommendations:

- That participants who receive financial support from GRSP to attend the seminar be obligated to fully participate in all sessions. The obligation be made clear at the time of registration.
- Organisers offer side tours around the edges of the Seminar for those who wish to participate. Side tours be at the participant's expense.

11.2 Organization

External organizers, (Innovate Solutions Systems Sdn Bhd), were engaged by GRSP to organize the practical elements of the seminar. For example, provision and update of website; design, production and installation of banners and backdrops; printing and production of materials; registration and monitoring of participants attendance and travel arrangements; airport transfers, photography and on the ground organization during the seminar. This initiative enabled the key GRSP personnel to engage with participants on an individual basis and to address more strategic demands during the Seminar.

Since the majority of participants found the GRSP ASEAN website accessible and easy to use to gather information and register for the seminar, this system should be used again in the future. The website can continue to provide country updates and information throughout the year.

At a very late stage many registered participants cancelled their involvement, particularly from the host country. The late cancellations resulted in a financial loss as it was too late to cancel accommodation and food. It is expected that for some delegates urgent last minute obligations do appear, but early preparation could be made by all funded delegates to ensure a substitute be available to take their place should a cancellation be necessary.

Recommendations:

- That a consultant be engaged to organize future seminars and for them to take responsibility for the on-ground organization of the seminar.
- That the GRSP ASEAN website be the site for promoting and facilitating future seminars, and act as a conduit of information.
- That participants who cancel at a late stage (beyond the point of the organizers being able to cancel venue costs) be made aware of the implications and costs of the cancellation and be asked to contribute in some way to remediating the costs.

11.3 Content and length of seminar

The length of the seminar was deemed to be about right, although a full second day was preferred by many attendees. This extension would allow more time for discussion, both formal and informal.

Most participants found the presentations useful and included this assessment in the evaluation survey. Many would have liked more detail in the sessions, such as definitions (*What is a Vulnerable Road User*), and additional information, particularly on alcohol issues. Many questions arose during the seminar about information related to alcohol, (for eg, alcohol strength, metabolism and absorption of alcohol in the body, safe levels of drinking, BAC levels and how they are determined) and people were looking to a seminar such as this as a way to increase their knowledge and understanding.

The most common (anecdotal) view was that there was insufficient time given over to the country updates, given that the information was found to be both interesting and useful.

There was also good feedback on the proforma that was provided to those who were preparing and delivering the country updates. The proforma kept the presentations very focused. In future seminars all countries should be encouraged to contain their presentation to the provided format or guidelines, as this will mean that there will be sufficient time to make the presentation, and that none of the information will be glossed over.

Suggestions were made to the organizers regarding how to make more use of the country reports. For example: Country reports be provided as background reading for the seminar, and during the presentation time each country be invited to focus on one area of success(or failure), or one initiative, and to outline what it is, why it did/didn't work, and how they know (evaluation).

Some of the presentations contained too many slides for the allotted timeslot. This resulted in some information being overlooked, rushed or poorly attended to. Presenters should be advised in the optimal number of slides and presentation expectations.

Recommendations:

- That the program for future workshops be strengthened by organizing it under strands, such Research, Policy and Programs (including case studies from the Region), Evaluation and Data Base analysis, and Knowledge/information.
- That reports on specific events, programs and experiences be included in country reports and that country data be included as pre-reading for the Seminar.
- A proforma or presentation guidelines be provided to speakers.

- That a regional seminar be run to provide additional information about alcohol and alcohol related programs, laws and policies.

11.4 Topics for future seminars

Refer to feedback on page 30 of this report.

The survey elicited a broad range of requests for topics to be included in future seminars. The Organisers of the next seminar should consider this list and match it against evidence based practice of what works and the availability of good speakers.

What is most evident is that countries in the region wanted to hear more from other countries about their experiences and initiatives.

Opportunities for networking need to be included in future seminars. Opportunities could arise from pre-seminar workshops, side tours and a social program.

11.5 Funding and sharing of costs

Only 2 participants felt that their country would fully fund Delegates to attend future seminars. One of these respondents stated that they felt the current arrangement was fine.

However there was a general willingness to share costs.

Appendices

Appendice 1 Establishing a Traffic Police Network'

GRSP ASEAN SEMINAR 2007

Summary Record of Day 2 Workshop

'Establishing a Traffic Police Network'

The workshop, one of a concurrent series, on Day 2 of the Seminar was targeted at delegates who were either Police officials or country officials with a responsibility or interest in Police traffic safety enforcement performance.

Mr Rob ROBINSON, Project Leader of the 'Global Traffic Safety Police Network' a project of the Global Road Safety Facility (GRSF) of The World Bank, chaired the workshop. Fourteen (14) delegates attended and contributed to the workshop. They were primarily Police officials.

The workshop format was interactive and canvassed a range of 'Police related Traffic Safety 'Issues'. There were ten (10) major issues identified by the delegates. These were:

1 Data Collection

The delegates identified that a reliable and accurate crash information database was highly desirable. While the jurisdictions reported a variable capacity to collect, collate and analyse crash data, this was identified as critical to traffic safety enforcement.

Discussion also highlighted that data collection in urban settings was usually of a higher quality than in remote rural settings where there were significant difficulties at all levels of the process.

2 Infrastructure for Enforcement

Delegates agreed that without an appropriate set of infrastructural arrangements, including:

- Legal framework of enforceable laws & penalties;
- Accurate vehicle registration databases;
- Effective driver licensing regime; and
- Judicial processes that supported enforcement effort;

enforcement was likely to be less effective.

3 Public Acceptance of Enforcement

The discussion on this issue highlighted that if the public were generally supportive of Police enforcement then the outcomes would be superior. Also that if there was public support then the compliance rates with the law would be higher reducing the enforcement effort required of Police. The concept of the “perception of fair enforcement’ was also briefly explored.

4 Stability of Traffic Police

Delegates identified that traffic enforcement duties were seldom prioritized within their Police agencies. That postings to traffic enforcement were often used as a ‘punishment’ for officers. These postings were not valued by officers and the transfer of officers in and out of traffic safety enforcement duties was relatively high.

Associated with this discussion was a general call from delegates for the build of greater capacity and capability within traffic safety divisions.

5 Training Infrastructure

Delegates believed that to assist capability improvements for traffic safety within Police the provision of access to procedural manuals and training materials would be of assistance to many jurisdictions. Further, that training in traffic duty should be part of the Police’s routine training curriculum & schedule.

6 Consistent Enforcement

The discussion of this issue touched on matters of training, supervision and general performance of duty in field settings. For enforcement to be effective delegates stated that the public expectation should be managed by a consistent and fair application of the law by Police at all times and in all locations. Again there was discussion of the difficulties encountered by Police agencies that were required to cover a huge geographical area and also be responsible for all Police enforcement activity across all crime types.

7 Patrol Visibility

A lack of resources, personnel and equipment, was seen by delegates as an impediment to creating and maintaining a high profile for Traffic Police in the community. The workshop expressed the view that if Traffic Police were able to have a higher patrol profile then there was likely to be a greater compliance with the law by citizens.

8 Clarity of Leadership/Responsibility

Delegates responses were mixed on this issue. Most delegates reported that while there were often several government agencies (including Police) responsible for traffic safety in their jurisdiction, that there was generally a reasonable clarity about responsibilities.

9 Inter-Agency Partnerships

This issue was seen as critical for success, but delegates generally reported good relationships with agencies other than their own who contributed to traffic safety outcomes in their country. There was an acceptance that this was still an area of improvement. Non-Police officials in the workshop observed that Police were often reluctant to engage with other agencies citing some examples.

10 Flux within Road Safety Agencies

Delegates reported that almost without exception the road safety sector in their jurisdiction was undergoing significant change and this fact provided for a sub-optimal operating environment for enforcement activity and general contribution by Police. This may reflect the increasing prioritization of road safety at governmental level in the region.

With the issues above identified, the delegates prioritised the top issues that, if addressed, would make a significant difference in their jurisdiction. The result of this prioritization process revealed the ‘Top Four’ issues [in order of support] to be:

- 1 Infrastructure for Enforcement;**
- 2 Stability [Capacity] of Traffic Police;**
- 3 Public Acceptance of Traffic Safety Enforcement; and**
- 4 Data Collection.**

The Chair reported the proceedings of the workshop to the Seminar in plenary session. This report back focused on the ‘Top Four’ issues above.

Appendice 2 Vulnerable Road User report

Vulnerable Road User - Session Report

The session was well attended and it was believed that there were country represents from all the participating countries. The session contained introduction, case studies and discussion. Rikke Rysgaard, Senior Officer, GRSP (chair) introduced the topic including gTKP and the key issues for the different types of vulnerable road users (pedestrians, bicyclist, non motorised vehicles, and motor cyclist). The different types of vulnerable road user behave differently in traffic and have different capabilities, however they all:

- Have greater risk of crash
- Carry the greatest burden of injury
- They are especially at risk in mixed traffic
- And mixed with fast moving vehicles
- VRU count up to 80% of road fatalities in some countries
- Children, elderly and disabled are particular vulnerable
- Poor people are more exposed: and injury can have catastrophic consequences forcing them into deeper poverty.

After the general introduction 3 case studies were presented to the audience:

- VRU project in Beijing by Prof Chen from the Beijing Technical University, highlighting the result of a study on VRU behaviour and typical conflicts in Beijing intersections. She also mentioned the proposed initiatives to improve the safety situation in the selected intersections. Chinese intersections in cities like Beijing are unusual in having a vast number of vulnerable road users - not similar to anywhere else in the world.
- ‘Helmets for the King’ project in Thailand was presented by Mr Somporn, managing director, Road Accident Victims Protection Co. Ltd and representing Thailand GRSP. The Helmets for the King project was introduced to the audience. The project is very unique as have managed to capture the passion of the people, and making them do a pledge (to the king) both orally and in writing. The launch created a huge demand, and a second phase is being planned.
- M/C lanes in Malaysia by Prof Radin, Director General, MIROS. Malaysia has tested and used Motorcycle lanes for a number a years; both exclusive lanes and non exclusive lanes (using the paved shoulder). Prof Radin went through the issues related to creating M/C lanes, like M/C lane design standard, capacity, level of service, conflicts, special warrants and of course the safety benefits. In the Malaysian experience, they had 39% less crashes, and 83% less fatalities, a benefit cost ration 5 to 1.

At the end of the session the floor was opened for discussion, especially on potential for piloting motorcycle lanes in other ASEAN countries. Points were made in the following areas: how to get space for the extra lane, if M/C conflicts are the most important conflict? how to manage U-turns, what about school children on the road (using the shoulder), be better if people used public transport, how many M/Cs to trigger a lane? And finally if having a lane, how to make the M/C riders use them. It was concluded that VRU's safety is very important and not an easy area. However the discussions should continue and maybe it would be worth using gTKP discussion group as a platform for it.

Appendice 3 Drink Drive report

GRSP / ASEAN Road Safety Seminar

Bali, Indonesia

6-7 September 2007

Concurrent Session: Drink Drive Focus

Chair: Brett Bivans, International Center for Alcohol Policies

Participants from Cambodia, Indonesia, Lao PDR, Myanmar, Philippines, Singapore, Thailand, Vietnam, and China attended the session.

The main focus of the session was on the background and content of the GRSP/WHO good practice guide on Drinking and Driving. The session, like the guide, emphasized the importance of assessment—understanding both the patterns of drinking within a society (and how some patterns contribute to harm, such as road injuries and fatalities) and the patterns of drinking and driving. A presentation from the Chinese delegate, Li Ying, demonstrated how road side surveys including breathanalysis, and hospital monitoring of injuries and fatalities, can provide government and road safety specialists with a clearer assessment of the individuals, context, and behaviors that are most at risk of leading to drinking and driving. This type of assessment and information can lead road safety stakeholders to focus their actions, target their interventions to those most at risk and therefore ensure the efficient and cost effective use of resources.

The discussion included a presentation from the Thai delegate, Dr. Tairjing Siriphanich, on some of the activities that might be used to raise political and public awareness of the risks of drinking and driving. In the case of the Thai Don't Drive Drunk Foundation, the involvement of victims of road crashes has been a powerful tool in raising awareness for example among new drivers, the police, those caught driving while impaired, and the general public about the prevention of impaired driving.

The discussion also turned to the involvement of a wide range of stakeholders, including policy-makers and decision-makers, road safety professionals, members of the judiciary, traffic police, health professionals, employers, NGOs, insurance industry, and the beverage alcohol industry, as partners in addressing alcohol impaired driving.

Finally, delegates had a general discussion on the appropriate way to roll out the good practice guide in the ASEAN region. The successful example of the roll out of the Helmut Guide through national workshops and action planning seminars was mentioned as a model, but delegates felt that given the complexity of the drinking and driving issues, the large number of stakeholders (many with economic interests), and the need to build up commitment by both government and the public to tackle the issue, workshops with stakeholders introducing the guide and the purpose of developing a national action plan

might be required as a prerequisite. Interest was expressed for such a process from several of the delegations present.

Appendice 4. Good Practice Roll Out Summary

	Q1a Useful	Q1b How	Q2 Sup NS	Q3 Most impt	Q4 Update	Q5 Streth	Q5b 3 most impt	Q6 Priorities	Q7 Internet	Q8 Single meas	Q9 Comments
CAMBODIA	Yes	Guide to develop national RS action plan. Convince fast decisions from top mgmt/ gov	Yes	Advocacy and/or awareness raising. Help for approval of traffic laws	Yes	Yes	Enforcement for police. Management for national and provincial RS committee. Engineering/ RS audit for road department.	Enforcement Management Engineering/ RS audit	Yes	Advocacy on data analysing, dissemination on cost and effect of road traffic accidents	Update on monitoring and implementation of strategy, to use the strategy effectively
CHINA						Yes	Ministry of Public Security, Ministry of Communications, Ministry of Health	Public awareness/ education. Enforcement. Data system	Yes	Transparent data could help raise awareness of leaders and media. RS responsibility of different gov depts	
INDONESIA	Yes	Increasing political commitment	Not yet	Coordination and mgmt	Yes	Yes	Institutional strengthening, MIS, RS funding	Public education. Publicity and campaign. Road safety audit.	Yes	Number of fatalities	No comment
LAO	Yes	Guided Lao to develop	Yes	Regional and national	Yes	Yes	Traffic police capacity	Driver testing and licensing.	Yes	Regional ministerial	Request international

		its own strategy		collaboration. RS mgmt. Database development. Public awareness and education			building, post-crash-pre-hospital care, education and public awareness	Legal structuring and enforcement. Emergency response/ road safety audit		meeting with declaration and defined goals	institutions, donor countries and NGO to assist countries to implement
MALAYSIA	Yes	15 KPI	Yes	RS mgmt	Yes	Yes	Policing, trauma mgmt, corporation and collaboration	Policing. Emergency help. Networking.	Yes	Media publicity with evidence	Excellent document
MYANMAR	Yes	Overall strategies	Yes	Awareness raising, cooperation, collaboration, coordination	Yes	Yes	Road accident data, road safety research, RS coordination and mgmt	Planning and design of safe roads. Vehicle road-worthiness and safety standards, accident costing	Not much	To establish a national road safety council	Helpful
SINGAPORE	Yes	5e's	Yes	Grid framework	Yes	Yes	Capacity building	Engineering, research, evaluation	Yes	Global trends of accidents, cost benefit of programmes	Need to update with current accident trends
THAILAND	Yes	Sharing information among member countries	Yes	Policy formulation	Yes	Yes	Formal and informal education, enforcement, data collection and evaluation	Law enforcement, drunk driving, helmet wearing	Yes	Public requests through mass media and press	Update data/ information into local languages
PHILIPPINES	Yes	RS action plan	Yes	Knowledge sharing	Yes	Yes	Accident data mgmt, traffic	Accident data mgmt, accident	Yes	Leadership commitment,	None

				among countries, government and private sectors			police capacity, RS programme mgmt	investigation, fleet transport mgmt		ministerial level agreement	
VIETNAM	Yes	Overall strategies	Yes	Vehicle and driver mgmt. Behavior change. Role of state mgmt. Vehicle quality. Quality of infrastructure. Public education.	Yes	Yes	Database collection and mgmt, building the capacity for nisc and related agencies and institutions, making policy decisions and implementations arrangements	Database, methodology for building strategies and plans, education and the built strategy implementation	Yes	The strong leadership by the running party and giving the commitment to all levels of society	The strategy is very useful

Appendice 5 Group Photograph



GLOBAL
ROAD SAFETY
PARTNERSHIP

GRSP/ASEAN ROAD SAFETY SEMINAR
Challenges & Opportunities
6 & 7 September 2007, Bali, Indonesia



Ministry of
Transportation,
Indonesia