Standing Committee
for Economic and Commercial Cooperation
of the Organization of Islamic Cooperation (COMCEC)

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Proceedings of the 8th Meeting of the COMCEC Transport and Communications Working Group

"IMPROVING ROAD SAFETY IN THE OIC MEMBER STATES"

COMCEC COORDINATION OFFICE
November 2016

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COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP
ON

"IMPROVING ROAD SAFETY IN THE OIC MEMBER STATES"

(October 27th, 2016, Ankara, Turkey)

COMCEC COORDINATION OFFICE
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Introduction

The Eight Meeting of the COMCEC Transport and Communications Working Group was held on October 27th, 2016 in Ankara, Turkey with the theme of "Improving Road Safety in the OIC Member States". The Meeting was attended by the representatives of 13 Member States, which have notified their focal points for the Transport and Communications Working Group namely; The Gambia, Guinea, Indonesia, Iraq, Kuwait, Morocco, Niger, Nigeria, Qatar, Palestine, Saudi Arabia, Turkey and Uganda. Representatives of the United Nations Economic Commission for Europe (UNECE), World Bank (WB), SESRIC, AMEND, ECORYS, SWOV, and COMCEC Coordination Office (CCO) have also attended the meeting.[1]

The Working Group has considered two studies. The first one was the Research Report entitled "Improving Road Safety in the OIC Member States" commissioned by the CCO which aimed at describing and assessing the state of affairs of road safety in the OIC Member States and providing policy recommendations for improving road safety services. The second one was the "COMCEC Transport and Communications Outlook 2016" prepared by the CCO which provided a general overview of transport and telecommunications sectors in the Member States.

During the meeting, the delegates from the Member States have shared their experiences and achievements as well as the challenges with regard to road safety in their countries. Possible policies to be implemented to improve road safety have also been discussed. The deliberations and discussions have been enriched by the presentations delivered by the representatives of the Member States, international organizations, and NGOs.

[1] The list of participants is attached as Annex 4.

1. Opening Remarks

The Meeting started with a recitation from the Holy Quran. At the beginning, Mr. Mehmet Metin EKER, Director General of the COMCEC Coordination Office, briefly introduced the COMCEC and its activities undertaken to deepen the cooperation among the member states.

Mr. EKER underlined that road traffic injuries are a major global publich health problem with severe economic and social consequences. Road traffic injuries threaten to hinder achievements in economic and human development. Mr. EKER also underlined some facts related to road safety in the Member Countries.

Assistant Commissioner for Road and Pipeline Transport Regulation/Secretary Transport Licensing Board at the Ministry of Works and Transport of Uganda, was elected as the chairman of the meeting. Mr. WINSTONE welcomed the participants and expressed his thanks to attendants for electing him as the chairman.

2. The COMCEC Transport and Communications Outlook 2016

Mr. Ekrem KARADEMİR, a Senior Transport Specialist, and Mr. Burak KARAGÖL, a Senior Telecom Specialist at the COMCEC Coordination Office made a joint presentation on the key findings of the COMCEC Transport and Communications Outlook 2016. While Mr. KARADEMİR focused on the transport issues, Mr. KARAGÖL presented communications section of the Report.

The presentation was divided into six sections as follows: 1) Importance of Transport and Communications for COMCEC, 2) Transport Infrastructure, Logistics, and Trade, 3) Transport by Modes, 4) Environmental Effects of Transport Sector, 5) Previous Studies and Policy Recommendations, and 6) Telecommunications.

At the outset of his presentation, Mr. KARADEMİR underlined the importance of transport and communications as one of the six cooperation areas specified by the COMCEC Strategy. This followed by emphasizing the relationship between transport, logistics, and trade and how they affect each other.

Mr. KARADEMİR continued with providing indices with regard to the international trade and transportation, such as Logistics Performance Index (LPI), Liner Shipping Connectivity Index (LSCI), burden of custom procedures, and quality of transport infrastructure. He emphasized that, with respect to quality of transport infrastructure, both OIC overall and OIC-Sub-Saharan Africa averages fall below world averages in each measure. OIC-MENA performs better than world average except the quality of railroad infrastructure whereas OIC-Asia underperforms world averages in each measure except the quality of railroad infrastructure. He also stated that there is a positive correlation between the LPI scores and international merchandise trade (excluding oil exports) of the OIC countries.

While explaining the LSCI scores, Mr. KARADEMİR mentioned that Malaysia, UAE, Morocco, and Egypt are well connected to the global shipping network whereas Albania, Brunei, Guinea Bissau, and Guyana are the least connected. The best performing countries have large transhipment ports (e.g. Malaysia, Morocco, and Egypt) and gateway ports (e.g. Malaysia, Saudi Arabia, and Turkey). On the other hand, the least performing countries are either not located on the main liner shipping services or lack the physical and operational capacity to serve large container ships. In terms of average LSCI scores, OIC-MENA region performed better than OIC-Asia region as well as the world starting from 2008. On the other hand, average LSCI scores for OIC-Sub-Saharan Africa region remained well below the world averages throughout the same period.

Mr. KARADEMİR continued his presentation by demonstrating some important traffic figures by transport modes. He stated that there is a large variation in the density of the road

networks in the different OIC countries. Albania, Bahrain, Bangladesh, Brunei, Comoros, Gambia, Indonesia, Kuwait, Lebanon, Malaysia, Maldives, Pakistan, Palestine, Qatar, Turkey, and Uganda have more dense networks compared to the remaining countries. The density of the road networks in the OIC countries as a group and individually, is quite low compared to that of the US and the EU. For the OIC countries the density of the road network is 0.12 compared to 0.67 and 1.34 for the US and the EU, respectively.

Again, there is a large variation in the density of rail networks in different OIC countries. A great majority of the OIC countries have fewer than 1,000 km of rail lines per 100,000 km^2 land area, while almost half of the OIC countries have no railway network. Average network density of the OIC countries is equal to 426 km of railway per 100,000 km^2 land area, which accounts almost half of that of developing economies, which averages at 740 km.

Furthermore, he added that the container throughput of the OIC countries has reached 101 million TEU in 2014 up from 79.8 million TEU in 2010. However, the share of OIC countries in the global container throughput has remained flat at around 15% during the period between 2010 and 2014.

Regarding the air traffic, Mr. KARADEMİR mentioned that high income Gulf countries, such as Qatar, UAE, and Bahrain, and island states, such as Brunei Darussalam and Malaysia, have higher per capita air passenger traffic figures. Besides, OIC countries with dominant network airlines are more likely to experience higher per capita air passenger traffic.

Regarding the environmental effects of transport sector, Mr. KARADEMİR mentioned that there is a positive correlation between transport-related CO2 emissions and GDP per capita (PPP) in the OIC countries. One reason for this tendency is the increased private car ownership with increasing per capita income, which eventually increases personal trips and accordingly GHG emissions. Another fact is that the countries with higher GHG emissions are mostly from oil producing countries, which often corresponds with lower pump prices for gasoline and consequently more road sector energy consumption.

Then, Mr. Burak KARAGÖL presented some of the key findings about telecommunications from the COMCEC Transport and Communications Outlook 2016. Mr. KARAGÖL focused on the recent trends in the telecommunications sector in the world as well as in the OIC Member Countries.

Mr. KARAGÖL began his presentation by discussing fixed and mobile telephone penetration trends. While use of fixed telephony is declining in low, middle, and high income countries, mobile telephone penetration is rapidly increasing all over the world. Iran, Kazakhstan, and United Arab Emirates are the OIC countries with the highest fixed telephone penetration whereas Kuwait, Maldives, and United Arab Emirates are the OIC countries with the highest mobile telephone penetration.

Mr. KARAGÖL continued his presentation by emphasizing the developments regarding broadband internet penetration. Fixed broadband penetration has been rapidly increasing in high income countries and exceeded 30 percent by 2014. On the other hand, fixed broadband penetration is just about 10 and 0.24 percent in middle and low income countries respectively. Lebanon (23%), Bahrain (20%), and Azerbaijan (19%) are the OIC countries with the highest fixed broadband penetration.

Mr. KARAGÖL lastly presented available data on number of internet users per 100 people. Similar to fixed broadband internet penetration, there is a considerable gap between high income countries and others in terms of internet users per 100 people although this value is increasing for all country groups. Bahrain (93.5%), Qatar (93%), and United Arab Emirates (91%) are the OIC countries where number of internet users per 100 people is the highest.

Mr. KARAGÖL concluded his presentation by reminding delegates about the theme and date of the next Transport and Communication Working Group Meeting; which will be held March 9th, 2017 on "Increasing Broadband Internet Penetration in OIC Member Countries"..

Comment (s): The representative of Morocco suggested some indicators, such as length of road per GDP, length of road per vehicle or traffic, to be included in the Country Fact Sheets section of the COMCEC Transport and Communications Outlook 2016. He added that this kind of indicators will contribute to the quality of the Outlook. In response, Mr. KARADEMİR said that conditional to data availability for the majority of the member countries, the suggested indicators may be added to the future Outlook Reports.

3. Conceptual Framework for Road Safety and Global Trends

Mr. Geert SMIT, Manager at the consulting consortium, ECORYS, delivered a presentation outlining the conceptual framework for road safety and described the current trends in road safety.

Mr. SMIT's presentation was divided into four sections as follows: 1) background and rationale of the project, 2) objective of the project and the process to deliver the objective, 3) global trends in road safety, and 4) the framework for road safety.

In the beginning, Mr. SMIT applauded the very initiative of the OIC Member States to share their experiences, stating that the principle of exchanging best practices is extremely valuable. Although each country is unique, there are still many challenges that are shared. Discussing the challenges and the measures taken to overcome them with regard to road safety can be an effective means of shaping member country's approach towards reducing burden of road safety.

Mr. SMIT continued by presenting seven facts about road safety, clearly indicating the gravity of the problem. Most of the facts come from the Global Status Report on Road Safety, prepared by the World Health Organization (WHO).

- Fact 1: *Road safety is a leading cause of death*. It is indicated that each year some 1.3 million people are killed in traffic accidents. That is at the level of renowned diseases, such as lung cancer and tuberculosis. Road accidents kill more people than malaria. Also to be noted is that from 20 to50 million people get injured in traffic.

- Fact 2: *The problem is not going away*. In fact, road safety is expected to move up in the global top 10 leading causes of death in 2030 in case of unchanged policy.

- Fact 3: In the *age group 15-29 road safety is the leading cause of death*. So young people are getting killed more on roads than anywhere else.

- Fact 4: *Half of people killed in traffic are vulnerable road users*. Road users getting killed in traffic are notably vulnerable road users, or road users that are less protected, including pedestrians, cyclists, and motorcyclists. At global level, half of the road traffic deaths affect vulnerable road users.

- Fact 5: *Africa and the Eastern Mediterranean region have the worst road safety performance*. The global average *mortality rate*, which is expressed in number of deaths per 100,000 inhabitants due to road accidents, is 17.4. Considerable regional differences are registered with Africa and the Eastern Mediterranean region having the worst road safety performance.

- Fact 6: *The risk of dying in traffic is highest in low and middle income countries*. Differences per income groups can be registered, again measured in terms of mortality rate. Low income countries with an income per capita of less than 1,046 USD, have a performance that is considerably lower than middle and high income countries. Moreover, road safety problem is growing in low income countries and reducing in middle and notably high income countries.

- Fact 7: *Over 90% of road traffic deaths are in low and middle income countries, which have only 48% of registered vehicles*. Increasing motorisation in these countries is expected to place additional pressure on road safety considering the current motorisation level is relatively low in low and middle income countries.

Mr. SMIT proceeded by presenting the objective of the research report as to assist OIC Member Countries in reducing road accidents and by doing so reduce the number of people died and injured in traffic. This can be done by:

- Looking at international best practices resulting in a road safety framework.
- Reviewing road safety status in the OIC Member Countries.

- Defining conclusions and recommendations.

Mr. SMIT then revisited a number of international trends or concepts in road safety, notably the five road safety pillars, as also included in the UN Global Plan for the Decade of Action, the Safe Systems Approach, and the road safety development phases. These concepts are combined into the road safety framework which is applied for benchmarking.

Mr. SMIT mentioned the Decade of Action for Road Safety, which is based on an integrated approach in which five road safety pillars are defined. These five pillars are linked to the three E's, i.e. education, enforcement and engineering. These five pillars are fundamental for realization of the road safety improvements.

Mr. SMIT first explained the *road safety management* pillar, which is about creating an enabling environment. Part of this is to strengthen the institutional capacity to deal with the challenges with regard to road safety. Given the multi-disciplinary character of road safety, many organisations are involved in the process. This includes ministries in various disciplines, road administrations, police, hospitals, schools, private sector, NGOs, etc. These organisations need to have the capacity to work on road safety and, more importantly, need to work together. The establishment of a leading road safety agency is often considered. Also, a road safety policy is needed, with clear and realistic targets, together with the required funding. An important aspect is the development of road safety data. This is of vital importance in analysing the problem and developing the right solutions. Yet, the pre-condition to achieve all these is political support. Without political support, funding will be problematic and so will be the implementation of road safety actions.

Secondly, he mentioned *roads and mobility* pillar. He summarized the message of this pillar as to improve safety consciousness at all stages of road development, starting with planning and designing of the roads. The following questions should be answered properly: Where will the roads be? Are we planning roads passing though villages or are we making ring roads? How do we design the roads? Is there a separate lane for vulnerable road users? How do we build and maintain our roads? Do we build safe roads and do we protect the road workers? Do we assess existing roads on a regular basis? And on mobility; how do we organise safe public transportation?

Then the third road safety pillar, i.e. *safer vehicles*, was addressed. Obviously, vehicles play an important role in road safety as well. Standards for vehicles are needed, making sure that only safe vehicles are used on public roads. This is not always the case since many countries lack the standards. In Bangladesh, for example, there are self-fabricated three-wheelers, the so-called nasimon or karimon, causing many accidents. A proper approach is needed on how to equip cars with minimum safety features and to promote crash avoidance technologies. A possible approach may be to encourage fleet managers to work with safe vehicles.

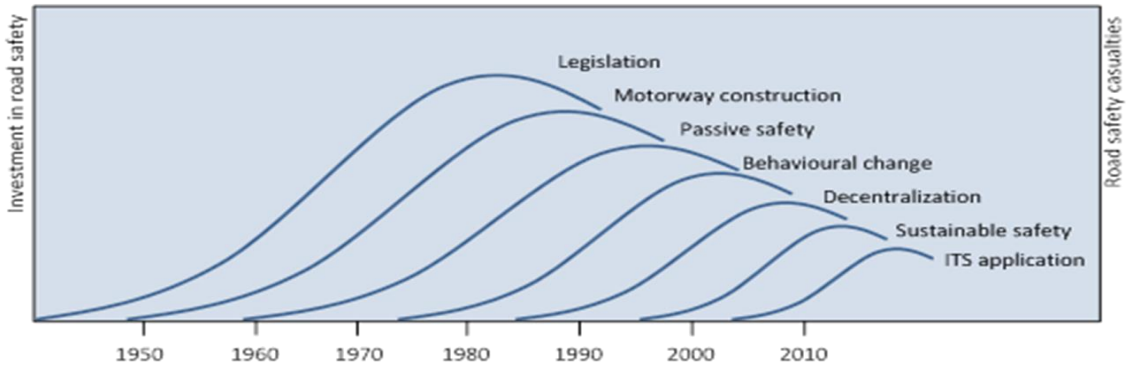
Subsequent to the roads and the vehicles, the *road user* is yet another road safety pillar. This pillar concentrates on having appropriate road safety legislation in place. Therefore a well-

defined legislation on speeding, alcohol, seat belts, child constraints, and helmets is needed. This also comes with the need for effective enforcement as well as driving licenses for driving in roads.

The final pillar is *post-crash response* which includes developing a pre-hospital care system, including ambulances. Another aspect is having emergency telephone numbers at a national level.

Mr. SMIT, then shifted the attention of the audience to the concept of the *Safe Systems Approach*. The key in this approach is to provide a safe operating environment that is better able to deal with human error and provide effective post-crash care. The name Safe Systems Approach comes from the fact that it is a system-wide intervention strategy, focuses on all crash phases and elements related to the safety of road users. A schematic overview of the Safe Systems Spproach was also presented.

Mr. SMIT underlined that the next element contributing to the road safety framework is the concept of *road safety development phases*. There is a typical pattern of policy development and investment in road safety on the one hand and an increase and decrease in number of road safety casualties on the other. This is reflected in the figure presented below.



What the picture shows is that since 1950's, a number of road safety policy initiatives have been seen, starting with development of legislation, followed by development of a motorway network, and next policy development, including sustainable safety. In terms of number of people killed in traffic, there is rather a universal trend of first increasing numbers, mainly due to growing motorisation, and then a gradual decrease, as a result of effective road safety policy and measures.

Based on the case of the Netherlands and the universal development, as described above, three typical road safety phases can be distinguished: establishment, growth and maturity. In these three phases first an increase in the number of people killed can be seen, notably as a result of growing motorisation with still under–developed road safety systems. Then, as a result of road safety policy and measures this trend is reversed. Although many countries go through these

road safety development phases, the pace at which this happens varies. This depends on the effectiveness of the road safety approach.

Lastly, Mr. SMIT touched upon the *road safety framework* used in the research report. He said that three road safety development phases and five road safety pillars have been combined. The assumption is that each road safety development phase has its typical characteristics. Based on this fact, typical policy road safety measures have been defined in the report.

Question(s): The representative of SESRIC asked that whether using other modes of transportation such as metro or railways can contribute to road safety?

Answer (s): Regarding the question raised by representative of SESRIC, Mr. SMIT responded that other alternative modes of transport can contribute to road safety especially in the urban transport. He added that using alternative modes is very crucial within the framework of *roads and mobility* pillar. Furthermore, road safety is a larger picture including design of the transportation system as a whole. Therefore, using other alternative modes can also be seen as a part of road safety.

Question(s): After appreciating the soundness of data used in the research report and underlining the importance of the value of data for better policies to improve road safety, the delegate of Nigeria asked that how developing countries can access international experience in collecting data which will help them to reach their targets with regards to road safety.

Answer (s): Concerning the question raised by the delegate of the Nigeria, Mr. SMIT said that it is a fact that developed countries are better in collecting data when compared to developing countries like Nigeria. World Bank, through road safety capacity management assessment initiative, has challenged the countries to consider where they are in terms of road safety. This tool may be beneficial for increasing capacity in collection data. And also having necessary fund and a lead agency is very effective towards strengthening capacity and having a coordinating body in the country.

Question(s): The representative of the CCO raised a question that what is the starting point to deal with road safety, is it establishing a lead agency or ensuring political support in the country?

Answer (s): Mr. SMIT responded that there are a couple of elements which are essential to get started. One of them is creating political support. Because without political support there will be no funding, and without funding, it will be difficult to implement road safety program. Also, the necessary capacity, both human and organisational, is very important for starting point. Within this perspective the role of lead agency is vital.

4. Evaluation of Road Safety in the OIC Member and Review of the Case Studies

Mr. Govert SCHERMERS, a Safety Engineer at SWOV (Netherlands Institute for Road Safety), presented the findings of the study regarding the status of road safety in the OIC member countries. Mr. SCHERMERS emphasised the importance of benchmarking studies in creating a platform for dialogue and for providing a basis to discuss road safety issues that are relevant not only at country level but also across regions and within coordinating structures such as COMCEC.

Mr. SCHERMERS provided an outline of his presentation as road safety in OIC countries based on global data (especially from WHO and IRTAD), questionnaire surveys in Member States and three case studies. His presentation ended with recommendations.

In his introduction to describing road safety in the OIC Member Countries, Mr. SCHERMERS gave an overview of mortality rates worldwide and highlighted the major differences between continents with relatively many developing countries and those with primarily developed countries (Europe with a rate of 9.3 traffic fatalities/100,000 people and Africa with 26.6, in 2015). He touched upon the concept of the Safe Systems Approach and the underlying differences between the so-called reactive strategies aimed at manging the number of crashes and the more preventative strategies aimed at eliminating fatal crashes. He cited the success of countries, such as Sweden and the Netherlands, in driving traffic fatality numbers down and stated that the challenges to improve road safety in countries with developing economies were significant given these mortality rates.

Mr. SCHERMERS then showed a number of graphs comparing countries on the basis of mortality rates, income levels, population, and vehicle fleet size. He outlined that the data shows that the OIC Member Countries have widely differing road safety performance, with mortality rates ranging from 8.3 (Bahrein) to 32.1 (Iran). Regional differences exist, with average mortality rates in the OIC Member Countries in Africa reaching at 24.5; the Arab group at 21.2 and the Asian group at 16.1. Mortality rates in the OIC Member Countries are in general higher than expected, based on comparison with other countries of similar income levels. As an indication, the world average mortality rate is 18.8 and the global average for MICs and LICS are 19.5 and 21.5, respectively. The data also revealed the differences when looking at population size and vehicle population with some high income countries performing particularly poorly whereas some low income countries performing better than expected. These data conclude that the OIC Member Countries can be stratified into four groups as far as traffic mortality is concerned:

1. HICs with much higher road mortality than average for HICs in general;
2. MICs with higher than average road mortality;
3. MICs with lower than average road mortality;
4. LICs with road mortality that is high in an absolute sense.

Mr. SCHERMERS then provided an overview of the extent to which OIC Countries conform to Safe System Approach practices. This overview is based on WHO data but results have been weighted based on the number of positive or negative responses per category. The results reveal that OIC Member Countries are generally in the early development stages of the Safe Systems Approach, as advocated by the UN Global Plan for the Decade of Action. A number of countries in the Arab and Asian regions have taken steps to improve road safety management to the extent that they are now comparable to many other international countries which apply the Safe Systems Approach. However, these countries have not yet developed an integrated approach across all pillars and therefore cannot be considered to be practising the fundamentals of a Safe Systems Approach.

Mr. SCHERMERS emphasized that these results are based on self-reports and such data are not always the most reliable

Furthermore, Mr. SCHERMERS explained that a two stage survey, based on the World Bank capacity review procedures, was developed and conveyed to the OIC Member Countries. The Stage 1 survey was meant to be a screening one and provided essential data related to road safety and aimed to identify whether countries were willing to participate in the more detailed Stage 2 survey. In total, 9 OIC Member Countries responded to the Stage 1 survey and 10 to the Stage 2. The results provided valuable but rather general insights and were not adequate for developing more widely applicable solutions. However, all responding countries indicated that road safety is considered to be a high priority issue in their countries.

Mr. SCHERMERS indicated that as far as road safety management was concerned, most countries participating in the survey had some form of national strategy for road safety. Most respondents indicated that given that a country had a road safety lead agency, its responsibilities were limited to road safety policy development and implementation and legislation. Road safety funding was generally not considered as a core function of the lead agency. In low income countries the agencies have no specific and dedicated budget allocated for road safety. Furthermore, most lead agencies are considered to have insufficient resources to perform their tasks.

Road safety in high and middle income countries is generally well-coordinated whereas this is not the case in low income countries. In high and middle income countries responsibilities are mostly coordinated among different government agencies and departments and cover most management functions. In low income countries coordination activities mostly focus on education and training and vehicle legislation and standards.

Generally, low income countries do not have performance targets, while most of the high and middle income countries reported to have such targets. Based on the survey results, R&D activities are similar in high, middle, and low income countries. Besides, high and middle income countries have more road safety instruments and tools to ensure higher road safety, such as road safety audits and inspections. In all responding countries, expansion of road

network and improvement of road maintenance have a high priority. Regarding the status of practices covering the other pillars, Mr. SCHERMERS summarised the following issues:

- Roads and Mobility:
  Road design standards for national roads are rated to be of good quality in high, middle, and low income OIC Member Countries. The quality of road design standards appears to decline with the income levels, type of road, and the authority it falls under. In high and middle income countries standards for regional roads are generally better than that of low income countries. Local road design standards are considered to be average to good in high and middle income countries, while mostly considered to be poor in low income countries.

- Vehicles:
  In general, low income OIC Member Countries have lower vehicle standards and fewer compulsory inspections. In high and middle income countries roadworthiness inspections are common and some high and middle income countries require vehicles to be equipped with airbags, while this is not the case in low income countries.

- Road Users:
  Helmets are compulsory in most of the OIC Member Countries that responded to the surveys. Also theoretical and practical driving tests are compulsory. In some of the OIC Member Countries it is not compulsory for motorcycle drivers to wear protective clothing. Child restraints are also often not compulsory.

- Post-crash Response:
  Most of the responding OIC Member Countries have a national response telephone number for reporting crashes. However, only a few countries have procedures for crashes involving vehicles carrying hazardous materials. Most countries have some capacity in trauma care and management although this is generally inadequate. In general, low income countries have less post-crash procedures than high and middle income countries.

- Road Safety Data:
  The lack of good quality data for effective road safety management is an international problem and it is very much evident also in the OIC countries. Low income OIC countries have clearly less data available, especially on the number of victims hospitalised and road geometry.

Mr. SCHERMERS provided an overview on the findings of the field visits conducted as part of the Study to Bangladesh, Cameroon, and Morocco. The countries were selected to represent the three regions of the OIC to provide more insight into road safety management practices in those countries based on first-hand experiences.

The case study reviews revealed that data related to crashes were generally poor in especially Cameroon and Bangladesh whereas other data related to, for example, ambulances, traffic safety performance indicators etc. were generally not readily available or routinely used in the countries.

Overall, Cameroon and Bangladesh scores on road safety management and on aspects relating to the pillars of roads, road users, vehicles, and post-crash care need to be improved. Morocco was rated as moderate, and was showing significant improvement, in most aspects and indications are that the country is making significant progress in redressing road safety problems.

To conclude, Mr. SCHERMERS made the following recommendations relating to each of the pillars for the countries finding themselves in the *Establishment* phase of road safety development. These are all low income countries (i.e. Afghanistan, Bangladesh, Benin, Burkina Faso, Chad, Gambia, Guinea, Guinea-Bissau, Mali, Mozambique, Niger, Sierra Leone, Somalia, Tajikistan, Togo, and Uganda) and many middle income countries (i.e. Albania, Algeria, Azerbaijan, Cameroon, Côte d'Ivoire, Djibouti, Egypt, Gabon, Guyana, Indonesia, Iran, Iraq, Jordan, Kazakhstan, Kyrgyz Republic, Lebanon, Libya, Malaysia, Maldives, Mauritania, Morocco, Nigeria, Pakistan, Senegal, Sudan, Suriname, Tunisia, Turkey, Turkmenistan, Uzbekistan, and Yemen).

For *road safety management* following typical policy measures were presented:

- Garnering political support for road safety,
- Improving poor to medium quality road safety information systems,
- Assigning lead agency responsible for road safety management,
- Developing coordination structures,
- Developing policy review procedures,
- Setting of short term targets and long term initiatives,
- Developing and maintaining specific delivery partnerships between the government, NGOs, community and businesses at the central, regional, and local levels, and
- Establishing a reliable crash reporting and recording system.

For *safer roads and mobility* following typical policy measures were presented:

- Developing road network categorisation plans,
- Developing appropriate functional and operational characteristics for road types,
- Setting of appropriate speed limits,
- Encouraging public transportation use,
- Developing strategies and plans for vulnerable road users,
- Secures funding for development projects.

For *safer vehicles* following typical policy measures were presented:

- Establishing vehicle registration registers,
- Developing minimum standards for entry of vehicles on public roads,

- Developing roadworthiness criteria and monitoring systems,
- Developing enforcement strategies,
- Setting standards and regulations regarding the use of vehicles.

For *safer road users* following typical policy measures were presented:

- Setting safety standards and rules and continuing compliance requirements that will ensure the safety of the individual concerned but also that of fellow road users,
- Developing standards for driver licensing, testing, and appraisal,
- Monitoring driver offences,
- Developing and implementing educational programmes for school children,
- Developing strategies to improve safety of vulnerable road users.

For *post-crash response* following typical policy measures were presented:

- Reviewing capabilities and capacity of trauma response units,
- Establishing key performance data and setting targets,
- Developing monitoring systems,
- Implementing regional pilot projects,
- Developing strategies to improve capacity and allocating necessaryresources for trauma response and management.

For the OIC countries finding themselves in the *Growth* phase of the road safety development cycle, mainly middle income countries (i.e. Albania, Algeria, Azerbaijan, Cameroon, Côte d' Ivoire, Djibouti, Egypt, Gabon, Guyana, Indonesia, Iran, Iraq, Jordan, Kazakhstan, Kyrgyz Republic, Lebanon, Libya, Malaysia, Maldives, Mauritania, Morocco, Nigeria, Pakistan, Senegal, Sudan, Suriname, Tunisia, Turkey, Turkmenistan, Uzbekistan, and Yemen) and all high income countries (i.e. Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, and the United Arab Emirates), the following recommendations were raised.

For *road safety management* following typical policy measures were presented:

- Fostering relationships to maintain political support for road safety,
- Developing medium to high quality management information systems,
- Coordinating central levels,
- Adopting short to medium term road safety targets,
- Analysing what can be achieved in the medium term,
- Developing and maintaining specific delivery partnerships between the government, NGOs, community and businesses at the central, regional and local levels.

For *safer roads and mobility* following typical policy measures were presented:

- Implementing large scale remedial road improvement projects,
- Implementing strategic road network development plans,
- Implementing large-scale improvement projects for vulnerable road users,
- Adopting an integrated approach to road infrastructure planning and provision,
- Adopting theSafe Systems Approach to road design.

For *safer vehicles* following typical policy measures were presented:

- Maintaining and improving vehicle registration and licensing,
- Developing vehicle roadworthiness criteria,
- Setting vehicle standards,
- Monitoring driver offences,
- Setting public transportation vehicle standards,
- Setting commercial vehicle standards.

For *safer road users* the following typical policy measures were presented:

- Reviewing and setting safety standards and rules for continuing road user compliance,
- Improving the quality of driver licensing and testing,
- Adopting targeted law enforcement and monitoring critical driver offences,
- Conducting educational and publicity campaigns for improved road user behaviours,
- Securing legislative resources for road safety.

For *post-crash response* following typical policy measures were presented:

- Setting emergency response goals and monitoring,
- Assessing the fleet,
- Reviewing the quality of emergency and trauma care,
- Improving protocols and standards,
- Funding for emergency and trauma care.

For *road safety data* the following typical policy measures were presented:

- Evaluating and improving crash registrations,
- Developing supportive Safety Performance Indicators (SPIs),
- Establishing central computerised transport and driver licensing registries to manage data on the number of vehicles and drivers on the road which are easily accessible for enforcement agencies,
- Establishing linkages between national causes of death statistics to assess and validate traffic fatalities,
- Establishing or adopting tools for local highway and police authorities to undertake data collection, analysis, monitoring techniques, and database management,
- Reporting road safety results and progress made and making interactive crash data systems available on the Internet.

Comment (s): The delegate of Morocco thanked the CCO for considering Morocco as one of the case studies and made some remarks on the presentation regarding the Moroccan case. He emphasized that Morocco has a strategy in terms of road safety since 2003 and more than 3,000 people lives have been saved due to the implementation of the strategy. He also emphasized that, according to data, cars with less than 5 years age are involved in accidents more than older cars. This simply shows that the accidents take place mostly due to user misbehaviour rather than car age.

Furthermore, both the representative of the World Bank and the chairman of the meeting emphasized the importance of valid data for a sound analysis of road safety. The chairman also concluded that all Member Countries shall increase their capacity to provide valid data to the relevant international institutions when needed.

Question(s): The representative of SESRIC asked about the most important factors that lead to unsafety in roads of the OIC Member States, and whether they are mostly related to infrastructure or user behaviour?

Answer (s): Mr. SCHERMERS responded that as the Safe Systems Approach proposes, road safety issue needs a holistic approach covering human behaviour, infrastructure, age of vehicles etc. In other words, focusing only on one area, such as roads, vehicles or human behaviours, and forgetting about other factors is not a correct approach. If a country would like to properly address its road safety problems, then it should approach the issue as holistic as possible.

Question(s): The representative of the CCO asked that, given that the Safe Systems Approach is the backbone of the research report, whether there are any studies indicating the performance of the system in the countries where it is applied.

Answer (s): Netherlands has been implementing the Safe Systems Approach since 2002 and the results show a reduction of more than 50 percent in the fatalities. Sweden has also made significant progress in terms of road safety since they have implemented the Safe Systems Approach. In Sweden, the number of fatalities has decreased by 80 percent with a vision to decrease it to zero in the long-run. Another example is Austuralia where it is expected to have a significant decline, around 35-40 percent, in fatalities due to the implementation of the Safe Systems Approach. In sum, the evidence in countries applying the Safe Systems Approach shows that with this holistic approach the number of fatalities declines significantly.

5. Presentations of the Member States

a. Nigeria

Dr. Anthonia A. EKPA, Director at the Road Transport and Mass Transit Administration of the Federal Ministry of Transportation (FMOT) of Nigeria, made a presentation on the Road Safety Implementation Status in Nigeria focusing on the issues involved and the actions taken so far towards the implementation of the Global Plan for the Decade of Action for Road Safety. She cited authorities including the United Nations to substantiate the need for a global action on road safety and revealed that available records show that the increasing trend of daily death occurrences due to road traffic collision/accident will become the 5th leading cause of death in the world unless immediate and effective action is taken.

Giving a brief overview of Nigeria's road safety situation, Dr. EKPA stated that roads are the most videly used mode of transportation in Nigeria. The country has a total of 204,000 km of road networks with about 8 million registered vehicles and 30,000 traffic safety personnel at both Federal and State levels. She also pointed out that over 6,000 deaths and 39,000 injuries recorded on Nigerian roads annually. She also noted that, despite the efforts made by the country in the provision of laws, creation of the Federal Road Safety Commission which has been working, and the enormous resources allocated for safety on roads and management of post-crash victims among others, the death toll from road accidents on Nigeria's roads has still been on the increase.

Dr. EKPA showed a graphic illustration on major accidents/crashes on the roads that occurred in the country between the years 2012 and 2016, noting particularly that April 2013 recorded an alarming rate of deaths in the country. She highlighted that such death on the road cuts across all strata of the Nigerian society, with the poor as the most affected since they rely on roads presently as the major mode of transportation. She also outlined that the causes of road related deaths in Nigeria include abuse of existing traffic regulations, e.g. use of seat belts, refusal to comply with available road signs; careless road users, e.g. drunk/tired drivers, use of mobile phones while driving, reckless road crossing by pedestrians; overloading; slow implementation of axle load policy; construction of weigh bridges on major highways; poorly maintained vehicles; insufficient road signs; long queues and traffic congestion along federal highways in cities; and high population of untrained and unqualified drivers/motorcycle riders.

Having mentioned that the FMOT is the Government's key body for developing policies on road safety, she went further to highlight some of the strategic actions taken by the Ministry and other key players, such as Federal Ministry of Works, Power and Housing, Federal Ministry of Health, National Institute of Transport Technology, Federal Road Safety Commission, towards the implementation of the Global Plan for the UN Decade of Action for Road Safety (DOA) amongst others as follows:

- Construction of new rail lines and resuscitation of old ones across the country to minimize the use of motorized vehicles on Nigerian roads,
- Introduction of Road Transport Operators' Manual,
- Partnering with private sector to construct Transit Parks and Truck Terminals,
- Participation at the meetings of the UN group of experts on road signs/signals to ensure compliance of the Convention on Road Safety related issues of which Nigeria is a contracting party,
- Encouragement of more private sector involvement in the provision of mass transit vehicles and inland water transportation,
- Raising awareness of drivers on road safety issues and developing curriculums for training of drivers,
- Formulation of policy on axle load to check overloading,
- Research on road safety issues,
- Construction/repair of roads and highways across the country,
- Provision of road signs, markings, foot bridges for pedestrians and computerized inspection equipment,
- Establishment of traffic emergency response centers on major highways and establishment of the National Trauma Center at the national Hospital Abuja.

Furthermore, Dr. EKPA enumerated the challenges faced by the country in tackling the problem of road safety as the need for modern equipment, failure to sanction road traffic violators, insufficient funding to execute more projects especially those associated with the Global Plan for the Decade of Action, need for modern equipment/trained personnel, lack of supervision/coordination of road safety issues and agencies by the FMOT, insufficient political will, and inadequate number of trained personnel.

She concluded her presentation by stating that given the existence of requiered institutional and legal instruments and framework to tackle the issues of road safety, there is a need for a more strategic and synergetic approach which will involve all the stakeholders, with the Ministry of Transportation playing a pivotal role in coordinating the process towards the realization of reduction of road safety hazards in Nigeria by the year 2020.

b. Qatar

Mr. Ahmed ALEMADI, a Senior Transport Engineer at the Ministry of Transport and Communications, made a presentation about the Qatar Traffic Control Manual (QTCM). In the beginning of his presentation, he briefed the objectives of this manual as follows:

- To bring the existing manuals up to the international best practice,
- Introduce new parts, for example:
    - Pedestrian and Cyclist Facilities
    - Public Transport Facilities
    - Context Sensitive Design
    - ITS

- To have one unified roadway design manual in Qatar to avoid duplication and conflict, and
- Standardize the design process in Qatar.

Secondly, Mr. ALEMADI mentioned the progress under the QTCM that a Project Team, which includes MMUP Specialized Team, Ashghal Specialized Team and the MOI (Traffic Department), has been established for direct coordination. The international best practices were reviewed and a gap analysis was carried out. Additionally, surveys to identify local conditions were undertaken and stakeholder consultations and workshops were held.

Mr. ALEMADI highlighted that the QTCM comprises of three volumes. The first volume contains general introduction and index of signs, general road signs, signs relating to specific types of road and road users, and information and direction of signs and traffic signals. The second volume contains road markings, design guide for traffic signs, and work zone traffic management guide. The third volume contains specifically detailed drawings of 360 signs.

Then, Mr. ALEMADI mentioned some of the changes took place so far with introduction of the QTCM. Lastly, he demonstrated the Qatar traffic signs to the participants.

c. Turkey

Mr. Mustafa IŞIK, the Director of Traffic Safety Training and Design Division at the General Directorate of Highways, Ministry of Transport, Maritime and Communications, delivered a presentation on traffic safety in Turkey. At the outset, Mr. IŞIK gave some important statictics about road safety in Turkey. He said that traffic accident fatalities per million population were 56 in 2003 and, in 2016, this number decreased to 48, with a -15% rate. He underlined that the road network excluding urban roads is about 385,000 km in length. Ratio of divided highway network has increased from 10% to 37% of the total road network in the last 13 years.

He continued his presentation by stating that there are four acting councils regarding road safety in Turkey.

- Road Traffic Safety Council under the presidency of the Deputy Director General of Turkish National Police (four meetings a year),
- High Council for Road Safety under the presidency of the Prime Minister (one meeting a year),
- Council of Coordination for the Decade of Action (2011-2020) under the presidency of the Minister of Interior (two meetings a year),
- Province and town traffic commisions under the presidency of governors.

He added that due to its multidisciplinary nature, road safety issue cuts the domain of many official institutions such as the Ministry of Interior Affairs, Ministry of National Education, Ministry of Health, Ministry of Development, municipalities, and the Turkish Standards Institute. The main duties of the Ministry of Transport, Maritime Affairs and Communications on road safety issue are basically regulation and coordination of transportation sector, vehicle

inspection, regulation and monitoring of transport of dangerous goods by road and weight control of vehicles. The duties of the General Directorate of Highways are specifically taking necessary measures for traffic safety by making arrangements and markings on the road network of the DG Highways, determining the standards of marking on all highways, and analysing traffic accidents data on highways.

With respect to road safety policies in Turkey, Mr. IŞIK informed the audience that in parallel with the Global Plan for the Decade of Action for Road Safety (2011-2020), Turkish Road Safety Action Plan has been developed under the coordination of the Turkish National Police of the Ministry of Internal Affairs and in cooperation with the relevant institutions and agencies for the purpose of preventing road traffic crashes, minimizing road traffic fatalities and injuries, and mitigating impacts. He added that in the Action Plan, ultimate goal is to comply with the recommendation of the United Nations to halving the total number of casualties on Turkish roads by 2020. To achieve this goal totally 43 activities have been determined in major topics, such as education, enforcement, infrastructure, health, and campaigns.

Mr. IŞIK carried out his presentation by giving some information about the current laws and regulations in Turkey related to road safety as well as speed limits. Regarding the road safety statistics, he highlighted that these statistics are collected and compiled by the National Turkish Police and Gendarmerie, while they are computerized by the Turkish Statistics Institute. He emphasized that, until 2015, statistics of the number of persons killed in road accidents had included the deaths occurred only at the accident site. In order to harmonize road accident data with the international standards, statistics on the people who die at a health facility within 30 days after the accident due to accident-related impacts are included in the 2015 statistics for the first time and made available to public .

Furthermore, Mr. IŞIK explained that the Turkish DG of Highways conducts detailed accident analysis,

- To determine circumtances and causes of the accident,
- To examine details of the damage caused to people,
- To identify risk factors and black spots,
- To determine objectives and strategies for future,
- To monitor results of the measures taken and evaluating their performances.

Lastly, Mr. IŞIK touched upon the Intelligent Transport Systems (ITS) applications in Turkey for road safety issue. He said that ITS will be built on the main arterial roads and expanded.

d. Uganda

Mr. James Kiribata KATUNGUKA, a Senior Safety Officer at the Ministry of Works and Transport, gave a brief presentation on road safety situation in Uganda. He began his presentation with an overview of the Uganda's country profile in terms of road safety. He informed that Uganda is a landlocked country in the East Africa region with a population of 34.8 million. The number of vehicles is estimated at 1.4 million including motorcycles.

Mr. KATUNGUKA continued by saying that Uganda, as one of the countries that endorsed the UN Resolution on the Decade of Action for Road Safety (2011 -2020), is working towards achieving 50% reduction in road traffic fatalities by 2020 by fully implementing actions as stated in the resolution.

Mr. KATUNGUKA outlined the key indicators of his country regarding road safety by explaining that Uganda is experiencing rapid motorization spurred by economic growth and population increase. Uganda is currently grappling with an enormous increase in the number of motorcycles used as public service vehicles. Motorcycles accounted for over 33% of annual road fatalities in 2015. From 2011to 2014, road traffic fatalities had declined from 3,343 to 2,845, according to the Uganda Police Report. According to the WHO Global Status Report on Road Safety 2015, Uganda records 27.4 deaths per 100,000 population and pedestrians' deaths account for over 40%. 59% of all persons killed were below the age of 35 and 19% of these were below the age of 18. This implies that the most productive age bracket of the country is severely affected from traffic accidents.

With respect to the government interventions towards improving road safety, Mr. KATUNGUKA underlined that the government is implementing interventions guided by a road safety policy which has been adopted by the Cabinet in 2014. The policy encapsulates the five pillars of the Global plan for the Decade of Action and implementation of these pillars will take place in a phased manner.

Regarding the general road safety management policy in Uganda, Mr. KATUNGUKA highlighted that the policy provides a general guiding framework to safeguard against crashes on roads. Reviewing and updating of the Traffic and Road Safety Legislation and other relevant regulations are a part of this policy. The proposal to establish a Lead Agency which is autonomous, self-accounting, and accountable is in the parliament for consideration. Also, establishment of a road crash database to improve road traffic injuries and fatalities surveillance and improving coordination of difference government agencies involved in reducing fatalities on the roads, such as Police, Ministry of Health and Ministry of Education, are two important agenda item under the road safety management policy in Uganda.

Furthermore, Mr. KATUNGUKA expressed what has been achieved so far in Uganda in the last decades in terms of road safety. Uganda has invested heavily in road development which has increased the stock of paved roads to 5,227 km, consisting national, urban, and city roads, as of June 2016. Government has developed new road design manuals that conform to international standards, taking into consideration most of the good road safety aspects and practices. Road safety assessments are incorporated in road network planning, designs and construction, black spot mapping, and road audits. Uganda has procured a private operator to carry out automated mandatory motor vehicle inspection for road worthiness to specifically ensure a safer motor vehicle fleet on the roads. Government is encouraging import of newer safer vehicles and developing local vehicle technologies is underway.

Then, Mr. KATUNGUKA emphasized on how their government attaches utmost importance to the training of drivers and post-crash care to improve road safety in Uganda. He stated that the government has introduced the Computerised Driving Permit which is easy to verify online (Smart Licence) and also intends to computerize and fully automate the driver testing system through a PPP arrangement. He also stated that the government, through the Ministry of Health, will establish a formal rescue system for road accident victims which will assist them to access the nearest trauma centers or health facilities.

Mr. KATUNGUKA concluded his presentation by touching upon the main challenges Uganda faces in the area of road safety as summarized in the following points:

- Insufficient funding for road safety interventions,
- Lack of an autonomous fully-funded Road Safety Agency,
- Unsafe road infrastructure which has been designed without road safety issue in mind and lack of resources to upgrade them,
- Import of used vehicles whose safety components have deteriorated associated with high pollution levels,
- Poor public transport services which led to high usage of motorcycles as public transport and minibuses.

6. Perspectives of International Institutions and NGOs on Road Safety

a. United Nations Economic Commission for Europe (UNECE): "The UN Decade of Action for Road Safety (2011-2020) and its Importance"

Mr. Robert NOWAK, Economic Affairs Officer, UNECE delivered a presentation on the Global Plan for the UN Decade of Action for Road Safety (2011-2020). At the outset of his presentation, he showed some striking photos related to how human behaviors directly affect the safety on roads.

Mr. NOWAK informed the audience about the main international conventions and protocols with respect to road safety. He enumerated these conventions as follow:

- 1909 International Convention on Motor Traffic,
- 1926 International Convention relating to Road Traffic,
- 1926 International Convention relating to Motor Traffic,
- 1931 Convention concerning the Unification of Road Signs,
- 1943 Convention on the Regulation of Inter-American Automotive Traffic, Washington
- 1949 Convention on Road Traffic,
- 1949 Protocol on Road Signs and Signals,
- 1968 Convention on Road Traffic,
- 1968 Convention on Road Signs and Signals,
- 1971 European Agreement Supplementing the Convention (Road Traffic),
- 1971 European Agreement Supplementing the Convention (Road Signs),
- 1973 Protocol on Road Markings, Additional to the European Agreement.

Mr. NOWAK continued his presentation by explaining the Global Plan for the Decade of Action for Road Safety 2011-2020. He said that the main goal of the Global Plan is to halt or reverse the increasing trend in road traffic fatalities. The Plan has been organised around the five pillars of the Safe Systems Approach. This advisory plan, endorsed by governments, UN agencies, multilateral institutions and NGOs coming together in the UN Road Safety Collaboration, is providing inspiration and guidance for many countries and organisations working to reduce road traffic casualties. The targets and indicators in the Plan cover areas including vehicle regulation, cycling strategies, post-crash care and road user behaviour, and provide focus to our collective efforts in the UN Decade of Action for Road Safety.

After highlighting the guiding principles of the Plan, as the Safe Systems Approach as an all-inclusive approach, Mr. NOWAK briefly explained the five pillars and five actions together with some sound indicators under the Plan. He also said that activities should take place at national, regional, and global levels, but the focus will primarily be on national-level actions. Within legal constructs of national governments, countries are encouraged to implement activities according to the five pillars below.

- Pillar 1: Road safety management,

- Pillar 2: Safer road design,
- Pillar 3: Safer vehicle design,
- Pillar 4: Safer road users,
- Pillar 5: Post-crash care.

Regarding its importance, Mr. NOWAK underlined that the Global Plan mobilizes action to enhance road safety and adopts the Safe Systems Approach which aims at developing a road transport system that accounts for human error and the vulnerability of the human body. The premise is that humans continue to make mistakes and crashes cannot totally be avoided although their impact can be mitigated by providing safe and forgiving roads and vehicles. Everyone has the responsibility of abiding by rules and regulations. Traffic calming measures should be taken and collision avoidance systems should be utilized. Mr. NOWAK also said that the Plan supports accession to and effective implementation of UN road safety conventions and it sets concrete indicators to achieve.

At the end of his presentation, Mr. NOWAK encouraged the delegates for considering application for the COMCEC Project Funding to raise road safety awareness and capacity building related to the UN road safety conventions in their respective countries.

b. World Bank Group: "Effective Road Safety Interventions: The Global Road Safety Facility (GRSF) Experience"

Mr. Murad GURMERIC, Senior Transport Specialist at the World Bank Group (WB), delivered a presentation on "Effective Road Safety Interventions: The Global Road Safety Facility (GRSF) Experience". At the beginning of his presentation, he underlined the burden of road injury by age group by saying that road injury has become a major cause of loss of life, especially for the young.

Then, Mr. GURMERIC mentioned the progress in the global road safety. He said that despite the fact that 1.25 million people die and up to 50 million injuries occur on the roads annually, there is an increasing political support and better road safety focus by key institutions. The UN Decade of Action and Global Plan (2011-2020) and the latest Sustainable Development Goals (SDGs) set the goal of halving the number of deaths by 2020. He expressed that rise in deaths has flattened but unevenly raised by 32% in low income countries and 90% of road crash deaths occur in low and middle income countries.

Mr. GURMERIC continued his presentation by stressing that there is a need for increased focus on speed management embracing all the areas of road safety action. The speed factor is consistently underestimated in road crash deaths. He informed that 'speed' is selected as the theme for the UN Road Safety Week in 2017.

Concerning the Global Road Safety Facility (GRSF) initiative, Mr. GURMERIC informed that the GRSF is a global multi-donor partnership program administered by the World Bank. It was established in 2006 with a mission to help governments develop road safety management

capacity and scale up road safety delivery in low and middle income countries and provides funding, knowledge, and technical assistance.

Then, Mr. GURMERIC mentioned some examples of solutions of the WB under the GRSF as follows;

- Capturing synergies with climate change,
- Sustainability mobility for all with a focus on safe, inclusive, efficient, green transport,
- Increased focus on low income countries,
- New World Bank safeguards include road safety for the first time,
- Leveraging more funding into road safety globally.

With respect to the way the initiative works, Mr. GURMERIC said that the GRSF monitors the World Bank's portfolio of active and pipeline projects, providing early-stage input and support in the design of road safety components that meet the requirements of the Safe Systems Approach. Requests for support to activities are received on a rolling basis and evaluated against the Facility's goals as well as their ability to affect road safety outcomes at country or regional level. Written government endorsement for activities is preferred, as this guarantees stronger country ownership and an outcome-driven focus for the clients.

He also informed the participants that one of the GRSF's most important accomplishments is its effectiveness in mainstreaming road safety interventions within the World Bank–funded projects and donor-funded operations. In 2006, the World Bank lending for road safety was just $56 million whereas, ten years later, this number reached at $239 million, with a 327% increase.

Lastly, he explained general conditions that the borrower shall fulfill when they would like to benefit from the GRSF. He said that the borrower shall identify, evaluate, and monitor potential traffic and road safety risks to workers, affected communities, and road users, and develop measures and plans to address them. The borrower shall also undertake a road safety assessment to identify negative safety issues and establish and implement measures to resolve them.

c. AMEND: "Reducing Road Traffic Injuries in Africa: Evidence-Based Solutions and Best Practices"

Mr. Tom BISHOP, Deputy Director of the road safety NGO AMEND, made a presentation entitled 'Reducing Road Traffic Injuries in Africa: Evidence-Based Solutions and Best Practices'.

Mr. BISHOP began his presentation by explaining that Africa has the world's most dangerous roads with a death rate of 26.6 per 100,000 populations while the global average is 17.1. Despite the fact that Africa is the least motorised region of the world, by having only 2% of the world's vehicles, it accounts for 16% of the global road fatalities.

Mr. BISHOP explained that children are among the most vulnerable road users. Their small physical size makes them less easily seen by drivers, and their lower cognitive ability makes it difficult for them to judge speeds and identify safe crossing places. The vast majority of primary school children across Africa walk to school, usually unaccompanied by an adult.

Another high-risk population is motorcycle users. The number of motorcycles across the continent is booming and they are transforming the transport sector in many countries. They provide employment for young men, although many of these have no formal training, no driving licence and no insurance.

Furthermore, Mr. BISHOP outlined that the need for improved road safety has been recognised by those setting the global development agenda. There is a growing recognition of how the social and economic costs of road traffic injuries undermine other development efforts. He said there is over halfway through the UN-mandated Global Plan for the Decade of Action for Road Safety, there are road traffic injury reduction targets within the Sustainable Development Goals, and road safety is part of the New Urban Agenda.

Moreover, Mr. BISHOP expressed that as an NGO focused solely on improving road safety in Africa, AMEND has offices in Ghana, Mozambique, and Tanzania, and has programmes in countries across the continent. As well as working at the lowest levels in local communities, AMEND engages local and national governments, and advocates internationally as a member of the United Nations Road Safety Collaboration. Their work includes scientific research, infrastructure improvements to increase pedestrian safety, road safety education in schools and communities, advocacy, and awareness-raising events.

Then, Mr. BISHOP gave the example of AMEND'S School Area Road Safety Assessments and Improvements (SARSAI) programme. Through SARSAI, AMEND identifies the schools at which children are at highest risk of being injured on the roads. They then work with the children, the schools, communities, and the local government to develop a series of pedestrian infrastructure improvements, such as safe footpaths, crossings, speed humps, road signs, etc. They provide education to the children and explain to them how to use the new infrastructure and why.

In 2015 and 2016, AMEND carried out a population-based control study involving eighteen primary schools in Dar-es Salaam to evaluate the impact of SARSAI on injury reduction among school children. The study found a 26% absolute reduction in the number of injuries and that for every 286 children whose school receives SARSAI, one injury per year is prevented.

Mr. BISHOP stressed that rural areas should not be forgotten in road safety efforts. Across Africa, governments and donors are spending billions of dollars on rural roads, recognizing the importance of connecting communities to markets and services in order to reduce poverty. However, improving rural roads leads to increased numbers of vehicles and higher speeds, which create safety risks for roadside communities and other road users.

7. Roundtable Discussions on Policy Recommendations for Improving Road Safety

The Session began with a policy debate for the possible policy actions to be taken to approximate member state policies in the field of road safety. Delegate of Morocco, Mr. Hicham DIOURI, Head of Department at the National Committee for the Prevention of Road Accidents, moderated the session. Discussions were made on topics included in the Policy Questions which was circulated to delegates prior to the Meeting. Mr. DIOURI firstly gave the floor to Mr. Nihat AKBALIK, Expert at the COMCEC Coordination Office, to deliver his presentation. Mr. AKBALIK made a presentation about the Policy Questions and answers of the responding Member Countries. The Policy Questions touched upon the issues on the state of road safety in the member countries, common obstacles, and needs for technical assistance. After the presentation and the deliberations during the session, the Working Gorup has come up with the following policy recommendations[2] to be submitted to the 32th Ministerial Session of the COMCEC for adoption.

- **Policy Recommendations I:** Raising Awareness of Road Safety in the Member States,
- **Policy Recommendations II:** Adhering to the Major UN Road Safety Agreements and Adapting the Safe Systems Approach for National Road Safety Management System,
- **Policy Recommendations III:** Establishing a Reliable and Sustainable Road Safety and Crash Data System,
- **Policy Recommendations IV:** Developing a National Road Safety Strategy and Assigning a National Lead Agency/Institution Responsible for Road Safety Management.

[2] The Room Document is attached as Annex 3.

8. Closing Remarks

The Meeting ended with closing remarks of Mr. Metin EKER. He thanked all the representatives for their attendance and precious contributions. He underlined that the policy debate session was highly beneficial since it was agreed upon important policy recommendations which would not only improve current situation in the OIC countries but also would serve to policy approximation among them.

In conclusion, Mr. EKER informed the audience on that the 9th Meeting of the COMCEC Transport and Communications Working Group will be held on March 9th, 2017 in Ankara with the theme of "Increasing Broadband Internet Penetration in the OIC Member States". He stated that a research report will also be prepared on this theme and will be shared with the focal points and other participants in advance of the meeting.

Annex 1: Agenda of the Meeting

COMCEC

8TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP
(October 27th, 2016, Ankara, Turkey)

"Improving Road Safety in the OIC Member States"

Opening Remarks

1. COMCEC Transport Outlook
2. The Conceptual Framework for Road Safety and the Global Practices
3. The Current Situation of Road Safety Practices in the OIC Member States and Lessons Learnt from the Selected Case Studies
4. Roundtable Discussion on Policy Advices to Improve Road Safety Practices in the OIC Member States
5. Utilizing the COMCEC Project Funding
6. Member States' Presentations
7. Perspectives of International Organizations

Closing Remarks

Annex 2: Program of the Meeting

8TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP
(October 27th, 2016, Ankara)
"Improving Road Safety in the OIC Member States"

08.30-09.00 **Registration**
09.00-09.05 **Recitation from Holy Qur'an**
09.05-09.15 **Opening Remarks**
09.15-09.40 **COMCEC Transport and Communications Outlook 2016**

- Presentation: Mr. Ekrem KARADEMİR
  Senior Transport Specialist
  COMCEC Coordination Office

- Presentation: Mr. Burak KARAGÖL
  Senior Telecom Specialist
  COMCEC Coordination Office

09.40-09.50 - Discussion
09.50-10.25 **Conceptual Framework of Road Safety and Global Trends**

- Presentation: Mr. Geert SMIT
  Manager, International Business Development
  ECORYS

10.25-10.50 - Discussion
10.50-11.05 **Coffee Break**
11.05-11.45 **Evaluation of Road Safety in the OIC Member Countries and Review of the Case Studies**

- Presentation: Mr. Govert SCHERMERS
  Safety Engineering,
  SWOV Institute for Road Safety

11.45-12.30 - Discussion
12.30-14.00 **Lunch**

14.00-14.15 **Roundtable Session on Policy Recommendations for Improving Road Safety in the OIC Member Countries**

There will be a policy roundtable under this agenda item. The main inputs of the roundtable will be the findings of the analytic study and the member states' responses to the policy questions circulated by the COMCEC Coordination Office. At the beginning of the session, CCO will make a short presentation introducing the responses of the Member Countries to the policy questions as well as the Room Document.

- Presentation: "Responses of the Member Countries to the Policy Questions on Improving Road Safety in the OIC Member Countries"
  Mr. Nihat AKBALIK
  Transport Specialist,
  COMCEC Coordination Office

14.15-15.30 - Policy Discussion

15.30-15.45 **Coffee Break**

15.45-17.00 **Success Stories of the Member States**

- Presentation(s)

17.00-17.15 - Discussion

17.15-18.00 **Perspectives of International Organizations on Road Safety**

17.15-17.30 - Presentation: "The UN Decade of Action for Road Safety (2011-2020) and its Importance"
Mr. Robert NOWAK
Economic Affairs Officer,
United Nations Economic Commission for Europe (UNECE)

17.30-17.45 - Presentation: "Effective Road Safety Interventions: The Global Road Safety Facility (GRSF) Experience"
Mr. Murad GURMERIC
Senior Transport Specialist,
World Bank

17.45-18.00 - Presentation: "Reducing Road Traffic Injuries in Africa: Evidence-Based Solutions and Best Practices"
Mr. Tom BISHOP
Deputy Director,
AMEND

18.00-18.15 - Discussion

18.15-18.30 **Closing Remarks**

Annex 3: The Policy Recommendations

THE POLICY RECOMMENDATIONS HIGHLIGHTED BY THE 8TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP

Distinguished Members of the COMCEC Transport and Communications Working Group,

The COMCEC Transport and Communications Working Group (TCWG) successfully held its 8th Meeting on October 27th, 2016 in Ankara, Turkey with the theme of "Improving Road Safety in the OIC Member States." During the Meeting, TCWG made deliberations concerning policy approximation among the Member Countries in the field of road safety. The Room Document, prepared in accordance with the main findings of the research report conducted for the 8th Meeting of TCWG and the answers of the Member Countries to the policy questions, were the main input for the discussions. During the Meeting, the participants discussed the policy recommendations given below.

Policy Recommendation I: Raising Awareness of Road Safety in the Member States

Rationale:

Road traffic injuries are a major but neglected global public health problem, requiring concerted efforts for effective and sustainable prevention. Of all the systems that people have to deal with on a daily basis, road transport is the most complex and the most dangerous. Worldwide, the number of people killed in road traffic crashes each year is estimated at almost 1.2 million, while the number injured could be as high as 50 million - the combined population of five of the world's large cities. In addition to fatalities, many less severe injuries are caused by road traffic crashes: between 20 and 50 million non-fatal injuries are estimated to occur annually around the world. These non-fatal injuries are also an important cause of disability.

Human factors such as carelessness, fatigue, lack of skill, drunkenness, speeding, proximity to other drivers and jaywalking are major factors in road crashes. In this respect, intense road safety campaigns, strengthened enforcement strategies, driving school standardization programs and introduced medical exams for commercial drivers are needed for raising awareness.

Policy Recommendation II: Adhering to the Major UN Road Safety Agreements and Adapting the Safe Systems Approach[3] for National Road Safety Management System

Rationale:

In March 2010 the United Nations General Assembly unanimously adopted a resolution proclaiming 2011 to 2020 as the Decade of Action for Road Safety. The goal of the Decade is to

[3] *The Safe System approach was conceptualised with the introduction of the Dutch Sustainable Safety approach and the Swedish Vision Zero. This thinking laid the foundation for the recommendations developed by WHO and UN and was incorporated into the OECD report "Towards Zero" and the World Bank Country Guidelines for the Conduct of Road Safety Management Capacity Reviews. The World Bank guidelines were developed specifically to promote the Safe Systems Approach and to introduce road safety capacity reviews as a first step to redress the growing road safety problems.*

stabilize and then reduce the forecast level of road deaths worldwide by 2020 by increasing road safety activities at national, regional and global levels.

The plan relies on the underlying the Safe Systems principles as adopted in the Decade of Action. The Safe Systems approach aims at developing a road transport system that accounts for human error and the vulnerability of the human body. The premise is that humans continue to make mistakes and crashes cannot be totally avoided although their impact (in terms on injury outcomes) can be mitigated by providing safe and forgiving roads and vehicles. Road users have the responsibility of abiding for rules and regulations. This is all supported by a legal and judicial system, including effective enforcement capacity, emergency care and incident management systems, training facilities, funding systems, research and monitoring functions as required by a Safe Systems Approach.

The Safe Systems Approach is internationally accepted as the most appropriate approach in guiding the management of road safety. It has been increasingly recognized as the most effective way to make road transport systems safer for all users. This approach envisages that road safety is a shared responsibility of designers and users of the road transport system. The main aim of this approach is to prevent fatal and severe injuries by identifying and addressing the major sources of error and the design flaws that cause to them. Unlike the traditional approaches, road users, vehicles and road network/environment are considered in an integrated manner in the Safe Systems Approach.

Therefore, adhering and implementing UN agreements and conventions including the Convention on road Traffic (1998); the Convention and Signs and Signals (1968) and the AETR (1970), harmonizing road safety legislation across country borders, and utilizing the Safe Systems Approach to the National Road Safety Management System are vitally important to achieving success.

Policy Recommendation III: Establishing a Reliable and Sustainable Road Safety and Crash Data System

Rationale:

Basic information on road traffic crashes and injuries is collected every day in many countries. Unless such information is properly coded, entered in a computerized database system, processed, analyzed, and disseminated, it cannot be used for identifying risks, selecting interventions, or measuring outcomes. The term crash data system refers to the people, processes, hardware and software involved in collecting and managing information related to road traffic crashes. Data systems should process information that allows analysis at an aggregate level and facilitates data-driven actions.

Furthermore, reliable and accurate data is needed to raise awareness about the magnitude of road traffic injuries, and to convince policymakers to take necessary measures. Reliable and accurate data is also needed to correctly identify problems, risk factors and priority areas, and to develop strategies, set targets and monitor performance. Furthermore, it would also contribute to a better resource allocation. The use of reliable data is also a key element of the Safe Systems Approach presented in the previous policy recommendation.

Policy Recommendation IV: Developing a National Road Safety Strategy and Assigning a National Lead Agency/Institution Responsible for Road Safety Management

Rationale:

Developing a national road safety strategy in light of international good practices is important for having a better road safety management and addressing nationwide challenges. Developing and implementing road safety strategies and programs that would be incorporated into country specific policies and strategies is one of the eight specific objectives of the Global Plan (UN Decade of Action for Road Safety 2011-2020).

In this respect, a national multidisciplinary body, or a lead agency, is vital for developing a national road safety strategy as well as coordinating its implementation. Assigning a lead agency responsible for road safety is one of the six primary activities identified under the first pillar, i.e. Road Safety Management, of the said Global Plan. The main aim of the lead agency would be reducing deaths and serious injuries substantially. The agency would identify the scope of its management systems, particularly related to its role as well as its relevant partners and stakeholders' roles in road traffic safety. Accordingly, it would have a system level coordination role in ensuring that the interventions, which are typically systemic and directed towards a large-scale implementation, are taking place.

Instruments to Realize the Policy Advices:

COMCEC Transport and Communications Working Group: In its subsequent meetings, the Working Group may elaborate on the above-mentioned policy areas in a more detailed manner.
COMCEC Project Funding: Under the COMCEC Project Funding, the COMCEC Coordination Office calls for projects each year. With the COMCEC Project Funding, the Member Countries participating in the Working Groups can submit multilateral cooperation projects to be financed through grants by the COMCEC Coordination Office. For the above-mentioned policy areas, the Member Countries can utilize the COMCEC Project Funding and the COMCEC Coordination Office may finance the successful projects in this regard. These projects may include organizing seminars, training programs, study visits, exchange of experts, workshops and preparing analytical studies, needs assessments and training materials/documents.

Annex 4: List of Participants

LIST OF PARTICIPANTS
8th MEETING OF THE TRANSPORT AND COMMUNICATIONS WORKING GROUP
27 October 2016, Ankara

A. MEMBER COUNTRIES OF THE OIC

REPUBLIC OF GAMBIA

- Mr. SERING M. NJIE
  Head of Mission, Embassy of Gambia

REPUBLIC OF GUINEA

- Mr. AHMADOU KOUMI BARRY
  Studies and Planning Officer, Ministry of Transport

REPUBLIC OF INDONESIA

- Mr. HESTYANTO PRABOWO
  Head of Section, Ministry of Transportation
- Mr. MULYAHADI MULYAHADI
  Head of Subdivision, Ministry of Transport

REPUBLIC OF IRAQ

- Mr. MUHAMMED CAFER ABDULLAH
  Senior Principal Engineer, Iraq Railways Company
- Mr. HAITHAM AL BAKRI
  Chief Engineer, Ministry of Transport

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- Mr. AHMAD ALHASSAN
  Engineer, Assistant Undersecretary Roads Administration, Ministry of Public Works

KINGDOM OF MOROCCO

- Mr. HICHAM DIOURI
  Head of Department, National Committee for the Prevention of Road Accidents
- Mr. AZZEDDINE CHAHIDI
  Ministry of Equipment, Transport and Logistic, Chief of Department

REPUBLIC OF NIGER

- Mr. ABDOU ABDOUL AZIZ
  Director of Road Safety, Ministry of Transport

FEDERAL REPUBLIC OF NIGERIA

- Dr. ANTHONIA EKPA
  Director, Federal Ministry of Transportation

THE STATE OF PALESTINE

- Mr. NAZIH QABAHA
  Director of Technical Transport, Ministry of Transport

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- Mr. YOUSUF HUSAIN AL BADR
  First Leutenant Engineer, Ministry of Interior

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REPUBLIC OF TURKEY

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- Mr. MURAT BARUT
  Division Director, General Directorate of Highways
- Mr. KENAN KAYACI
  Deputy Director, General Directorate of Highways
- Mr. MAHMUT ERGENE
  Head of Traffic Safety Department, General Directorate of Highways
- Mr. İBRAHİM KARAKOÇ
  Chief of Vertical Signs, General Directorate of Highways
- Ms. EDA BURCU BULUT
  EU Expert, Ministry of Transport, Maritime and Communications
- Mr. BURHAN İLHAN
  City and Regional Planner, General Directorate of Highways

- Mr. SELÇUK KAYA
  Chief of Police, General Directorate of Security
- Mr. ÖMÜR KAYGISIZ
  Chief of Police, General Directorate of Security
- Mr. NURULLAH EVCİMEN
  Engineer, General Directorate of Highways
- Ms. NEFİSE BUYURGAN
  Engineer, General Directorate of Highways
- Ms. SİBEL ESRA KARATAŞ

REPUBLIC OF UGANDA

- Mr. KATUSHABE WINSTONE
  Assistant Commissioner, Ministry of Works and Transport
- Mr. JAMES KIRIBATA KATUNGUKA
  Senior Safety Officer, Ministry of Works and Transport

D. THE OIC SUBSIDIARY ORGANS

STATISTICAL, ECONOMIC, SOCIAL RESEARCH AND TRAINING CENTER FOR ISLAMIC COUNTRIES (SESRIC)

- Mr. MAEDEH BON
  Technical Cooperation Specialist
- Mr. FADI FARASIN
  Researcher

I. OTHER INTERNATIONAL INSTITUTIONS

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- Mr. MURAD GÜRMERİÇ
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B. INVITED INSTITUTIONS

AMEND

- Mr. THOMAS BISHOP
  Deputy Director

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  Manager, International Business Development

SWOV

- Mr. GOVERT SCHERMERS
  Safety Engineer

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- Mr. ROBERT NOWAK
  Economist

O. COMCEC COORDINATION OFFICE

COMCEC

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  Transport Specialist