

UNRSC Webinar: Attendee questions and answers

| Question from attendee | Answers provided by speakers |
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| A question for Robert Lisinge: please repeat the number of persons trained for road safety assessment using irap methodology | 350 people from Tanzania have taken part in events and training on iRAP content |
| Hello , I am a road safety engineer from Jordan and I wonder who can Jordan apply so that the same ten step project is implemented in Jordan ? Considering the fact that the latest World bank reported stated that the b/c for intervening on safer roads pillar is 15 for Jordan | The Ten Step Plan is freely available for download at: https://www.who.int/roadsafety/publications/en/ . The first step would be to gather all the relevant stakeholders in a workshop. You can also find out more about the Road Safety Fund at: https://www.unece.org/unrsf/home.html |
| Could you please provide us with examples on kind of Road Safety projects undertaken in Tanzania? What type of solutions are being implemented to safeguard the motorists? | The presentation by Veronica at the World Bank included examples of projects that are being implemented in Tanzania. The video of the webinar is available at: www.irap.org/ten-step-plan-webinar . These include Bus Rapid Transit (BRT) projects in Dar es Salaam and the Roads to Inclusion and Socioeconomic Opportunities Project (RISE) |
| Dear Organizer, Thank you for your effort. I am from Northern of Iraq, my specific are is Road Safety. As Iraq how we can start UN Road Safety programs and Fund? can you please point me to the right direction? | You can find more information about the work of the UN Road Safety Collaboration (UNRSC) at https://www.who.int/roadsafety/en/ and the Road Safety Fund at: https://www.unece.org/unrsf/home.html |
| What can we youths do for the implementation of this 1 step plans in country like Nepal ???? | We suggest that you get in touch with http://www.youthforroadsafety.org/ , a very active partner in the UN Road Safety Collaboration |
| how much life we saved so far, part of first decade of action? | The projections were that deaths would rise from 1.2 million a year in 2010 to 1.8 million a year in 2020. It does look as though deaths have stabilised at around 1.3 million a year. Based on that the world's efforts as part of the first Decade of Action have potentially saved 2 million lives. Note a more robust analysis is planned by WHO and others and also refer to https://www.roadsafetysweden.com/ and https://www.itf-oecd.org/IRTAD and local studies. |
| Is the star rating road design app (Vida) up and working and does the app have a full globe application - is it free for all? Can it be used as part of early HSES DD and investment decision making? | ViDA is available at: http://vida.irap.org and is being used globally to produce road safety star ratings. There is no fee to use ViDA, though it is recommended that you take one of the iRAP training courses (see: www.irap.org/training). Star Ratings are used at the planning, design and post-construction phases of road development. |
| Will I get a certificate of Attendance to count towards my CPD? | Attendees will receive a certificate of attendance. |
| At what point do the child road safety specialist come in to ensure that children as road users are represented? | The road design standards reviews will include the needs for all road users, of all ages and all abilities. The new NACTO report https://nacto.org/publication/designing-streets-for-kids/ will be relevant and would appreciate details of any other resources you are aware of |

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| 23 reduction in casualties is from what base? | Referring to the Karnataka work in India the baseline was 50 fatalities per year that reduced to 23. See https://blogs.worldbank.org/transport/human-lives-need-not-be-lost-road-crashes-much-less-current-levels-0 for further details. |
| Thank you for this opportunity to participate. I am interested to find the Road Safety Manual, is it possible to get. | The PIARC Road Safety Manual is available at: https://roadsafety.piarc.org/en |
| To Veronica WB: How can I get access to the new tool and documents describing the Road Safety Screening Appraisal Tool (RSSAT) | <p>The Road Safety Screening and Appraisal Tool (RSSAT) is a tool developed by the World Bank and GRSF for early ex-ante assessment of road safety conditions and associated economic impacts, which will apply to all new road infrastructure projects in the World Bank portfolio.</p> <p>Using the tool, project teams can evaluate road safety performance based on existing conditions and screen for safety improvement opportunities in road and roadside infrastructure. It is possible to estimate fatality rates under scenarios with and without the project, as well as the associated economic costs. Currently, this is an internal tool for WB teams only, but in the following months, RSSAT will be also available to governments, development agencies, researchers, and other road safety professionals through an interactive GRSF web platform.</p> <p>Learn more here: https://blogs.worldbank.org/transport/world-bank-launches-road-safety-performance-and-appraisal-tool?cid=tai_tt_transport_en_ext</p> |
| To Mr Rob, do we need to do all the 1 steps? Thank you. | Ideally each country will complete all ten steps. But different countries are at different stages and some countries may have already have well established systems, meaning that not all steps need to be undertaken |
| Please provide the hyperlink to your website. | Here are key links: www.irap.org/ten-steps-plan-webinar , https://irfnet.ch/event/unrsc-webinar-the-ten-step-plan-for-safer-road-infrastructure , https://www.who.int/roadsafety/about |
| could you pls share slides ? | Webinar resources are available at: www.irap.org/ten-steps-plan-webinar , https://irfnet.ch/event/unrsc-webinar-the-ten-step-plan-for-safer-road-infrastructure |
| is sri lanka included in road safety funding program | <p>Sri Lanka is currently not included in the Global Road Safety Facility (GRSF) road safety grant program. Following donor's requirements of this funding, the eligible countries are:</p> <ul style="list-style-type: none"> • Low-Income Countries |

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| | <ul style="list-style-type: none"> • Countries receiving International Development Association (IDA) funding • Countries eligible for IBRD-IDA blend funding • DFID Priority countries <p>Links to the list of eligible countries: DFID-priority countries (UK Aid Website – list updated as of March 2019)</p> <p>Low-income countries, IDA-eligible countries (WB Country Clarification as of June 2019).</p> <p>However, you can find out more about the UN Road Safety Fund opportunities at: https://www.unece.org/unrsf/home.html</p> |
| <p>can a country get funding without using the Irapi star rating or is this a condition for funding for safer roads?</p> | <p>A country may choose the tools they use to support development of safer roads with the focus on achieving the Global Road Safety Performance Targets 3 and 4 by 2030.</p> |
| <p>Autonomous vehicles, electric vehicles, connection between vehicles, pavement energy harvesting systems, etc. can give a good contribution to road safety?</p> | <p>Yes. A range of safe system partnerships are underway ensuring the connection between safe and sustainable vehicles and infrastructure. https://eurorap.org/slain-project/ is one example.</p> |
| <p>in step 9, how can we measure the performance of road construction to 23 target?</p> | <p>The iRAP methodology is designed to measure road safety performance post construction. Star Ratings of the completed project along with Road Safety Audits can confirm the post-construction safety performance. Longer term crash monitoring studies (e.g. https://roadsafety.piarc.org/en/planning-design-operation/monitoring-and-evaluation) and road infrastructure risk and crash rate maps (e.g. https://roadsafetyfoundation.org/how-safe-are-you-on-britains-main-road-networks/) can help measure and present safety outcomes. You can find out more at: www.irap.org and https://roadsafety.piarc.org/</p> |
| <p>Good to see the support to many countries, but do you have any plan to initiate a campaign in India as India is unfortunately contributing in case of Highest Crashes and Deaths due to road crashes.</p> | <p>The Ten Step Plan is available to all countries to make use of and certainly we'd love to see India continue to build it's safety initiatives. One recent exciting initiative is the launch of the IndiaRAP website: www.indiarap.org</p> |

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| <p>1. How will, in the context of simultaneous heterogeneous traffic on same road, the behavioral aspects of road users, be addressed</p> <p>2. How the covid19 psychological will, affect road etiquette.</p> <p>3. How fleet owners be encouraged, to employ new trained commercial vehicle lorry drivers with no prior experience.</p> | <p>The challenge of managing many different road users on a road needs to be considered in all steps of the Ten Step Plan implementation. For example, road design standards need to ensure that speeds reflect the mix of users and that facilities are available pedestrians, bicyclists and motorcyclists have facilities.</p> <p>An interesting place to start reading about COVID 19 is in the latest RSF Newsletter: https://www.unece.org/fileadmin/DAM/Road_Safety_Trust_Fund/Newsletter/UNRSF_Newsletter_July2020.pdf</p> <p>The Stockholm Declaration emphasises the role of the private sector, including fleet operators, in road safety efforts: https://www.roadsafetysweden.com/contentassets/b37f0951c837443eb9661668d5be439e/stockholm-declaration-english.pdf. The Network of Employers for Traffic Safety (NETS) have useful information on promoting safe fleet operation: https://trafficsafety.org/.</p> |
| <p>Why three stars and not five star as known in hotel sector? How many countries in Africa have started implementing the ten step?</p> | <p>The iRAP methodology uses a 5-star scale, with 1-star the highest risk and 5-stars the lowest risk. The goal is that roads are at least able to achieve 3-stars or better for all road users. Five-star is ideal with 3-star or better the minimum standard agreed by Member States as part of the Global Road Safety Performance Targets. See https://www.vaccinesforroads.org/how-safe-are-the-worlds-roads/ and https://www.irap.org/2020/08/introduction-to-irap-free-online-course/. Tanzania will be the first country to pilot the Ten Step Plan</p> |
| <p>Don't you think that the 50% reduction target by 23 is too ambitious, particularly for developing countries?</p> | <p>No not at all. Developing countries cannot afford to carry the human and financial cost of road trauma. The burden of road trauma impacts individuals, companies, health systems and the economy. Lifting this burden from low and middle-income countries is a critical part of sustainable development – and it will more than pay for itself. https://www.vaccinesforroads.org/business-case-for-safer-roads/</p> |
| <p>@Rob: Regarding Target 3: Is a 3-star-road defined exclusive by iRAP? Or can this be defined by countries by themselves, e. g. based on a national road safety assessment method?</p> | <p>Yes – like the EuroNCAP method for vehicles the Star Rating Global Standard for roads is overseen and supported by iRAP as a charity so it is available for free for all government and researchers partners worldwide and is fully documented and published at https://www.irap.org/methodology/. The model is governed by a Global Technical Committee made up of the world's leading road infrastructure safety researchers who volunteer their time to support the model oversights and evidence base. We would love to have BAST join that committee to capture the best of German research. Kirsten Graf-Landmann would be worth talking to there.</p> |

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| <p>How to get funding for a project to improve road safety in a country. we are a little difficult to reach that assistance especially for Indonesia.</p> | <p>Consider applying for UN Road Safety Fund with UNESCAP to implement the Ten Steps – see https://www.unece.org/unrsf/home.html for details.</p> <p>Within Indonesia organisations like Bina Marga or similar road agencies may be an option. International support via the Asian Development Bank, World Bank and DFAT like https://www.cardno.com/projects/indonesia-australia-partnership-for-infrastructure-kiat-design-and-implementation/ may be options.</p> |
| <p>Thank you for the valuable information. Are road assessments that are complete for a certain area/block for e.g., available to the public?</p> | <p>Each country / project team can define the availability of their results in http://vida.irap.org/. iRAP encourages all data to be made public but it is ultimately decided by the data owner. You can request access where it has been made available. Also see https://www.irap.org/about-us/?et_open_tab=et_pb_tab_0#mytabs 0 for active countries and contacts.</p> <p>A sample of summary global results is available at https://www.vaccinesforroads.org/irap-big-data-tool/ and the IRF resource https://irfnet.ch/data-statistics/ may be useful.</p> |
| <p>Thanks to all for excellent presentations. On the 1 point plan - where does community consultation come in (not just formal stakeholders)?</p> | <p>Community consultation is a key part of all aspects of infrastructure management. From policy and planning, to local project level decisions and designs and communicating success. Specific opportunities for community consultation will be explored in the Tanzania pilot at the institutional level and via the GRSF / UKAid supported corridor work.</p> |
| <p>Is there also an opportunity to provide evidence/support to countries in order to identify how road safety interventions also influence a range of other sustainable development outcomes eg. climate change aspects, net zero targets etc....many have some linkage to safety interventions. Being able to demonstrate these links and broader value will encourage this focus on road safety</p> | <p>As part of the Stockholm Declaration and the new UN General Assembly resolution the commitments to integrated solutions that deliver on safety, sustainability, climate change, child health, noise and other priorities is recommended. The institutional mapping can pick up this idea as part of the Tanzania pilot and any systemic improvements added to the Ten Step plan.</p> |
| <p>How to promote an adequate use of resources for safe infrastructure with the pressure of such powerful industries as the automotive industry or the alcohol industry?</p> | <p>Being able to describe the benefits of safer roads and safer speeds is critical. The Star Rating helps this discussion (e.g. showing where a 1-star road is or using the Star Rating Demonstrator at https://vida.irap.org/). Providing the economic benefits is also key to securing investment. The iRAP assessments include Safer Road Investment Plans that maximise lives saved per \$ spent (e.g. https://www.irap.org/how-we-can-help/?et_open_tab=et_pb_tab_1#mytabs 1) or see resources like https://roadsafety.piarc.org/en/planning-design-operation-intervention-</p> |

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| | <p>selection/prioritisation-assessments and https://www.gtkp.com/themepage.php?themepgid=370</p> |
| Does a safe road mean least accidents and loss of life? | <p>Yes. In simple terms the level of death and injury is approximately halved for each incremental improvement in star rating. See https://www.vaccinesforroads.org/how-safe-are-the-worlds-roads/</p> |
| Does the program include a mapping statistics system | <p>No specific system is included – although the sourcing, visualisation and use of crash data is a key component of the Ten Steps. Tools like the World Bank’s DRIVER software, iRAP’s ViDA system and associated Risk Mapping tools and commercial products for crash analysis and statistics are also available (e.g. https://trisoftware.com/products/road-safety/imaap/).</p> <p>PIARC has some information at https://roadsafety.piarc.org/en/road-safety-management-safety-data/data-analysis and the new Regional Road Safety Observatories are also very important initiatives (e.g. https://www.aprso.org/ and http://www.africanroadsafetyobservatory.org/ and https://www.oisevi.com/). The data here may be of interest also https://www.vaccinesforroads.org/global-impact-of-injuries/</p> |
| Are the 1 steps prioritized? Is there a cost estimation associated with each step? | <p>No. They are seen as a total package of activities that are prioritised and refined based on local needs. Some countries may be well advanced in some steps already and they can progress to those steps where the greatest impacts will be gained. The costs will also be related to the starting point in each country for each step and can be refined as the scope and priorities are refined using the Ten Steps template.</p> |
| Can we get this webinar presentation certificate? | <p>Attendees will receive a certificate of attendance.</p> |
| Which countries has done very well in terms of road safety? What can we learn from them if any? | <p>All countries have the potential to inspire and share positive experience for others. Some lead on pedestrian safety, others on cycle and motorcycle safety, others on innovative financing and construction quality.</p> <p>A good source of comparing countries is the WHO Global Status Report (https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/) and also https://www.itf-oecd.org/IRTAD</p> <p>For road infrastructure data see https://www.vaccinesforroads.org/irap-big-data-tool/ and https://www.vaccinesforroads.org/how-safe-are-the-worlds-roads/ and https://www.worldroadstatistics.org/</p> |

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| Good Afternoon, Nice presentation- question for Susanna, how can we join the Safer R&M Group? | Members of UNRSC are free to join the group anytime. If you are not a member of UNRSC you can ask first to attend one or two meetings as an observer. After that, if interested, you can start procedure to become a member of UNRSC. Contact info@irfnet.ch and we will link you up with UNRSC secretariat. |
| well..I'm glad to join from Nigeria... president vision zero youth council local chapter.. how can we manage to education our younger once about road safety measures and awareness ? | The free resources available via WHO (https://extranet.who.int/roadsafety/death-on-the-roads/) and iRAP (https://www.vaccinesforroads.org/) can help. |
| How do organization join the UNRSC? | See https://www.who.int/roadsafety/about/en/ for more details and contact WHO if interested in joining. |
| How do one form up a roads assessment program in their country alongside the government agencies to directly link with iRAP? | The steps involved are summarised here https://www.irap.org/partnering-to-save-lives/regional-raps/ and includes questionnaires to get started, free webinars and brochures. World Bank iRAP assessments are planned in Uganda this year and you can contact racheal.nganwa@irap.org who is based in Kampala. |
| Summary what a road needs to achieve the Could you please summarize briefly what a road needs to achieve 3 Star Rating! | Footpaths and safe crossings for pedestrians with speeds 50km/h or less; dedicated facilities for cyclists and motorcyclists; good safe turning provision at intersections for all vehicles; safe roadsides free of hazards that could kill and median separation of high speed roads or keeping speeds to a maximum of 80km/h on undivided roads are some ideas. But try lots of scenarios for yourself at https://demonstrator.vida.irap.org/calculate-star |
| Had ECA implemented the same strategy for all country in Africa like the strategy that had been implemented in Tanzania for making the safer road infrastructure? | The Ten Step Plan has just been developed (https://www.who.int/roadsafety/publications/en/) and Tanzania will be the first pilot. If you are interested please contact Robert Lisinge and Susanna Zammatoro and you can help shape a similar UNECA partnership for your country. |
| there is a different to calculate star rating between low income countries and high income countries ? Because different driving behavior and the others | No – the star rating is the same. A 1-star road in Indonesia is the same as a 1-star road in Brazil. What does change though is the fatality calibration that reflects the type of road user behaviour in a country (e.g. more head-on crashes on an undivided road in India versus Germany due to overtaking behaviour) and this then influences the return on investment of fixing that problem. |

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| <p>In Liberia, we have a Road Safety Secretariat comprising the Liberia National Police, the Ministries of : Health, Public Works, Education, and Transport. The establishment of the Road Safety has a political will and this is taking us back instead of going forward. Honorable Jean Toft promised to visit our country. Is he still coming to intervene in the development of our Road Safety Authority.</p> | <p>We encourage you to consider joining the UN Road Safety Collaboration (UNRSC) to share your challenges and solutions. Contact info@irfnet.ch and we will link you up with UNRSC secretariat.</p> |
| <p>How is a switch to more active mobility included in the ten step plan? Is there any focus?</p> | <p>Yes – a significant focus. One of the big step changes expected in many countries is how the design standards are updated with a focus on people – as pedestrians, cyclists, scooter riders, motorcyclists, car, truck or bus occupants. Target 3 specifically references the safety of ALL ROAD USERS and there is a separate Star Rating for pedestrians, cyclists, motorcyclists and vehicle occupants. See https://demonstrator.vida.irap.org/calculate-star as an example and also the 5-star city case study at https://www.vaccinesforroads.org/case-studies-of-success/ and https://roadsafety.piarc.org/en/road-safety-management/safe-system-approach</p> |
| <p>How is this community going to reconcile the discrepancies between country reported vs. WHO estimated deaths? For example, we just saw a graph for Tanzania citing some 3 deaths per year when WHO GST reports 16. What is iRAP going to use in their assessment? what is the UNRSTF going to use in their evaluations of impact?</p> | <p>Actual crash data will be sourced where possible and we look forward to closely integrating any evaluation in Tanzania with the work of the African Road Safety Observatory representatives from Tanzania http://www.africanroadsafetyobservatory.org/. Data should then more closely align with WHO estimates.</p> |
| <p>Can we get a certificate of participation?</p> | <p>Attendees will receive a certificate of attendance.</p> |
| <p>Very nice presentation but any course is available for this road safety programme??</p> | <p>The tailored course materials needed for Tanzania will be developed in partnership with all of the local partners to meet their needs so there is no specific generic course as yet. You can see the global resources available at https://www.gtkp.com/themepage.php?themepgid=378 and also https://roadsafety.piarc.org/ and https://www.irap.org/training/</p> |
| <p>Tanzania appreciate the approved of the project to the implemented in the country and it will ensure that is it implemented successfully</p> | <p>Please keep in touch with Susanna from IRF and Robert for UNECA to make sure your role is key to that success.</p> |

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| <p>When is the deadline for submission of project proposal for road safety projects and where can I get the information and criteria?</p> <p>Thank you... L</p> | <p>Next call is expected in October / November this year. See https://www.unece.org/unrsf/home.html for details and also UNESCAP may be an option for a UN agency to support any proposal or contact Greg Smith from iRAP.</p> |
| <p>Which agency in a country is best to implement the 1 stages</p> | <p>Good question. Success primarily needs Finance, Road and Transport and Local Government Ministries. In general, the Transport Ministry is most likely to lead.</p> |
| <p>What has been done, if at all, to create AfriRap?</p> | <p>The concept is definitely ready and many of the key agencies at the regional level have been presented with the concept and iRAP definitely supports the development of an AfricaRAP locally led regional programme supporting all activity across Africa as EuroRAP does across Europe. The main thing is deciding when the time is right. The Tanzania Ten Steps plus other work across the region is laying the foundation for a regional programme along with the other country activity from Senegal to South Africa and Ghana to Ethiopia and new activity from Nigeria to Morocco to name a few. We would be keen for your thoughts on when and how you see it structured that would work well for Africa?</p> |
| <p>Proud to support the team in preparation of the video for NEPAL</p> | <p>A great video indeed – and a great life-saving result for all!</p> |
| <p>For the monitoring and evaluation the impact of roads investment in safer road infrastructure needs a good accident database and monetising lost caused by accidents. Is there any discussion/workshop regarding this matters?</p> | <p>Yes – the new regional observatories are making great progress in that regard. See https://www.aprso.org/ and http://www.africanroadsafetyobservatory.org/ and https://www.oisevi.com/ and also worth a look at https://www.vaccinesforroads.org/global-impact-of-injuries/ plus also the PIARC materials at https://roadsafety.piarc.org/en/road-safety-management-safety-data/data-analysis</p> |
| <p>Question: Why do the development banks keep financing building the roads that do not fulfill even basic road safety standards (for example, a highway without a physical median, no standard road signs, lack of speed reductions measures, no pedestrian safety infrastructure, like crosswalks and speed reduction measures)? How can we change it?</p> | <p>That is true in some cases in the past. Major work and changes have happened though with the new World Bank Safeguards (as presented by Veronica http://pubdocs.worldbank.org/en/648681570135612401/Good-Practice-Note-Road-Safety.pdf) and ongoing work to ensure all new roads meet Target 3 for 3-star or better performance for all road users. For GIZ and all agencies the one simple addition to road projects that requires “the upgraded road to be 3-star or better for all road users” and the assessment to be integrated with any road safety audit activity is an easy way to mobilise existing audit capacity to ensure Target 3 and the application of the iRAP global standard is measured and met.</p> |

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| <p>Refer to Step 3, how do you negotiate with the government to consider the Safer Road Infrastructure as the priority and put into the action plan?</p> | <p>A good starting point is to use the Vaccines for Roads resource to show that some roads are safer than others, and the potential to save many lives and trauma costs with safer roads and safer speeds is compelling. See https://www.vaccinesforroads.org/business-case-for-safer-roads/ for more details.</p> |
| <p>Rob, re Step 4 my experience in Samoa and Fiji is the lack of monitoring and implementation of National RS Action Plans. Great job getting them produced but follow-up lacking! Hope this can be emphasised for current decade. David from Wellington NZ</p> | <p>Absolutely David. We see that in high, middle and low-income countries alike. The key is a well-developed strategy, properly financed, with KPIs in place that are monitored and refined. Countries like Sweden do this well with annual meetings to monitor targets and refine actions as needed to stay on track.</p> <p>The Star Rating is one of those key KPIs countries can use and to support Target 3 and 4 a global set of recommended KPIs has been developed. See https://www.vaccinesforroads.org/how-safe-are-the-worlds-roads/ as an example of those KPIs and contact Rob McInerney for the latest full set of recommended KPIs.</p> <p>Accelerated and Intelligent ways of collecting the data (Ai-RAP) initiatives are also underway worldwide to make the data is available in a low-cost, scalable and repeatable way.</p> |
| <p>Which measures are taken to assure that UN road safety projects are in the first place in favor of the most vulnerable road users (pedestrians, cyclists, children, elder people)?</p> | <p>UNRSF projects are selected on the basis of a rigorous selection process that involves a team of independent road safety experts appraising all applications against a range of pre-set criteria and also the relevance/impact with the Global Framework Plan of Action for Road Safety (available at https://www.unece.org/fileadmin/DAM/Road_Safety_Trust_Fund/Documents/UNRSTF_Global_Framework_Plan_of_Action_21_Nov_2018.pdf).</p> <p>This forms the basis for selection decisions by the Fund's Steering Committee. Indeed, all efforts are taken to ensure that UNRSF projects are responsive to vulnerable road users, including through various questions in the application form related to effectiveness, relevance and impact. This is also an important consideration for the Steering Committee.</p> |
| <p>In India there are many NHs crosses through habitation and people used to cross without any warning and accidents used to happen mostly with cyclist, pedestrian what shall be the treatment for such crossings</p> | <p>Speed management is essential as well as making sure the roads are 3-star or better for pedestrians, cyclists and motorcyclists. Work is underway with the Indian Roads Congress to review standard cross sections in the country. See https://indiarap.org/ for more details.</p> |
| <p>In India, urban congestion and accidents are due to unruly Road Users , Poor Enforcement and Gap between Design and operation. What measures to be taken in countries in similar conditions for improvement.</p> | <p>The Safe System approach encourages countries to take an approach that focuses on safe speeds, road user behaviour, safer vehicles and road design. More information about the Safe System can be found in the PIARC Road Safety Manual: https://roadsafety.piarc.org/en. The Ten Step Plan focuses especially on speed</p> |

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| | management and infrastructure such as accessible sidewalks and crossings that are designed in a way that reflects local road user behaviour and context. |
| My question is to Mr. Robert; what is the pilot project in Jordan ? | The project “Reducing road deaths and injuries in Jordan through increasing restraint use” is implemented by UNESCWA in partnership with the Ministry of Transport, Public Security Directorate (Jordan Traffic Institute). You may find more information on our project portfolio here . Unfortunately, NGOs are not eligible to apply for direct funding in its next limited Call for Proposals, due to be issued in October 2020. Only participating UN organizations can submit applications to the 2020 Call for Proposals. |
| which are the next targeted countries ? | To be decided. All countries can choose to apply the Ten Steps in their country so feel free to share the resource with countries who you think will benefit. https://www.who.int/roadsafety/publications/en/ |
| can i get more information for Nepal, | <p>Under the Road Sector Development Project, the World Bank conducted an audit of various sections of the Nepalese road network to identify critical road safety risks and recommend solutions. Building on this work, GRSF supported the installation of 73,000 meters of crash barriers along some of the country’s riskiest roads. It is estimated that the new barriers will save at least 3,700 lives over the next 20 years, in addition to preventing countless injuries.</p> <p>The project prioritized the development of an effective road crash barrier system, which was identified as one of the most effective solutions for reducing the risk of departure crashes and protecting the lives of Nepalese road users. With the support of a \$7.47-million GRSF grant, 73,000 meters of crash barriers were installed on sections that had a high probability of vehicles exiting the road surface, based on recommendations of a road safety audit conducted under the World Bank’s Road Sector Development Project. These represented more than two-thirds of the high-risk locations flagged in the audit.</p> <p>The development objectives of the GRSF grant were to improve the physical safety features of selected RSDP roads as well as to strengthen the Government of Nepal’s capacity to implement its national Road Safety Action Plan, which was approved in 2013.</p> <p>Lean more about this project here:</p> |

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| | <p>Nepal Road Safety Barriers for Open Roads Project https://www.worldbank.org/en/news/video/2020/07/09/nepal-road-safety-barriers-for-open-roads-project</p> <p>Global Road Safety Facility: Leveraging Global Road Safety Successes – vol 02 http://documents1.worldbank.org/curated/en/117271581461116238/pdf/Global-Road-Safety-Facility-Leveraging-Global-Road-Safety-Successes.pdf</p> <p>Safety barriers helped reduce number of accidents on Karnali Highway https://kathmandupost.com/karnali-province/2020/01/06/safety-barriers-helped-reduce-number-of-accidents-on-karnali-highway-police-data</p> |
| How to access the iRAP Vida software? Can individual researches get access? | Yes. The software is available at https://vida.irap.org/en-gb/home and all the training you need to get going and to upgrade your account to creator level where you have the skills to run your own analyses is available via https://www.irap.org/training/ |
| I am planning for a project to use school children as catalysts to control traffic accidents and congestion | https://www.starratingforschools.org/ and also https://nacto.org/publication/designing-streets-for-kids/ may be some useful resources for you. |
| I am a road safety professional. I am from Mexico and I work in the Technical Secretariat of the National Council for the Prevention of Accidents, belonging to the Ministry of Health. How could iRAP, PIARC, UNRSC, RSF help us to promote road safety in our country. | The local partners in Mexico including the Ministry of Health, SCT, AMIVTAC and others could consider implementing the Ten Steps approach in Mexico. There are already some great foundations in Mexico with assessments across the data in 2012 and 2015 and lots of positive investment by SCT and the toll-roads across the country. The Mexican Roads Congress is also very effective. Keen to assist and will provide a linking email. |
| a road is meant for mobility, speed goes up as the class go up as well as vulnerability for accidents. | https://www.unroadsafetyweek.org/en/previous-weeks/2017-slowdown/saferoads may have some useful material you can use. |
| Please set up a ten-step pilot project in Zambia as well | We would be happy to discuss this opportunity. Please contact Susanna Zammataro info@irfnet.ch or Rob McInerney on Rob.McInerney@irap.org |
| I wonder how can you help if i want to implement the Ten step approach ? | The Ten Step Plan is freely available for download at: https://www.who.int/roadsafety/publications/en/ . The first step would be to gather all the relevant stakeholders in a workshop. You can also find out more about the Road Safety Fund at: https://www.unece.org/unrsf/home.html |

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| why not north africa does not figure in cooperation projects of irap ? | A range of partnerships have happened in Africa (refer https://www.irap.org/about-us/?et_open_tab=et_pb_tab_0#mytabs 0) and always happy to help new countries. See https://www.irap.org/partnering-to-save-lives/regional-raps/ for some more details as well. |
| What are the affordable capacity development options (trainings, workshops) for representatives of LICs? Mostly, their budgets do not permit participation in any paid options. | A range of free and low-priced on-line training and other options are available. You can see the global resources available at https://www.gtkp.com/themepage.php?themepgid=378 and also https://roadsafety.piarc.org/ and https://www.irap.org/training/ |
| Refer to step 6, what are the topic of training which you provided? And who are the target group of the training? | The aim will be to integrate any materials and skill development with the local agencies, experts and training providers in the country. The aim being to ensure there is a sustainable local training and accreditation scheme in place for the future. The training content will be tailored based on the gap analysis and the identification of existing frameworks for institutional capacity building – across all the stakeholders identified in Step 1 and 2. |
| Are the UN targets similar to those for the Commonwealth as announced by Prince Michael of Kent | The UN Global Road Safety Performance Targets have been formally adopted and agreed by WHO Member States. The Commonwealth Road Safety Initiative as 10 overarching recommendations that are complimentary (e.g. the target to halve road deaths by 2030; good governance and data in place and safe system principles). |
| which Middle Eastern and African countries you are active in? | See https://www.piarc.org/en/PIARC-Association-Roads-and-Road-Transportation/members for PIARC members. See https://irfnet.ch/who-we-are/ for IRF See https://www.irap.org/about-us/?et_open_tab=et_pb_tab_0#mytabs 0 for iRAP |
| My question is to Mr. Romini ; what is the pilot project you mentioned in Jordan (through ESCWA) and can local NGO's apply directly to the UNRSC fund in October ? | The project “Reducing road deaths and injuries in Jordan through increasing restraint use” is implemented by UNESCWA in partnership with the Ministry of Transport, Public Security Directorate (Jordan Traffic Institute). You may find more information on our project portfolio here . Unfortunately, NGOs are not eligible to apply for direct funding in its next limited Call for Proposals, due to be issued in October 2020. Only participating UN organizations can submit applications to the 2020 Call for Proposals. |

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| <p>can i get more information for Nepal,</p> | <p>Under the Road Sector Development Project, the World Bank conducted an audit of various sections of the Nepalese road network to identify critical road safety risks and recommend solutions. Building on this work, GRSF supported the installation of 73,000 meters of crash barriers along some of the country’s riskiest roads. It is estimated that the new barriers will save at least 3,700 lives over the next 20 years, in addition to preventing countless injuries.</p> <p>The project prioritized the development of an effective road crash barrier system, which was identified as one of the most effective solutions for reducing the risk of departure crashes and protecting the lives of Nepalese road users. With the support of a \$7.47-million GRSF grant, 73,000 meters of crash barriers were installed on sections that had a high probability of vehicles exiting the road surface, based on recommendations of a road safety audit conducted under the World Bank’s Road Sector Development Project. These represented more than two-thirds of the high-risk locations flagged in the audit.</p> <p>The development objectives of the GRSF grant were to improve the physical safety features of selected RSDP roads as well as to strengthen the Government of Nepal’s capacity to implement its national Road Safety Action Plan, which was approved in 2013.</p> <p>Lean more about this project here:</p> <p>Nepal Road Safety Barriers for Open Roads Project https://www.worldbank.org/en/news/video/2020/07/09/nepal-road-safety-barriers-for-open-roads-project</p> <p>Global Road Safety Facility: Leveraging Global Road Safety Successes – vol 02 http://documents1.worldbank.org/curated/en/117271581461116238/pdf/Global-Road-Safety-Facility-Leveraging-Global-Road-Safety-Successes.pdf</p> <p>Safety barriers helped reduce number of accidents on Karnali Highway https://kathmandupost.com/karnali-province/2020/01/06/safety-barriers-helped-reduce-number-of-accidents-on-karnali-highway-police-data</p> |

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| <p>The IRF-courses that Rob is mentioning are very expensive for the LICs. The Leadership that we are advocating to improve road safety and engage themselves in the improvement of the road design - has then first to be convinced to participate in those highly expensive courses, or to have financing from other sources which is not always easy available. There should be other ways of bringing the knowledge to the decision-makers in LMICs.</p> | <p>The Ten Steps is hopefully part of the solution. Where knowledge is systematically transferred, local capacity is developed across all the key areas from financing to design to construction and the local structures and people are in place to deliver that in the future. That is local people, local costs, local solutions with global support.</p> <p>Ultimately one 'graduate' of the Ten Steps programme can also help the neighbouring country so keen to make sure it can work for all countries in a fit-for-purpose way. Happy to discuss further with GIZ and the Ten Steps partners.</p> |
| <p>Robert, are passengers riding in the back of trucks and utility vehicles/pickups prevalent in the passenger deaths?</p> | <p>Yes. There is research to show how risky this is. For instance a study by Anderson et al. titled "Fatalities to occupants of cargo areas of pickup truck" published in the 2000 in Accident Analysis and Prevention describes fatalities to occupants of pickup truck cargo areas and compares the mortality of cargo area occupants to passengers in the cab. Thirty-four percent of deaths to cargo occupants were in non-crash events without vehicle deformation. Fifty-five percent of those who died were age 15–29 years and 79% were male. The fatality risk ratio (FRR) comparing cargo area occupants to front seat occupants was 3.0. The risk was 7.9 times that of restrained front seat occupants. The article concluded that passengers in cargo areas of pickup trucks have a higher risk of death than front seat occupants, especially in non-crash events, and that camper shells offer only limited protection for cargo area occupants. Overall riding in the back of a pickup truck can lead to injuries or death if a person is thrown or ejected from the truck bed. Since there are no seat belts installed in pickup truck beds, it is more dangerous to ride in this area of the truck, especially in certain road conditions (such as bumpy roads, slippery road surfaces, driver recklessness, and passenger not remaining seated during a trip, all of which are prevalent in Africa). A collision does not need to happen in order for someone to be thrown from the truck bed.</p> |
| <p>how these ten steps process principally adopt and practice like LMIC ?</p> | <p>The Ten Steps approach can be tailored to the specific needs of a country and the "template" Ten Steps form provides a lot of room for local details. The results must work in the country and the leadership by local agencies is an essential element of any project like TANROADS and TARA and others in Tanzania.</p> |

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| <p>My observation is that most low-income countries don't have as much capacity be it institutional or individuals with road safety engineering know-how. Funding is often a challenge, Can we have a takeoff of this meeting to create free trainings</p> | <p>The aim of the Ten Steps project will be to build that local capacity, with the benefit of global resources to accelerate the transfer of knowledge and build sustainable skills. It will be delivered such that local agencies will continue to deliver the courses themselves and therefore ensure local costs in the long-term.</p> |
| <p>Can opportunities be made for knowledge transfers for internships in Tanzania?</p> | <p>Interesting idea and yes we can definitely explore that option. Ideally it can be linked to shaping a similar exercise for Zambia with UNECA.</p> |
| <p>can we our self select and propose the road safety project or UNRSF select itself for support?</p> | <p>You can propose but you do need to work closely with a relevant UN agency. See https://www.unece.org/unrsf/home.html for all the details.</p> |