

ROAD SAFETY CAPACITY BUILDING WORKSHOP

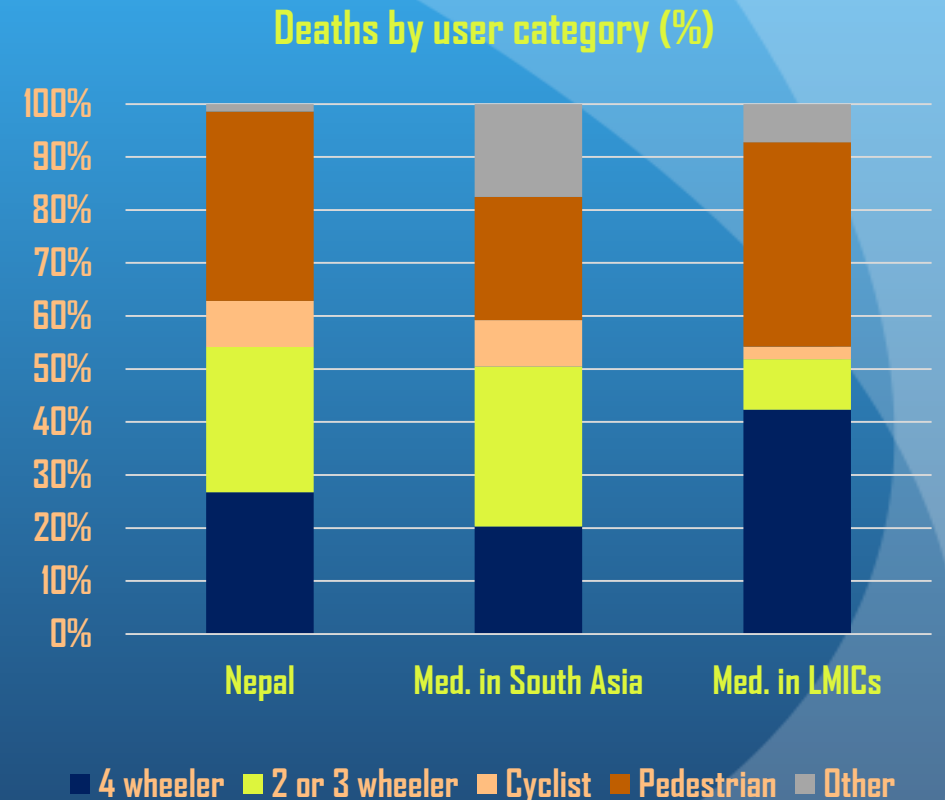
Kathmandu, Nepal



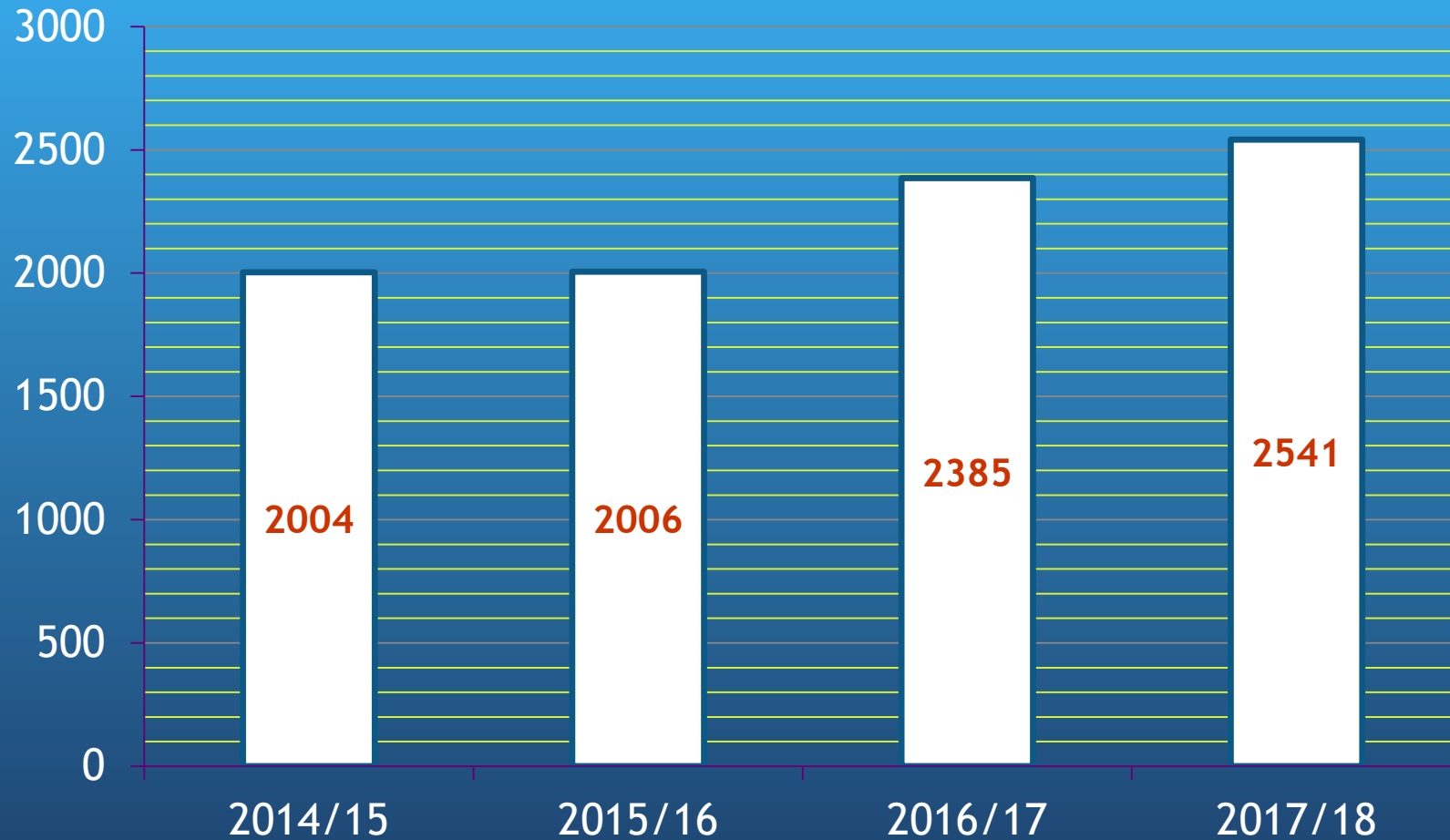
Road Safety Capacity and Financing
Er. Laxman K.C. & Er. Ashok Dhakal

Road Safety Challenges

- 2,541 road deaths & 4,144 serious injuries recorded in FY 2017-18
- Number of deaths increased by 26.6% in last two years (2015-2017)
- 40% of people killed in 2017/18 <26 years old
- 36% of all road fatality victims were pedestrians as recorded in 2016
- Economic loss from road crashes is huge about 0.8% of GNP (Road Safety Action Plan and WHO 2015).



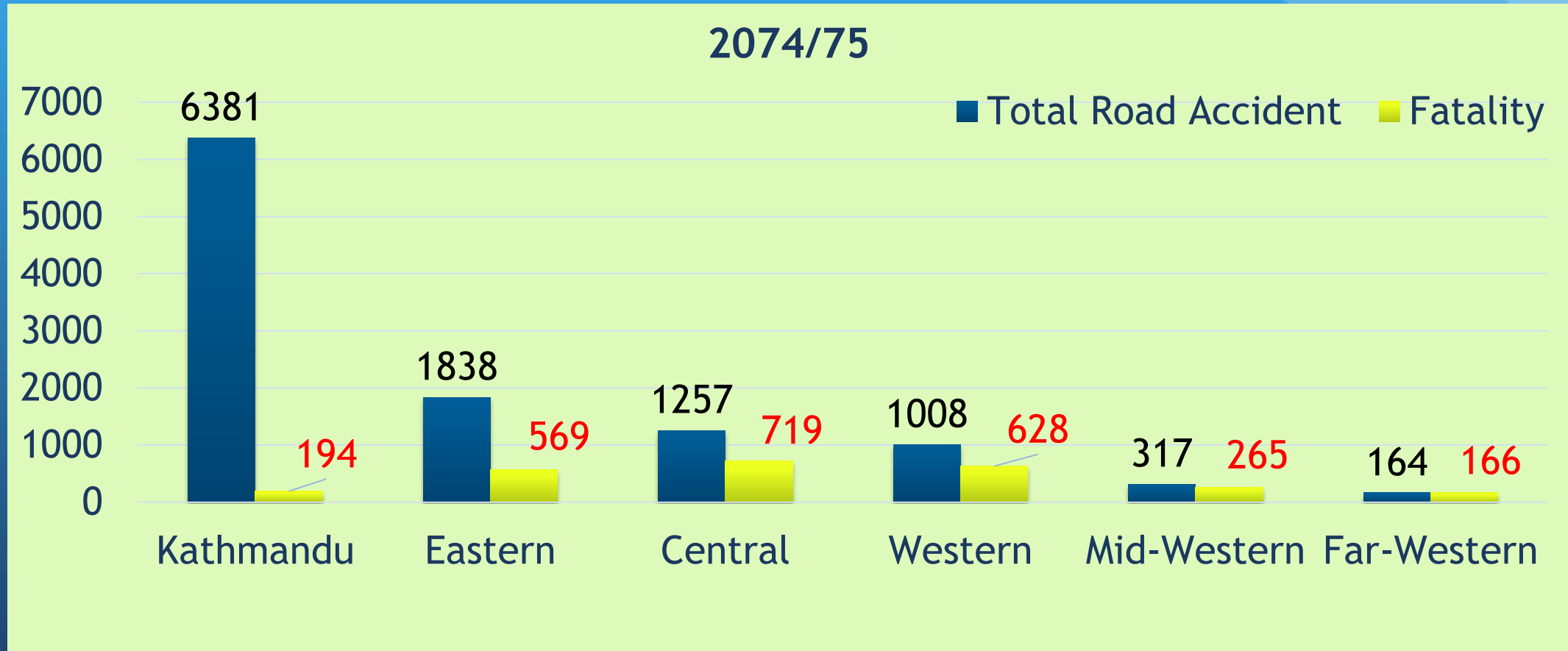
Road Deaths Per Year



RTI Mortality per 100,000:

- 30 to 5 in 40 years in Australia
- 22 to 8 in OCED countries in 25 years.
- Some countries towards vision zero...

Spatial Behavior



Road Crash Data: Spatial Behaviors

Most of the crashes are occurred in KTM and low to far and mid western regions.

Fiscal Year	Development Region	RTA Fatalities	RTA Injuries		Accidents	
			Serious	Minor	Nos.	%
2005-06	KTM Valley	93	383	1673	1989	52%
	East	191	322	522	494	13%
	Central	213	491	527	486	13%
	Western	202	353	546	510	13%
	Mid-western	51	213	293	248	7%
	Far-western	78	104	94	87	2%
	Total	828	1866	3655	3814	100%
2006-07	KTM Valley	93	491	2179	2097	46%
	East	166	383	651	506	11%
	Central	303	645	838	647	14%
	Western	226	549	1035	800	18%
	Mid-western	91	335	404	358	8%
	Far-western	74	180	231	137	3%
	Total	953	2583	5338	4545	100%
2007-08	KTM Valley	120	611	2163	2211	48%
	East	235	475	829	704	15%
	Central	242	665	920	648	14%
	Western	341	520	920	624	13%
	Mid-western	146	283	336	302	7%
	Far-western	47	109	77	148	3%
	Total	1131	2663	5245	4637	100%

Major cause of crashes

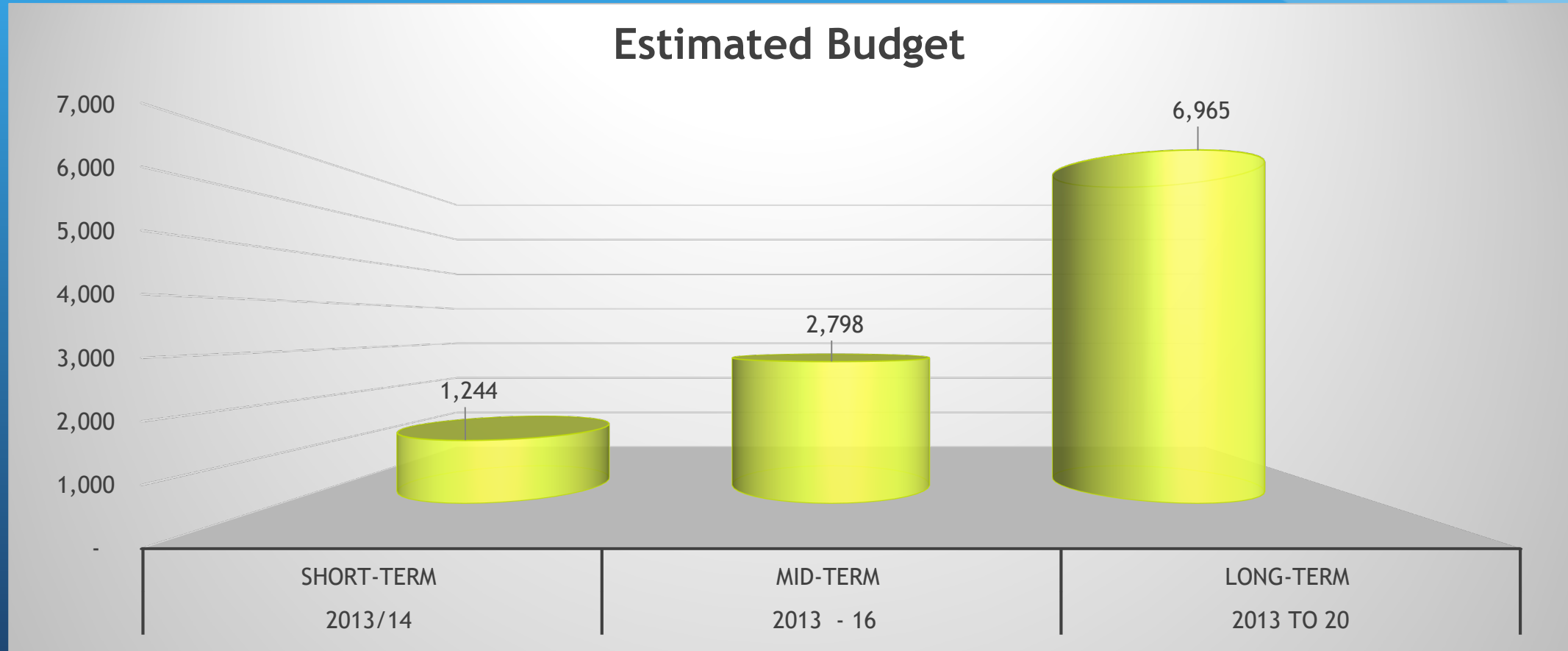
- Quality of Physical infrastructure
- Inadequate communication campaigns
- Driver's carelessness (77% of crashes cause)
- Vehicle speeding (12% of the crashes cause)
- Lack of road safety related policies and regulation



Photo taken: RSDP Roads

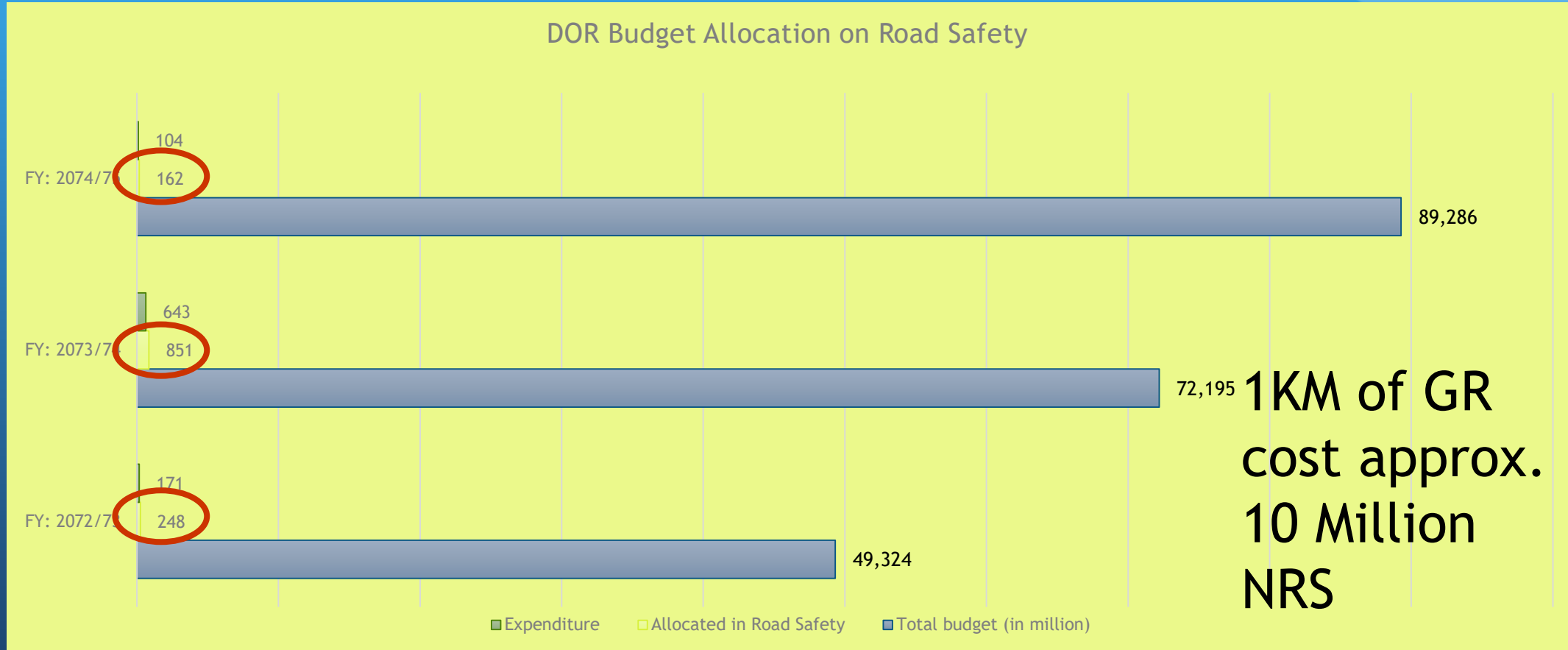
Existing Funding Mechanism on Road Safety Activities

Estimated Budget in million on RS (Excluding Admin.)



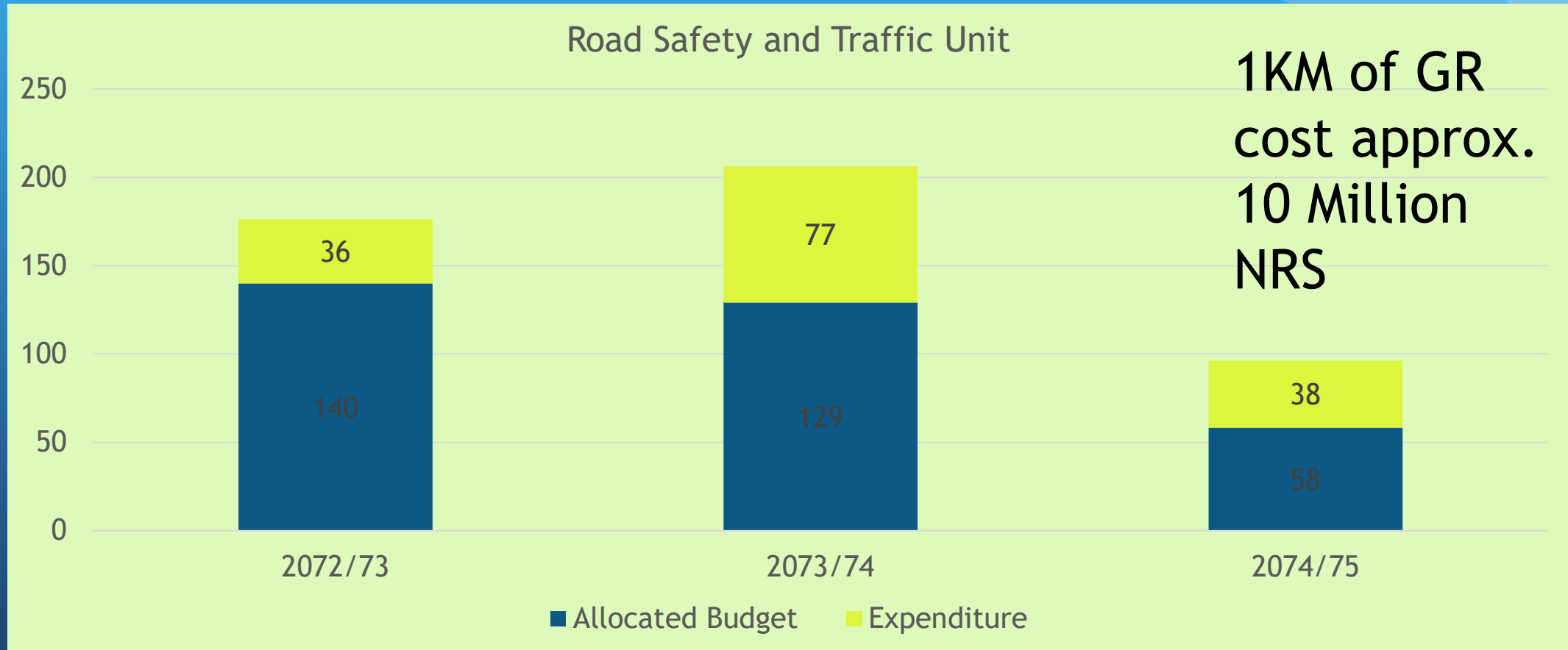
Source: Road Safety Action Plan 2013 - 2020

DOR Budget Provision on Road Safety Item



In average, only 72% of the allocated budget were spent.

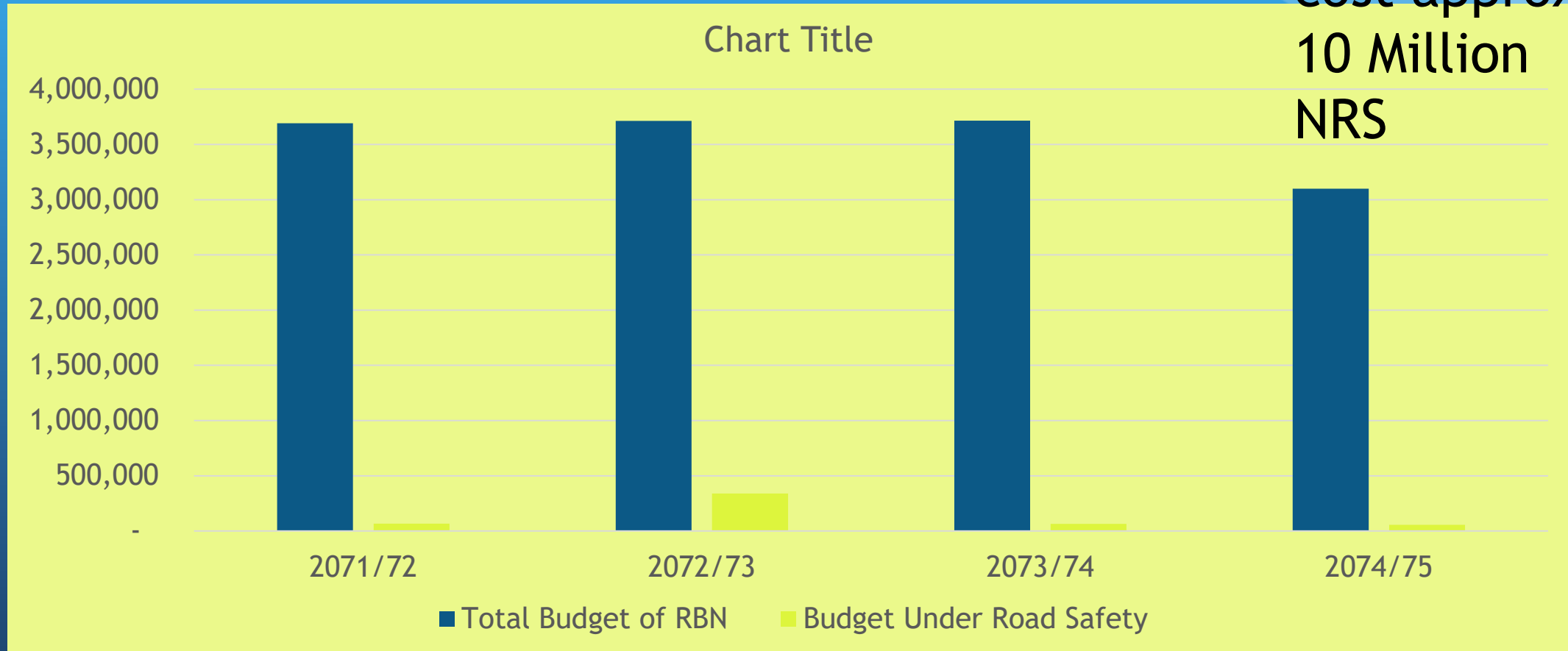
Road and Traffic Unit Budget Provision on RS



Approx. 50% of the allocated budget were spent.

Budget Provision of RBN on RS

1KM of GR
cost approx.
10 Million
NRS



Less than 4% budget for the RS

Capacity Building Activities

Summary of Training for DOR Engineers (Jan. '98 to 11 May '09)

Source: Review of Road Safety Management Capacity in Nepal

Location:	In the Country		
S/N	Type (Seminar/Workshop/Training)	Total Nos.	Total Participants
1	Training-cum-seminar - 1 day	4	67
	Total training in the period =	518	3400
	% related to road-safety =	0.77%	1.97%
Location:	Out of the Country		
S/N	Type (Seminar/Workshop/Training)	Nos.	Total Participants
1	Training - 1 day	1	2
2	Training - few days up to 1 week	5	9
3	Training - up to 2 weeks	2	3
4	Training - around 1 to 4 month	7	11
5	Master's degrees	3	3
6	Seminar	5	7
7	Study tour	1	2
	Total =	24	37
	Total training in this period=	263	346
	% related to road-safety =	9.1%	10.7%

Road Safety Support Project

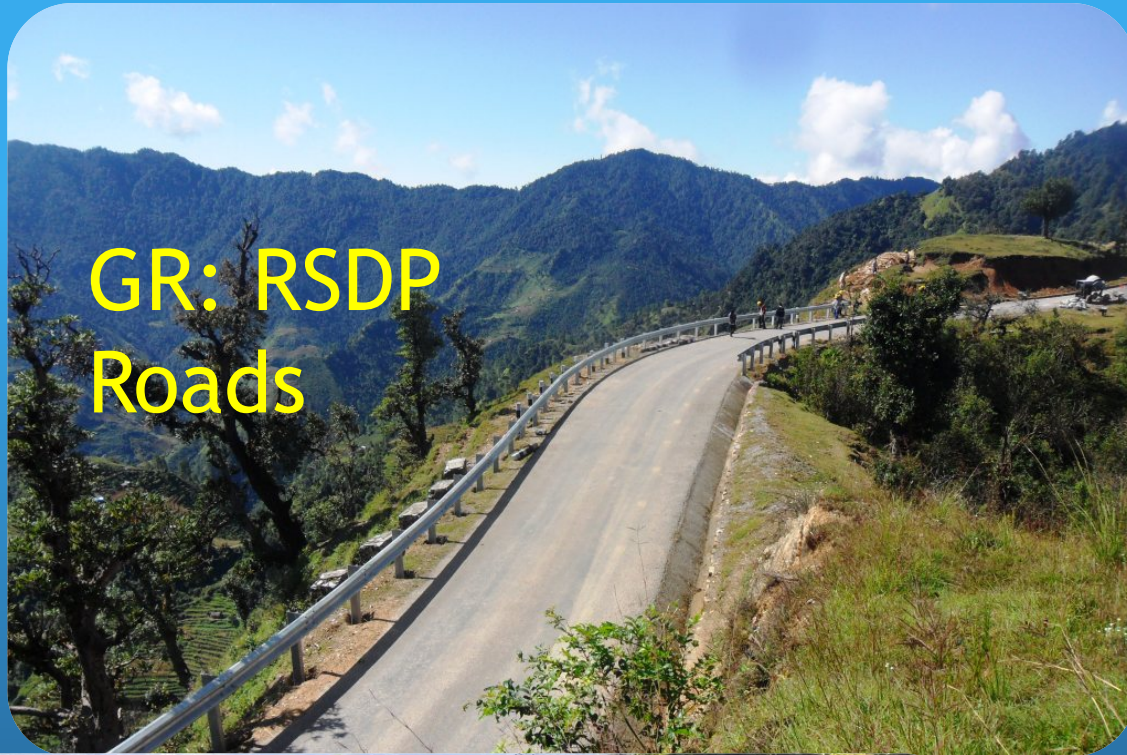
- Road safety legislatives and policies related documents drafted
 - Drafted Road Safety Act and its regulation
 - Revision of Transport Policy
 - Revision of motor vehicle and transport management act
 - Revision of public road act and darting regulation
 - Drafting Road crash database guideline and system
 - **Train-the-Trainer (TOT) Training on Road Safety Audit (39 participants)**
 - Road safety course at bachelor and master level

Capacity Building Activities of RSSP



*Train –the-Trainer (TOT) Training Phase-I and II on Road Safety Audit, Kathmandu 2016 .
For
Future long-term Road Safety leaders & champions*

Altogether 39 participants trained from this program.
Do you think all of them are on practice?



GR: RSDP
Roads



Road Safety
Pilot Project



Vehicle
protected
by GR

TOT: On Road Safety

What Next?

- Establishment of NRSC through the approval of road safety act
- Action plan update and development of sectoral (Pillar wise) business plan
- Drafting and approval of road safety related legal instruments
- Development several standards (Road Safety Audit Guidelines, Helmet Standards, barriers, warrant for signalization etc. etc.)
- Establishment of dedicated centers in different departments
- Adequate jobs should be created for retaining the knowledge
- There is a huge funding gap on road safety program and this sustainable funding mechanism should be established for meeting the road safety fund.

Thank You!

Existing policies and institutional arrangements

- Nepal Road Safety Action Plan (2013 to 2020)
- Establishment of National Road Safety Council (NRSC) - through executive order of council of ministers, GoN
- Road safety course curricula in Institute of Engineering (IOE)
- DoTM's nine guidelines on vehicle conditions and operations
- Several acts and policies including the road safety act has been drafted