



# Road safety in OIC/IDB Member Countries with particular emphasis on MENA and Central Asia

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IDB Resource Person





# IDB TA Grant to Arab Union of Land Transport (2011-2013)

## Road safety perspectives for SPECA?

Road Transport Facilitation Strategy

Road Safety

Professional Training





# Main obstacles to international road transport



Main causes of waiting times at borders are well known:

« Inappropriate procedures and lack of mutual recognition »



# Barriers to Road Transport Impede Development

- Each day of delay = reduces trade by at least 1%
- Each day of delay = 85 km of distancing from trade partners
- Poor trade facilitation affects the composition of trade
  - prevents countries to export time-sensitive goods
  - a day's delay reduces a country's relative exports of time-sensitive goods on average by 7 %

Source: Economic and Policy Research Institute, TEPAV, 2007





# OIC Member States in the World Bank Logistics Performance Index 2014

AFGHANISTAN (158)	ALBANIA	ALGERIA (96)	AZERBAIJAN (125)	BAHRAIN (52)
BANGLADESH (108)	BENIN (109)	BRUNEI	BURKINA FASO (98)	CAMEROON (142)
CHAD (113)	COMOROS (128)	COTE D'IVOIRE (79)	DJIBOUTI (154)	EGYPT (62)
GABON (150)	GAMBIA (146)	GUINEA (122)	GUINEA-BISSAU (127)	GUYANA (124)
INDONESIA (53)	IRAN	IRAQ (141)	JORDAN (68)	KAZAKHSTAN (88)
KUWAIT (56)	KYRGYZSTAN (149)	LEBANON (85)	LIBYA (118)	MALAYSIA (25)
MALDIVES	MALI (119)	MAURITANIA (148)	MOROCCO	MOZAMBIQUE (147)
NIGER (130)	NIGERIA (75)	OMAN (59)	PAKISTAN (72)	PALESTINE
QATAR (29)	SAUDI ARABIA (49)	SENEGAL (101)	SIERA LEONE	SOMALIA (160)
SUDAN (153)	SURINAM	SYRIA (155)	TAJIKISTAN (114)	TOGO (139)
TUNISIA (110)	TURKEY (30)	TURKMENISTAN (140)	UGANDA	UAE (27)
UZBEKISTAN (129)	YEMEN (151)			

**Global benchmarking tool  
160 countries compared**

**OIC Member States: 5 in top 50 / 5+13 in top 100**





# Road Safety in the World!

**1.24 million** road traffic deaths every year.

As many as **50 million** are injured each year.



**8th** leading cause of death globally

HOW SAFE YOU ARE DEPENDS ON WHERE YOU ARE:  
ROAD FATALITIES PER 100,000 POPULATION



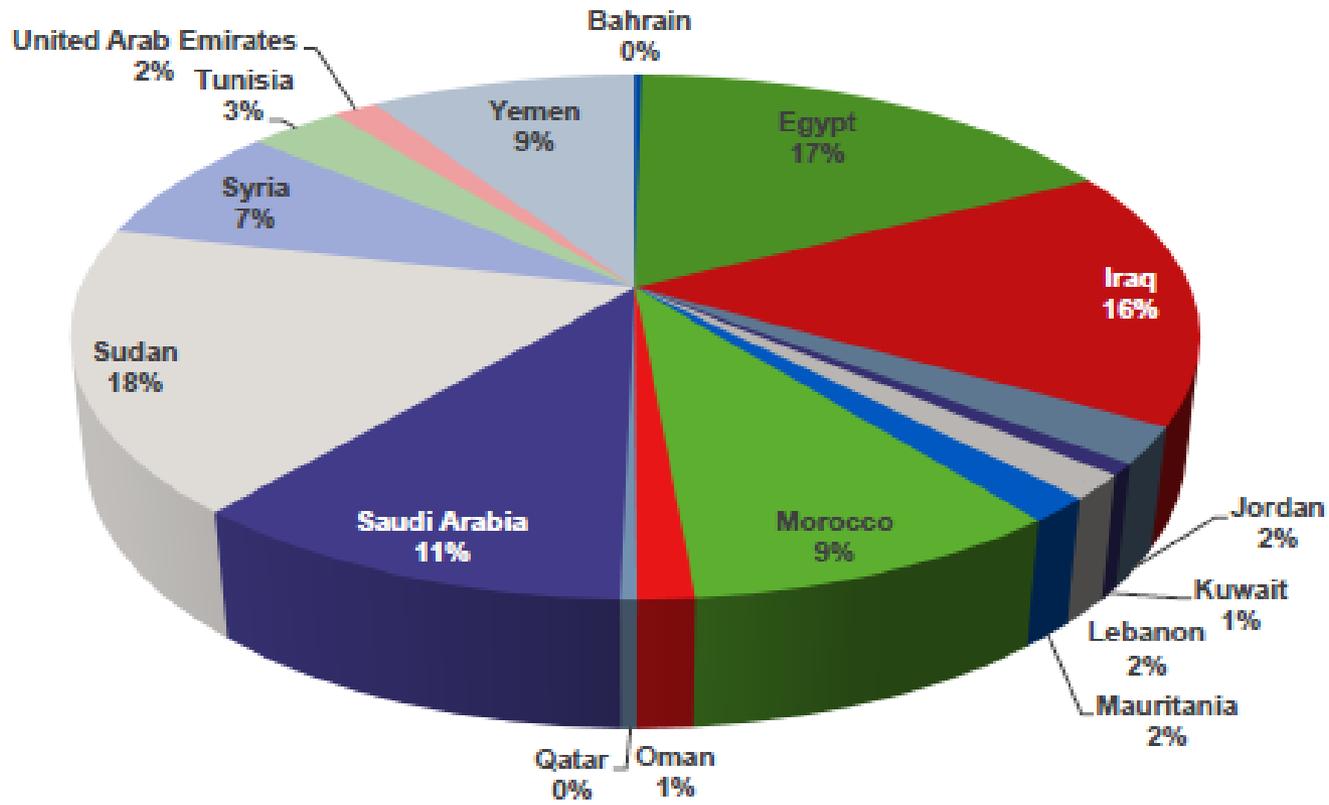
Global Road Safety Partnership Account Project #015





# Road Safety – Situation in the Arab World

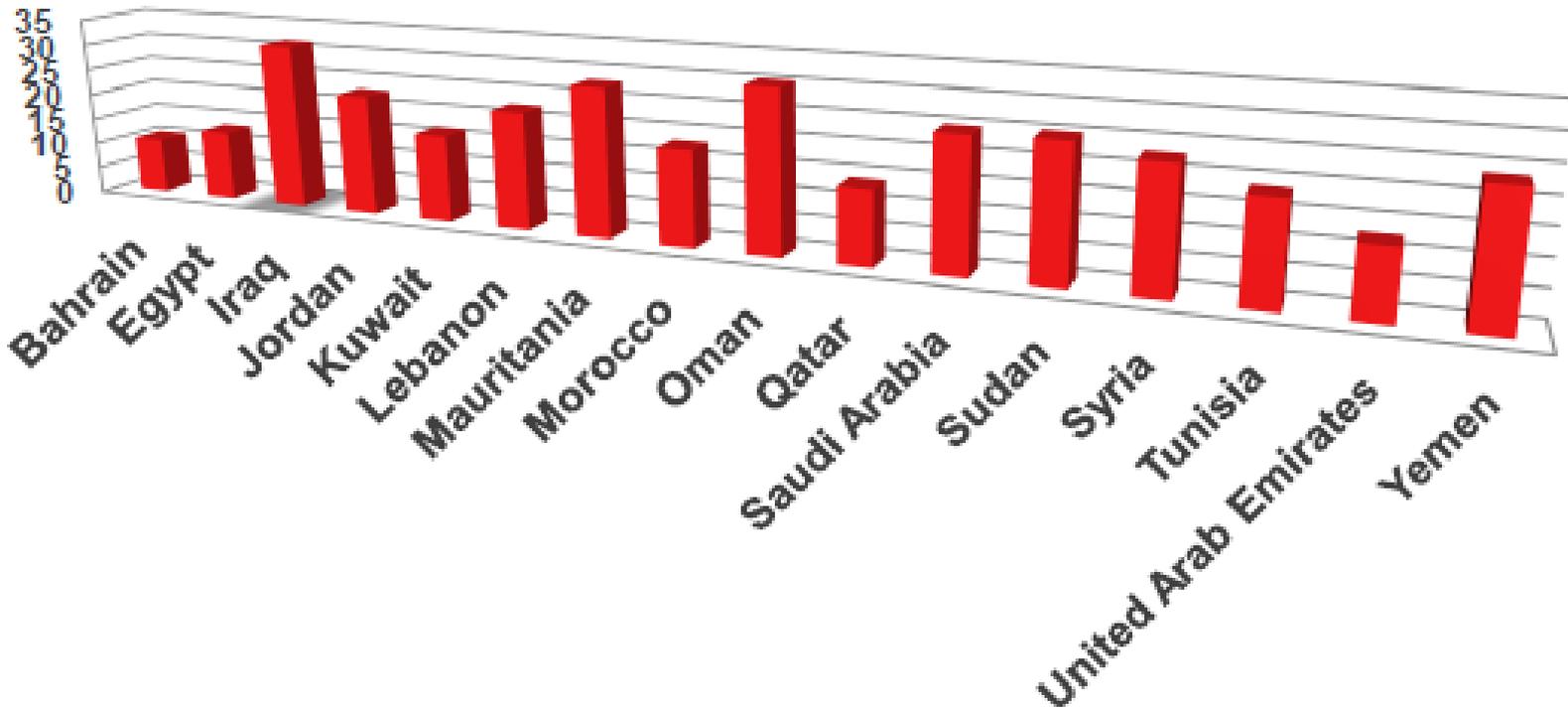
## Deaths By Road Accidents





# Road Safety – Situation in the Arab World

Death % for each 100.00 Population





**OIC Member Countries need road  
transport facilitation and safety at the  
same time!**



# Signed in Jeddah on 13 June 2011, TA Grant Agreement searched for a Regional Action Plan for the MENA region!





# AULT Project Results!

## Action Plan

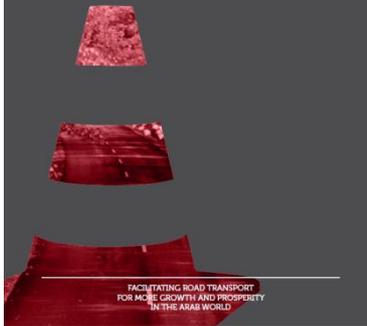
For safer and more efficient road transport in the Arab World



ISLAMIC DEVELOPMENT BANK  
TECHNICAL ASSISTANCE GRANT TO  
THE ARAB UNION OF LAND TRANSPORT

## Road Safety

League of Arab States Truck Accident  
Causation Feasibility Study



FACILITATING ROAD TRANSPORT  
FOR MORE GROWTH AND PROSPERITY  
IN THE ARAB WORLD

## ADR Driver Training

Training: Transport of Dangerous Goods  
by Road



FACILITATING ROAD TRANSPORT  
FOR MORE GROWTH AND PROSPERITY  
IN THE ARAB WORLD

## Road Transport

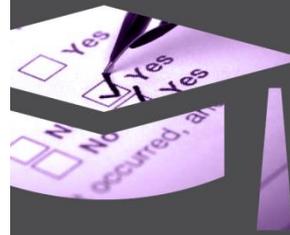
Developing a Trade and Road  
Transport Facilitation Strategy for  
the Arab World



FACILITATING ROAD TRANSPORT  
FOR MORE GROWTH AND PROSPERITY  
IN THE ARAB WORLD

## CPC Manager

Training: Certificate of Professional  
Competence for transport managers



FACILITATING ROAD TRANSPORT  
FOR MORE GROWTH AND PROSPERITY  
IN THE ARAB WORLD

## Facilitation

Facilitation of border crossing  
procedures in the Arab World



FACILITATING ROAD TRANSPORT  
FOR MORE GROWTH AND PROSPERITY  
IN THE ARAB WORLD





## 3-step Strategy!



Implement international standards



Attack the main cause of accidents



Develop professional training



## 3-step Strategy!

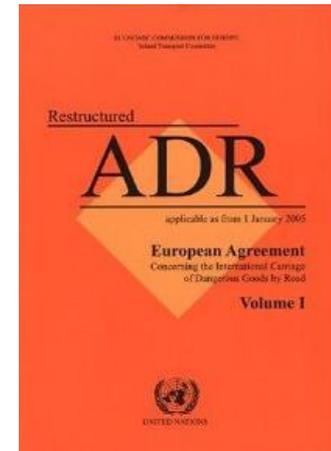
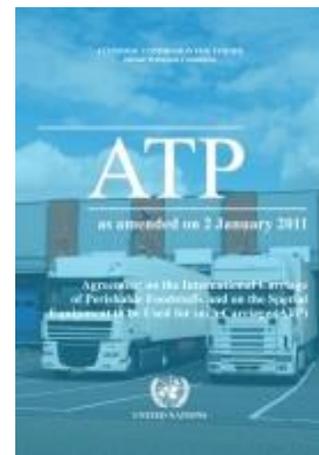
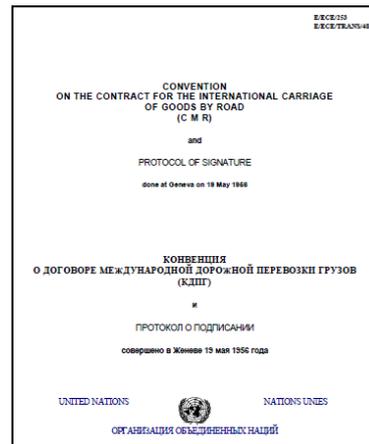
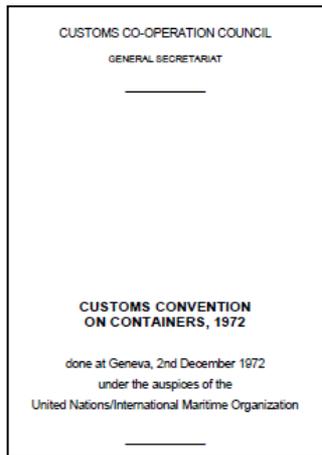
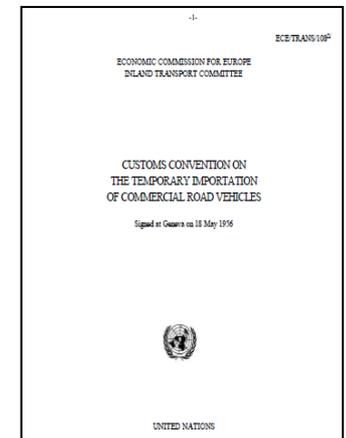
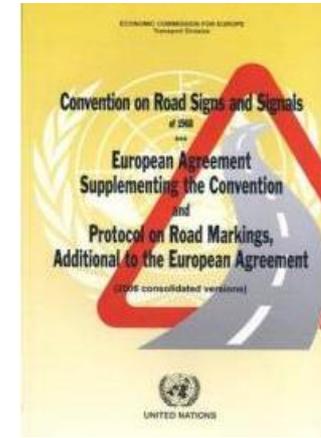
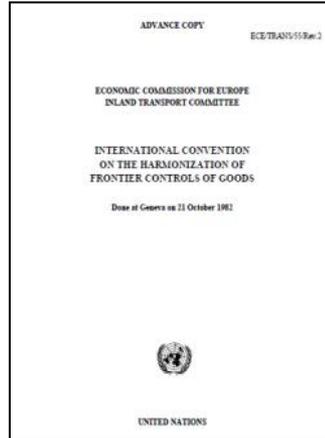
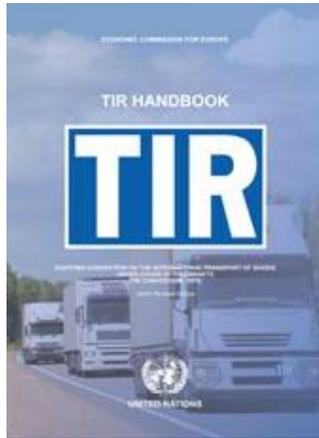


Implement  
international standards





# Solution: UN multilateral facilitation instruments!





# UN Conventions are open to all of the UN Member States!

In 1992,



The UNESCAP Resolution 48/11 recommends its Member States to join and implement the main UN Trade and Road Transport Facilitation Conventions.





# Contracting Parties in the Middle East and SPECA (as of 30 March 2015)





# Harmonisation and mutual recognition

To facilitate trade and road transport and improve road safety:

- Traffic and Road Safety

Road Traffic

Road Signs and Signals

Carriage of Dangerous Goods by Road (ADR)

- Harmonised Contractual Conditions and Documents:

CMR

- Harmonised Customs Procedures, Equipment and Frontier Controls:

Container Convention

Temporary Importation of Commercial Vehicles

Carriage of Perishable Foodstuffs (ATP)

Harmonisation Convention

TIR Convention





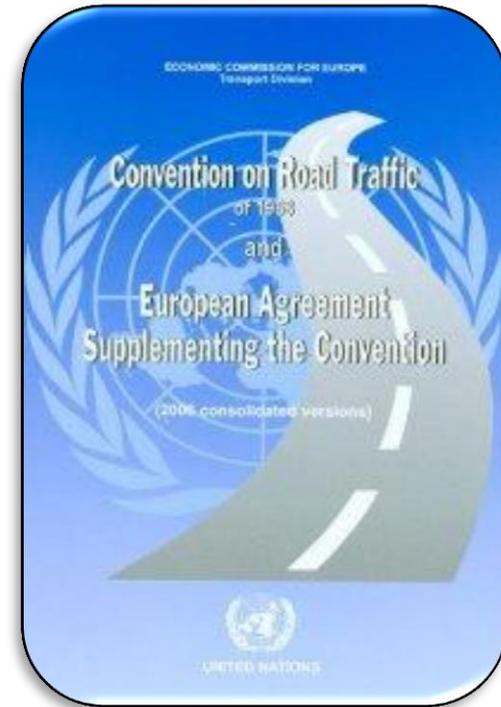
# Convention on Road Traffic, 1968

## Objectives:

To facilitate international road traffic

To increase road safety

- Through internationally agreed traffic rules and the reciprocal recognition of documents issued in conformity with those rules





# Convention on Road Traffic, 1968

(as of 30 March 2015)

AFGHANISTAN	ALBANIA	ALGERIA	AZERBAIJAN	BAHRAIN
BANGLADESH	BENIN	BRUNEI	BURKINA FASO	CAMEROON
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UZBEKISTAN	YEMEN			

**86 Contracting Parties**

**19 OIC Member States**





# Convention on Road Signs and Signals, 1968

## Objectives

To facilitate international road traffic

To increase road safety

- Through internationally agreed rules for road signs and signals



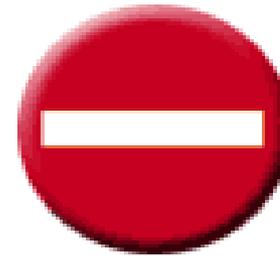


# Convention on Road Signs and Signals, 1968

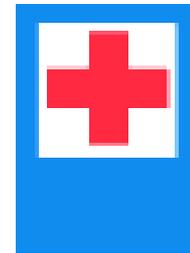
- Danger Warning Road Signs



- Regulatory Road Signs



- Informative Road Signs





# Convention on Road Signs and Signals, 1968 (as of 30 March 2015)

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**76 Contracting Parties**

**20 OIC Member States**



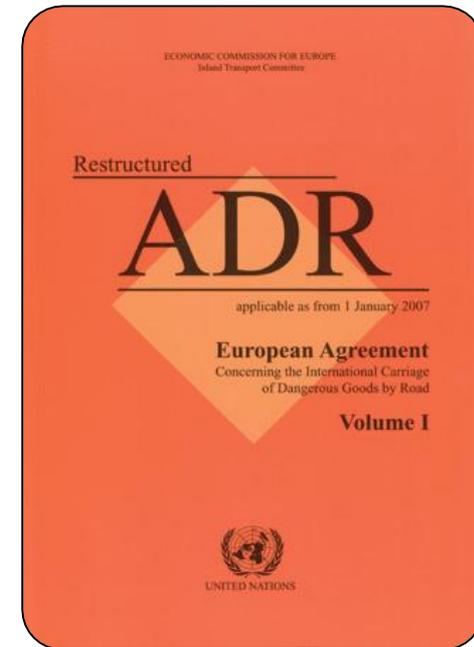


# Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), 1967

## Objectives

To improve security of transport of dangerous goods by road through definition of appropriate conditions to allow their transport thanks to:

- appropriate packaging and marking
- rules for cargo loading and securing
- rules for construction, maintenance and operation of vehicles
- harmonised training of drivers and staff





# Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), 1967 (as of 30 March 2015)

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TUNISIA	TURKEY	TURKMENISTAN	UGANDA	UAE
UZBEKISTAN	YEMEN			

**48 Contracting Parties**

**7 OIC Member States**





## 3-step Strategy!



Attack the main cause  
of accidents





# Voyeurism!!!



## Fire Truck Crash Kills

A Frederick woman was killed in a collision with a fire truck early Wednesday, three weeks after her 22nd birthday...

## Freak Truck Accident

Two local men were seriously injured when ...



## Fatal Truck-Train Accident in Ste. Anne

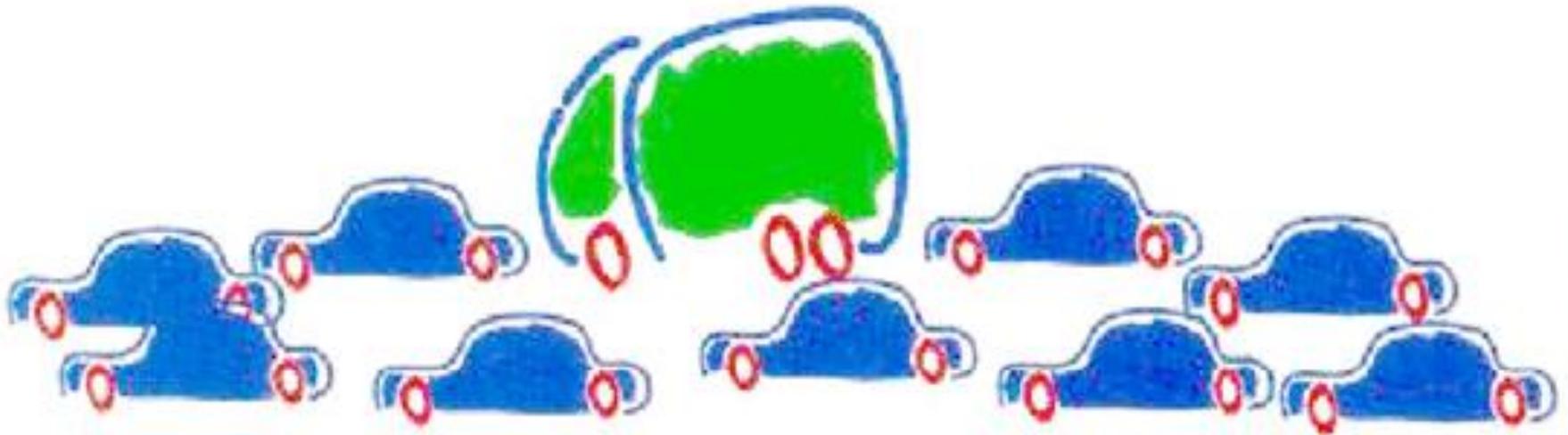
A northbound tractor-trailer making a delivery to Ste. Anne collided with an eastbound train on Monday, August 23 killing the driver. The fatal accident ...





# Trucks: Only a Small Fraction of Vehicles on the Road

One in ten !



Source: EU Transport in Figures, 2007





# Specific Road Safety Strategy needed!

The road transport industry supports all measures that improve road safety

**if**

they effectively target the main causes of accidents involving trucks





# IRU-European Commission ETAC Accident Analysis Scientific Study (2004-2007)



A Scientific Study  
"ETAC"  
European Truck Accident Causation



Results confirmed  
by US Study



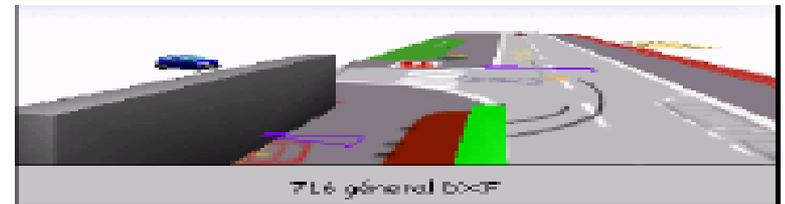
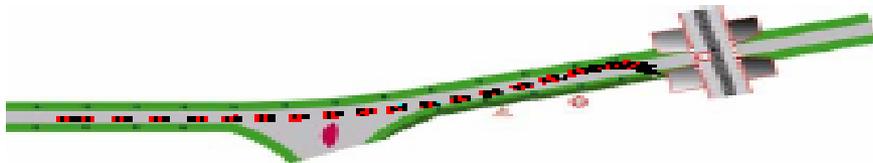
**There are only a few scientific studies  
identifying the main cause of accidents  
involving trucks**

**ETAC – First of its kind!**



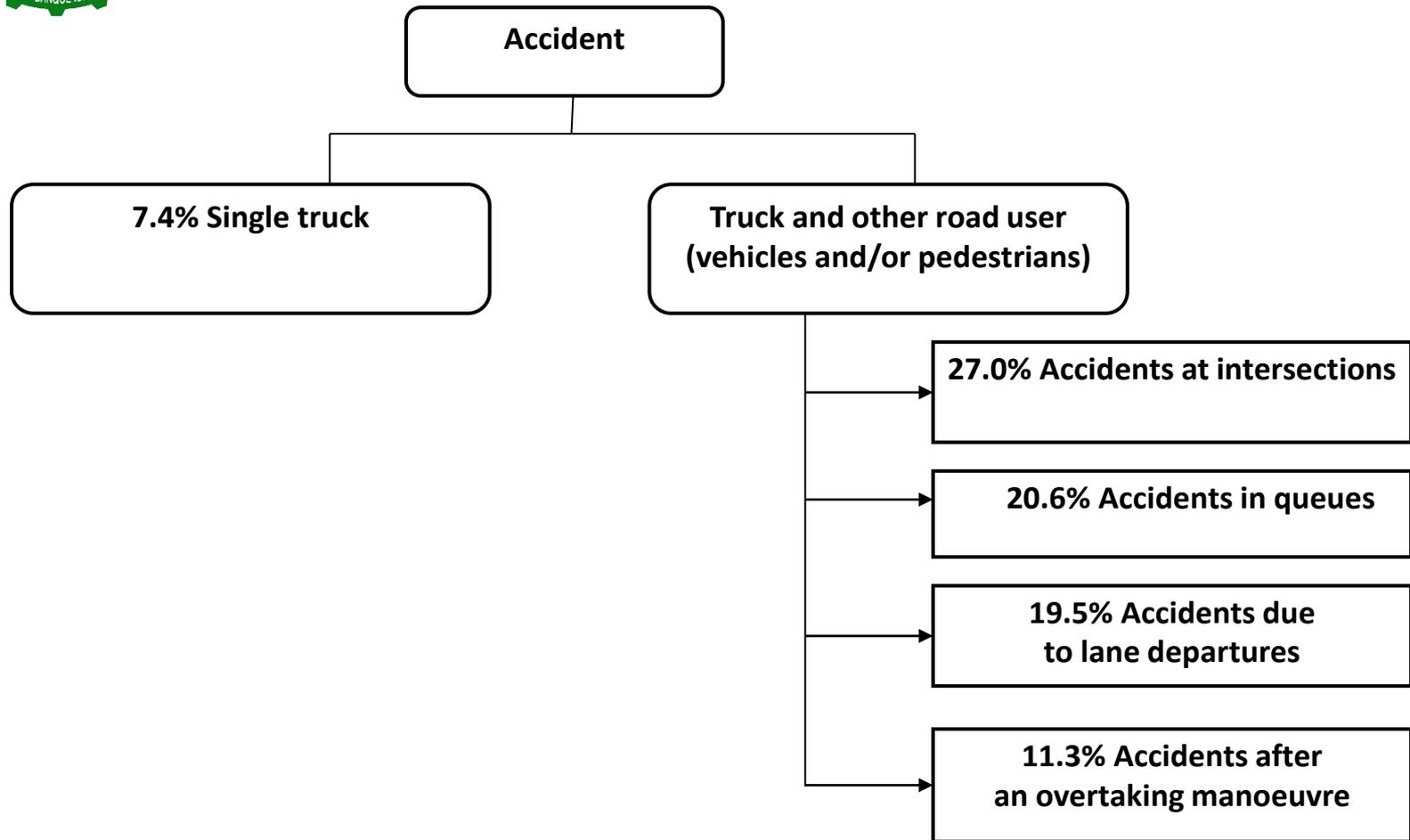
## ETAC Study

- **Experts cooperate with emergency services**
- **Expert teams check selection criteria:**
  - the accident involves at least one truck (over 3.5t)
  - the accident resulted in at least one injured person
- **Investigation and 2-year data collection on +600 accidents**
- **Data analysis and data verification**
- **Accident reconstruction**





# ETAC Accident Categories





# Main Causes of Truck Accidents in Europe!

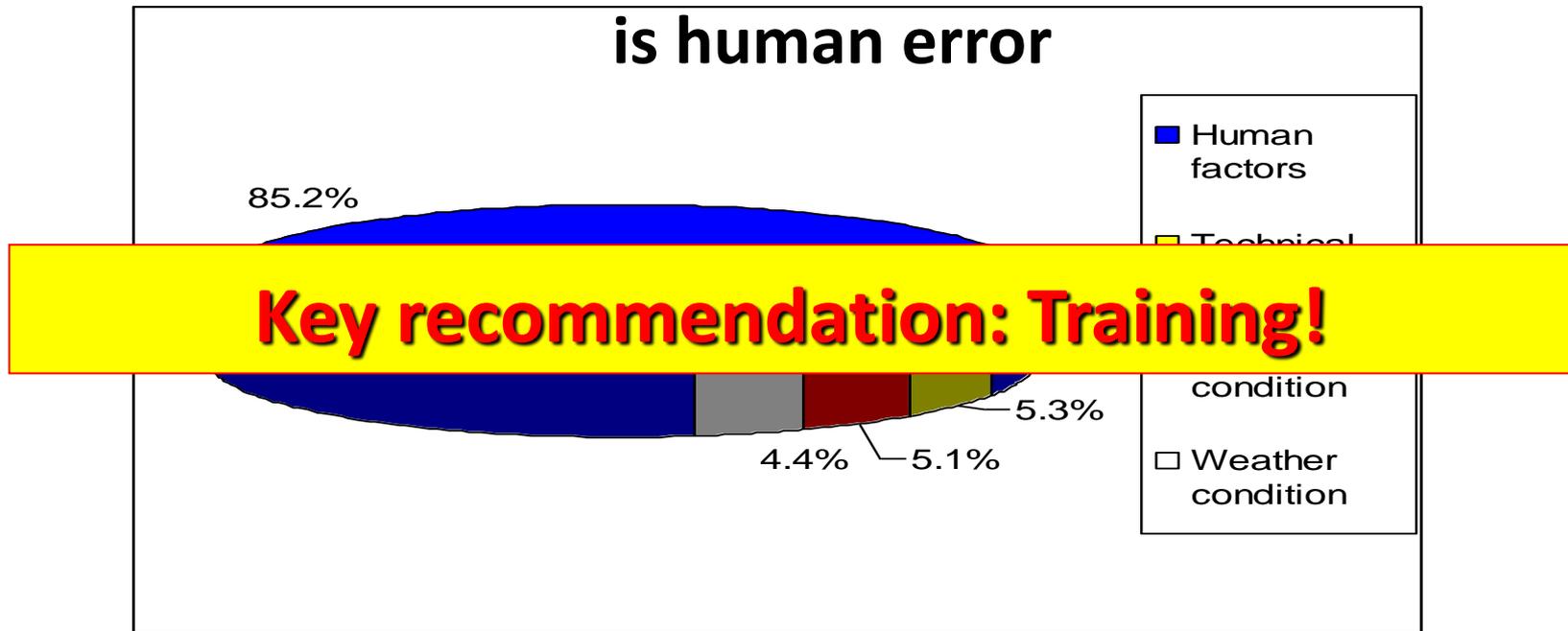
- 1. Non-adapted speed**
- 2. Failure to observe intersection rules**
- 3. Improper manoeuvre when changing lanes**





# ETAC Conclusion: Top Main Cause is the Human Factor!

624 accidents showed that the main cause of accidents is human error



**However, from the 85.2% linked to human error, 75% were caused by other road users!**

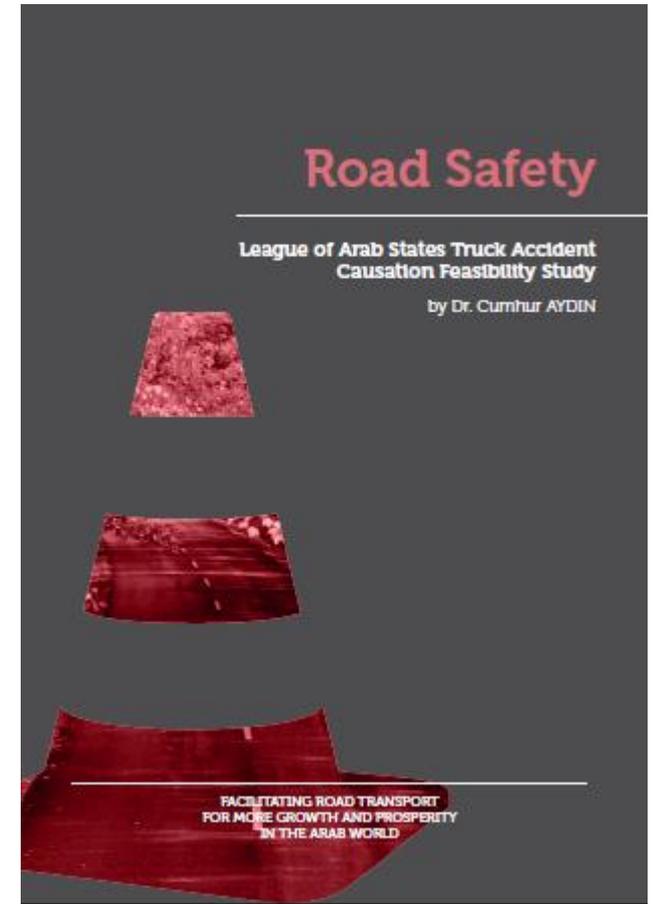
Source: EU, IRU





# AULT Project confirms feasibility of a LASTAC Study for MENA region!

- Technical feasibility
- Operational feasibility
- Legal feasibility
- Financial feasibility
- Schedule feasibility





# 3-step Strategy!



## Develop professional training





# 5 National Workshops, 9 Training Programmes, 35 Instructors, 11 Checklists!





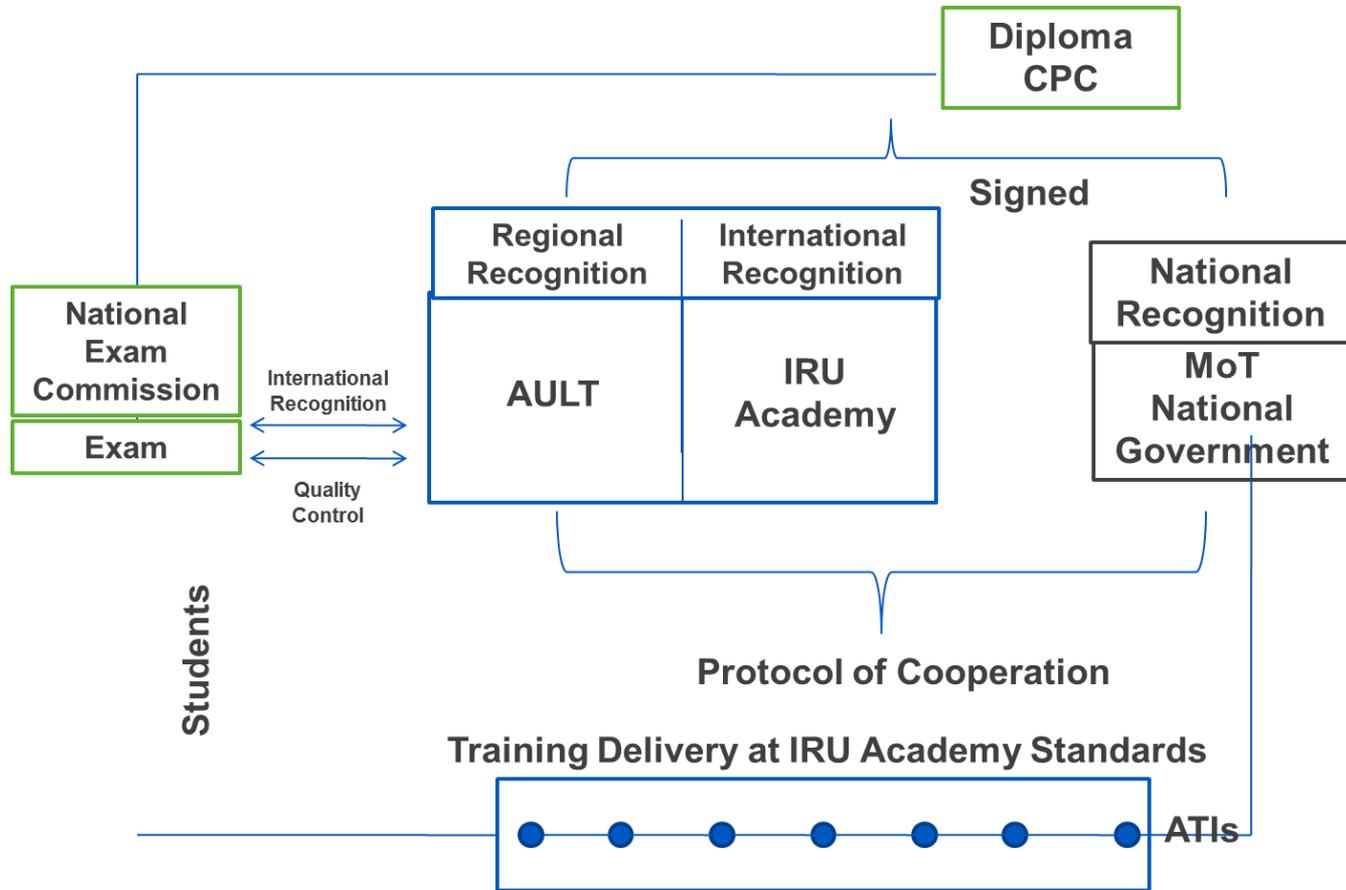
# AULT Project main recommendations for professional training in the MENA Region!

- › **Adopt rules for access to profession in the occupation of road transport**  
Adopt all provisions of the UN Consolidated Resolution on the Facilitation of International Road Transport (R.E.4) on the Harmonisation of Requirements Concerning International Road Transport and Facilitation of its Operation;
- › **Establish manager qualification frameworks and implement high quality professional training recognised at international standards**  
Increase the number of IRU Academy ATIs able to deliver high quality training programmes to road transport professionals, as currently implemented by ATIs who benefited from the IsDB-AULT-IRU grant in selected LAS countries;
- › **Establish examination capacity to ensure sustainable and continuous quality in IRU Academy programmes trainees' assessment**  
Setup or nominate an institution/authority responsible for ensuring, in compliance with international standards, qualitative delivery of professional driver training and organisation of examinations while ensuring the sustainable and continuous quality of IRU Academy Programmes through the organisation of transparent, reliable, affordable and objective testing of IRU Academy students in the Pan-Arab region under the supervision of the AULT and in close cooperation with national competent Authorities in LAS countries;





# AULT Project paved the way towards a Pan-Arab Examination Capacity at IRU Academy international standards!





# Looking forward: Safer roads in the SPECA region!

Join and implement key UN conventions on road safety!

Conduct SPECA Truck Accident Causation Study!

Develop SPECA Examination Capacity and compulsory professional training at IRU Academy standards!

**COOPERATE WITH REGIONAL AND INTERNATIONAL ORGANISATIONS TO ELABORATE AND IMPLEMENT A SPECA REGIONAL ACTION PLAN FOR MORE EFFICIENT AND SAFER ROAD TRANSPORT INDUSTRY ACROSS THE REGION!**





# Looking forward: Safer roads in the SPECA region!

**THANK YOU!**

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