

CWRD Brownbag Seminar

How safe are your roads? Lessons from Tajikistan

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22 March 2018

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ADB

TAJIKISTAN FAST FACTS

(as of 2016 or latest available year)

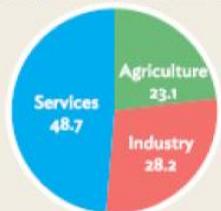
ECONOMY

GDP current \$7.0 billion

GDP per capita \$800.3

Real GDP growth 6.9%

2005-2015 Average Sector Shares In GDP(%)



SOCIAL INDICATORS

Poverty incidence 31.6%

99.8% adult literacy

69.8 years of life expectancy

Infant mortality of 38.5 per 1,000 live births

1 doctor serving 500 people

73.8% access to safe water

PEOPLE AND RESOURCES

8.7 million population



Land area of 142,550 km²

(34.8% agricultural land)

Rich in hydropower, gold, and coal



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Boundaries are not necessarily authoritative.



Ready to take a chance?

Credit: P. Jordan





Ready to take a chance?

A photograph of a concrete underpass structure. The structure is made of light-colored concrete and has a large, dark, arched opening. The interior of the underpass is filled with a layer of small, smooth, reddish-brown rocks. At the far end of the underpass, there is a small, rectangular opening. The ground above the underpass is a mix of gravel and sparse vegetation. The text "Is this a cattle underpass?" is overlaid in yellow on the dark interior of the underpass.

Is this a cattle underpass?



Imagine hitting this pole at high speed...

Credit: P. Jordan



Imagine hitting this barrier at high speed...



Open drains are roadside hazards...

Credit: P. Jordan



Bottom line: Standards are not always safe!

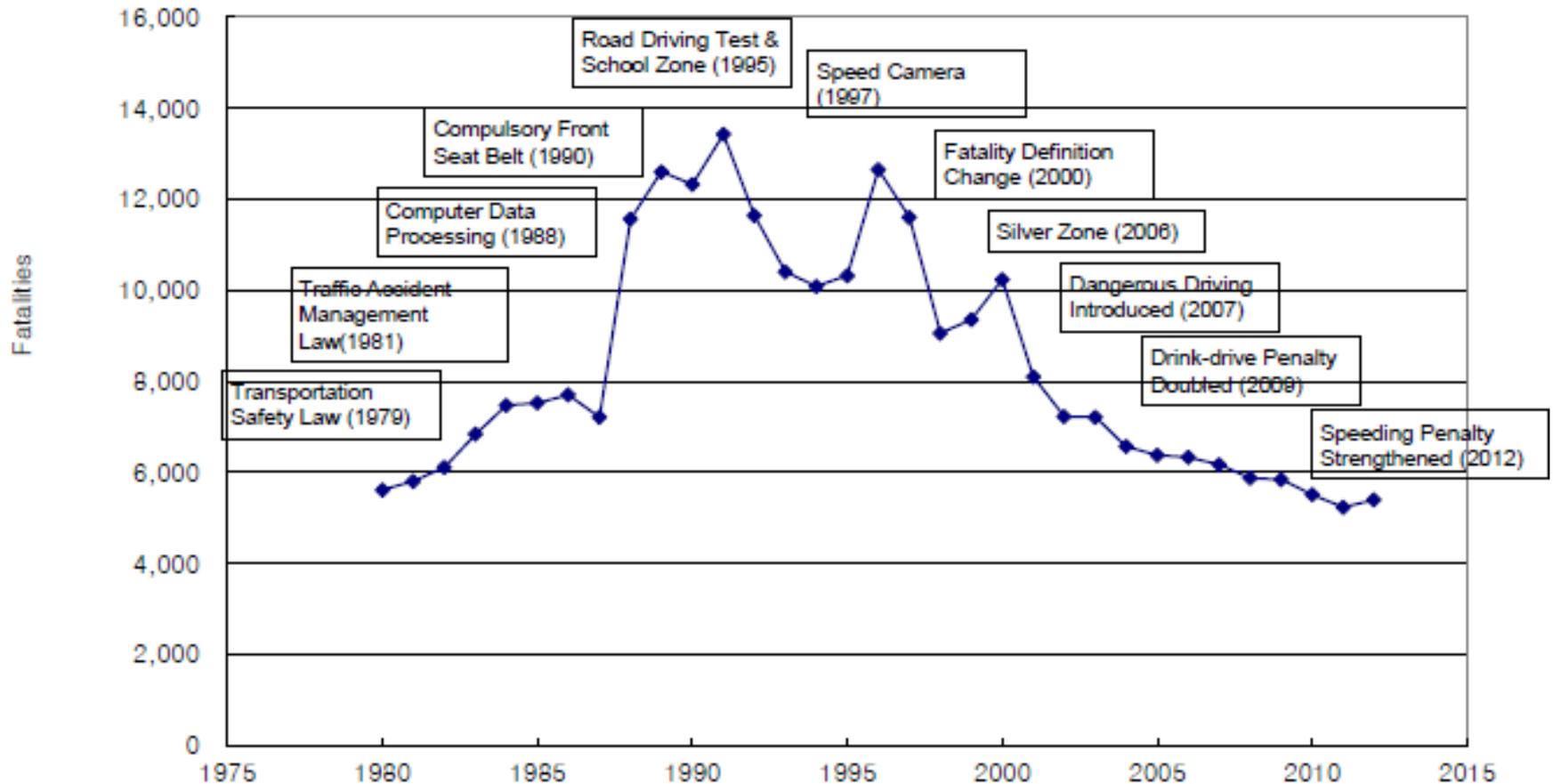
Road fatalities are not inevitable...

Republic of Korea

Year	Population (x1000)	Motor Vehicles (incl. 2-wheels)	Vehicles /1000 Pop.	No. of Fatalities	GDP per Capita (USD)	Fatalities per 100,000 Population	Fatalities per 10,000 Vehicles
1970	32,241	128,298	4	3,069	279	9.5	237.0
1980	38,124	527,729	14	5,608	1,674	14.7	106.3
1990	42,793	3,394,803	79	12,325	6,153	28.8	36.3
1991	43,206	4,247,816	98	13,429	7,123	31.1	31.6
2000	47,008	13,887,805	295	10,236	10,884	21.8	7.4
2005	48,293	18,964,061	393	6,376	15,830	13.2	3.4
2008	48,607	20,382,352	419	5,870	19,162	12.1	2.9
2010	48,875	21,449,302	439	5,505	20,756	11.4	2.6
2012	50,004	22,602,098	452	5,392	23,679	10.8	2.4

Source: The Korea Transport Institute (KOTI)

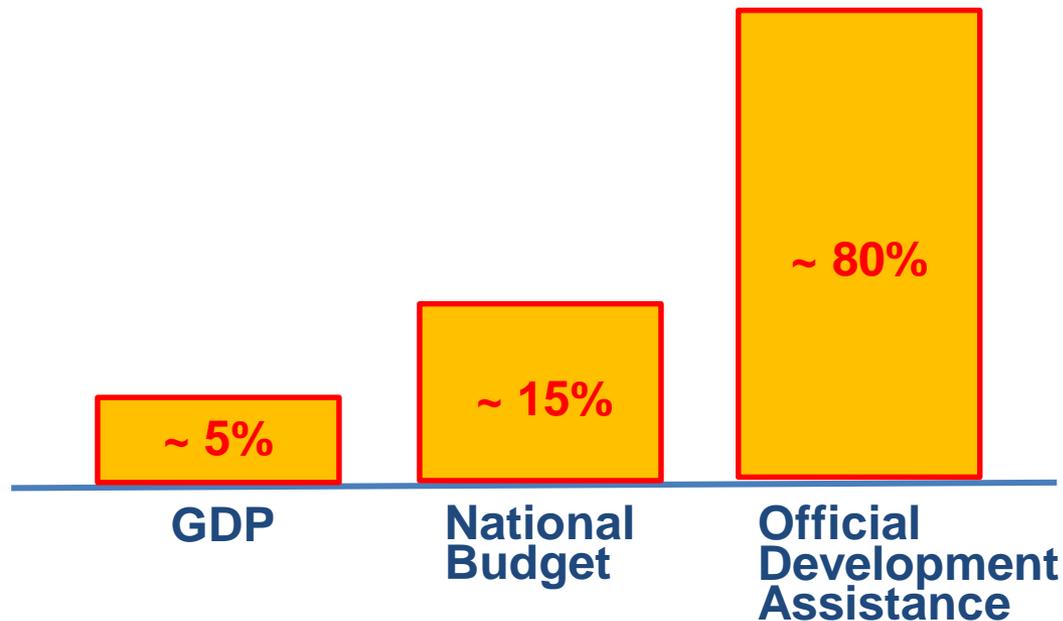
...should there be commitment and consistency!



Source: The Korea Transport Institute (KOTI)

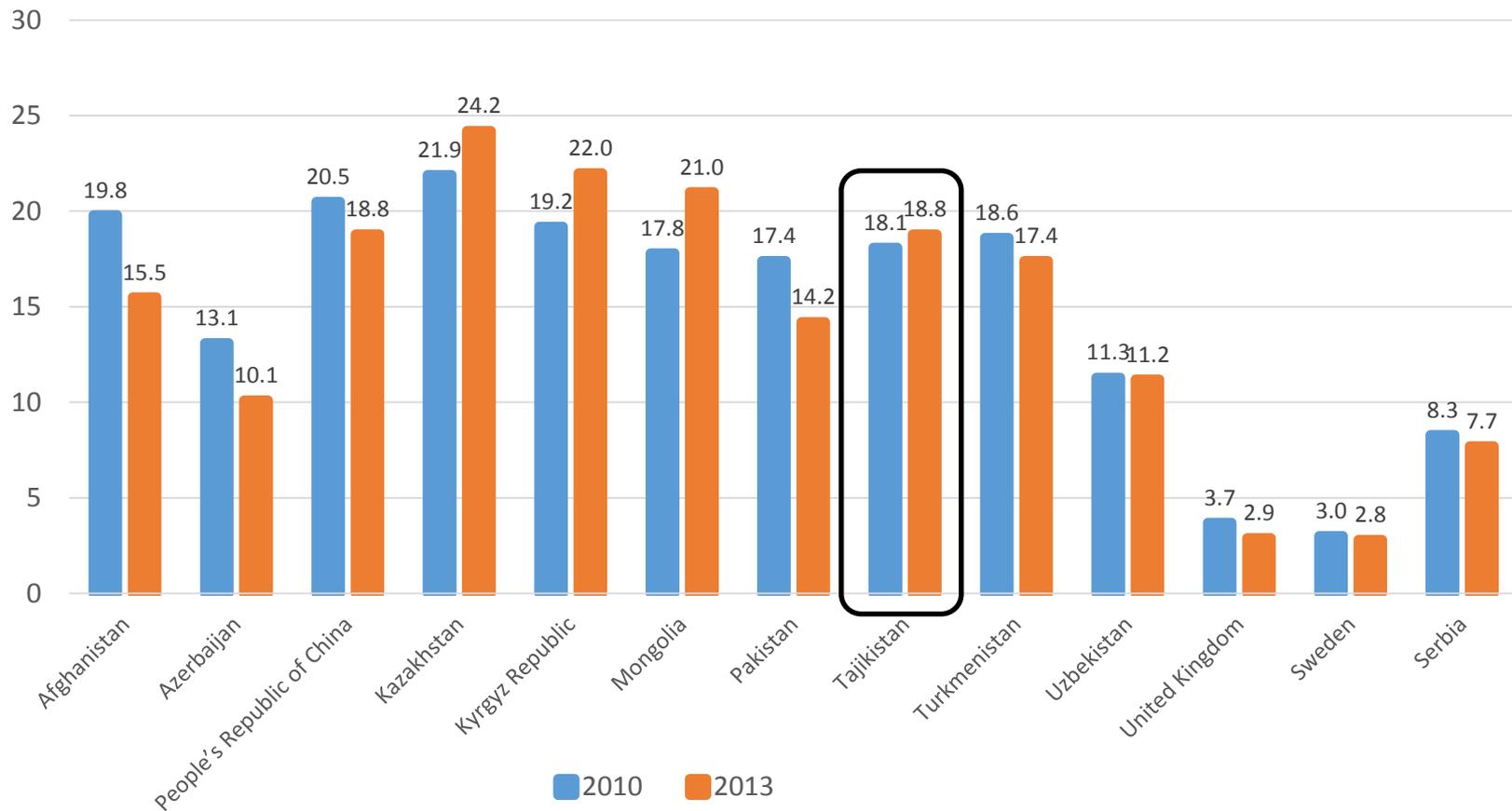
Road safety has an economic impact

- Estimated cost of a fatality in TAJ*: ~\$70,000
- Estimated cost of a serious injury in TAJ*: ~\$20,000
- Estimated cost of fatalities & injuries (2015): ~\$350 million



* Source: International Road Assessment Programme methodology (iRAP)

Road fatalities in CAREC region



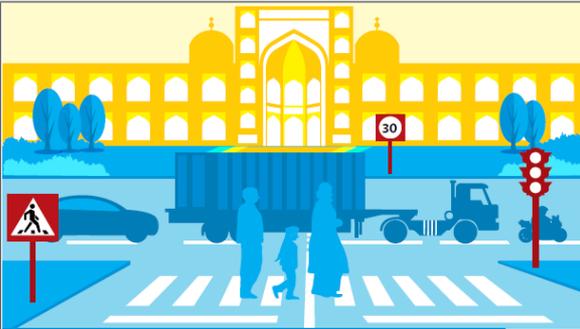
Source: World Health Organization

Align to regional and global agendas

Global Plan
for the Decade of Action
for Road Safety 2011-2020



 **DECADE OF ACTION FOR ROAD SAFETY 2011-2020**



SAFELY CONNECTED
A Regional Road Safety Strategy
for CAREC Countries, 2017–2030

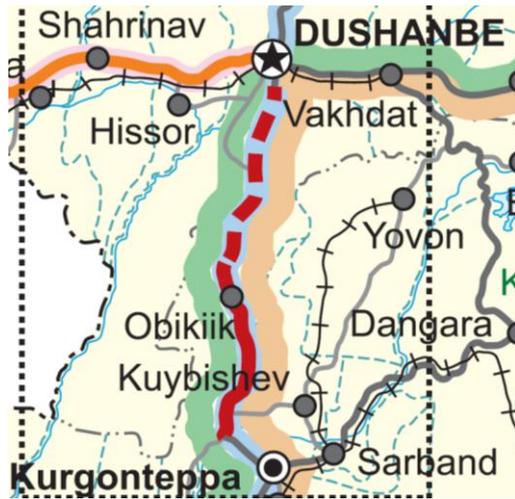




SDG target 3.6:

“By 2020, halve the number of global deaths and injuries from road traffic accidents”

Twin-track approach



Dushanbe-Kurgonteppa Road Project

- Pilot safety sensitive design
- Develop new technical specifications
- Covenant outcomes of road safety audits

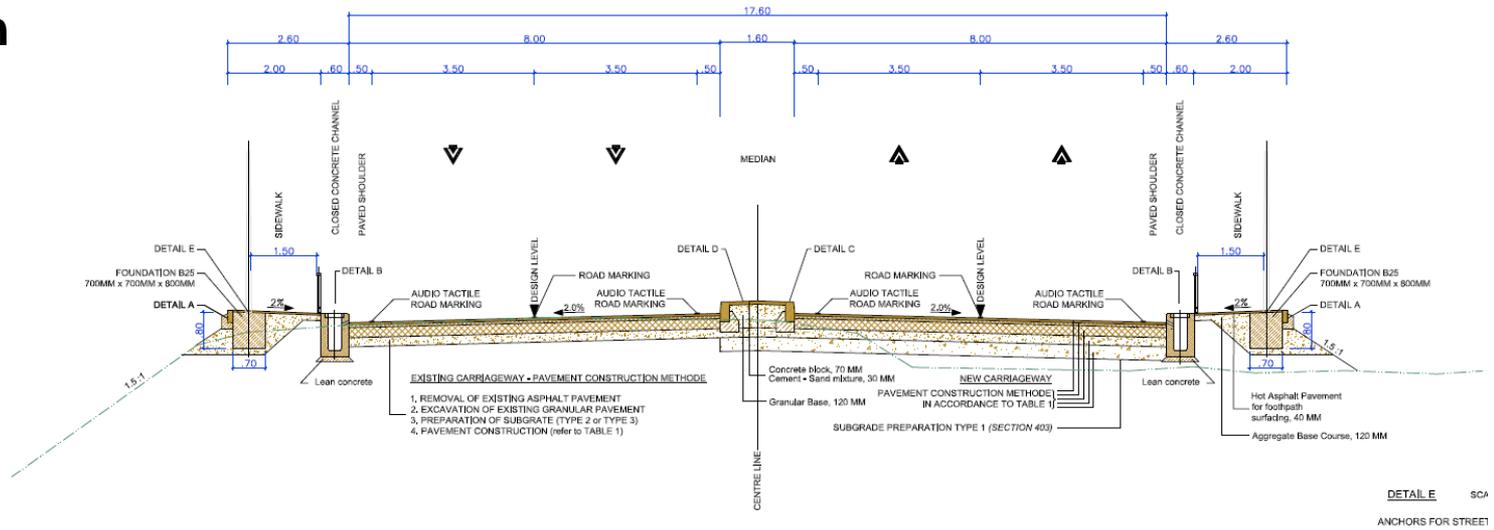


Priority Road Safety Initiatives

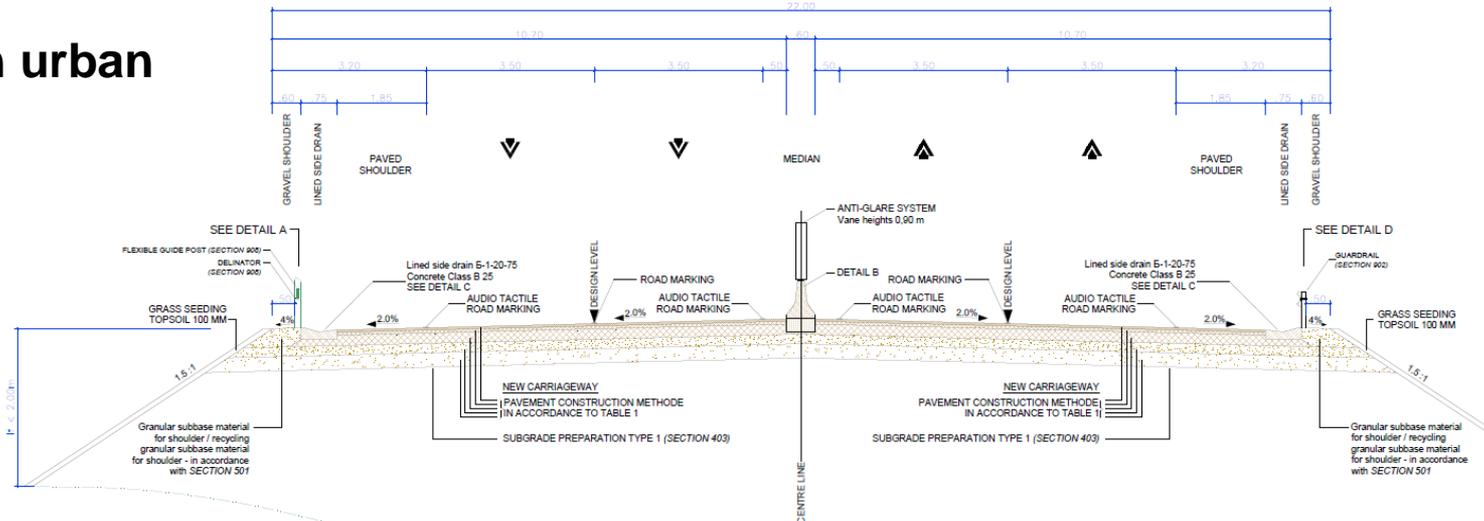
- National Road Safety Strategy
- Capacity development on road safety engineering
- Seat belt awareness campaign for Dushanbe

Geometric design

Urban

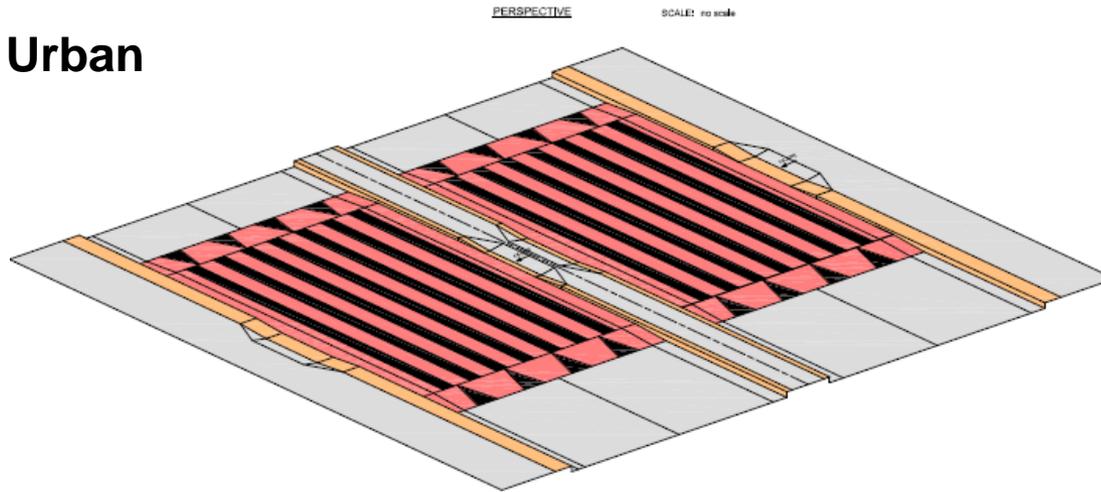


Non urban

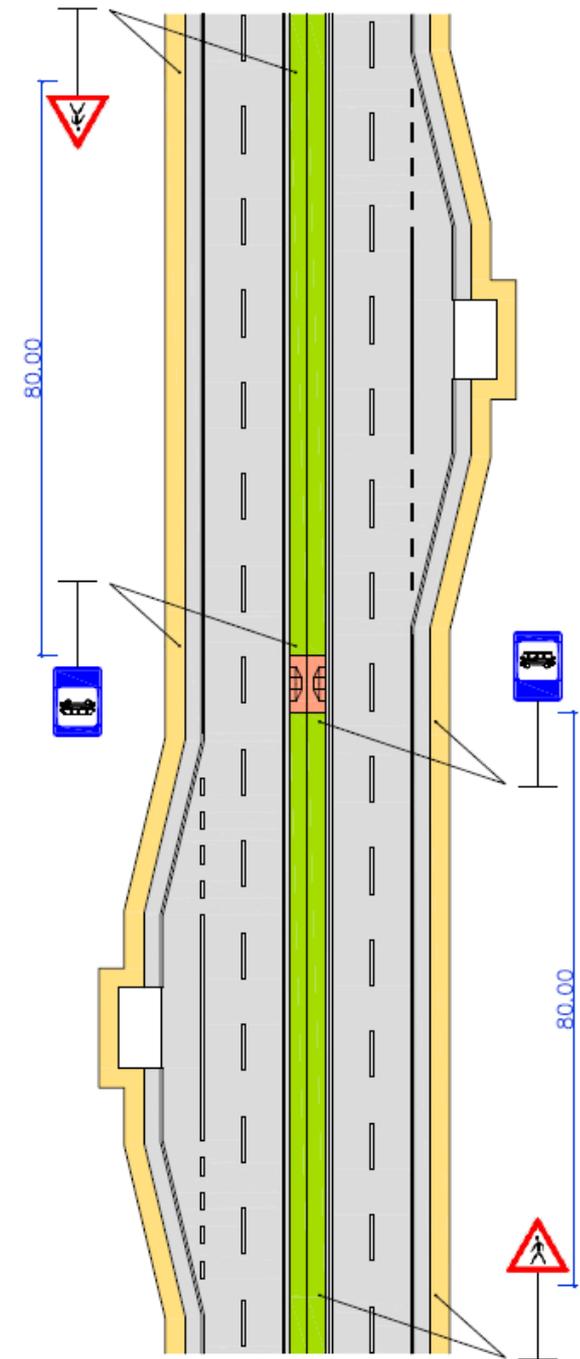
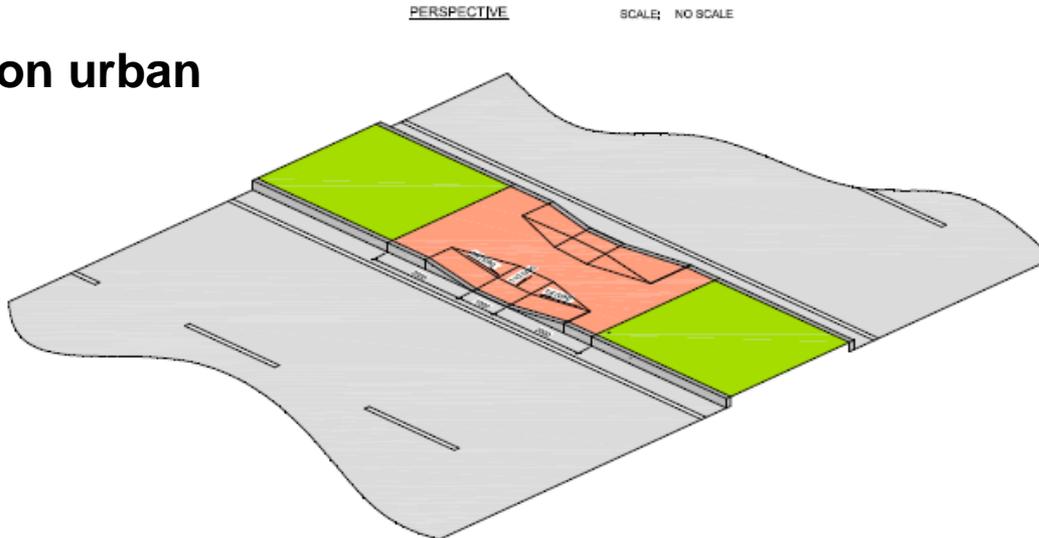


Pedestrian crossings

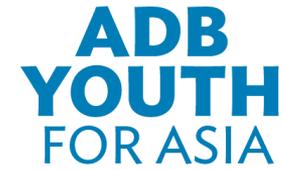
Urban



Non urban



Who's in?



European Bank
for Reconstruction and Development



Asian Development Bank



Ministry of Transport



Traffic Police (GAI)



Our champions!

National Road Safety Strategy

Activities Undertaken

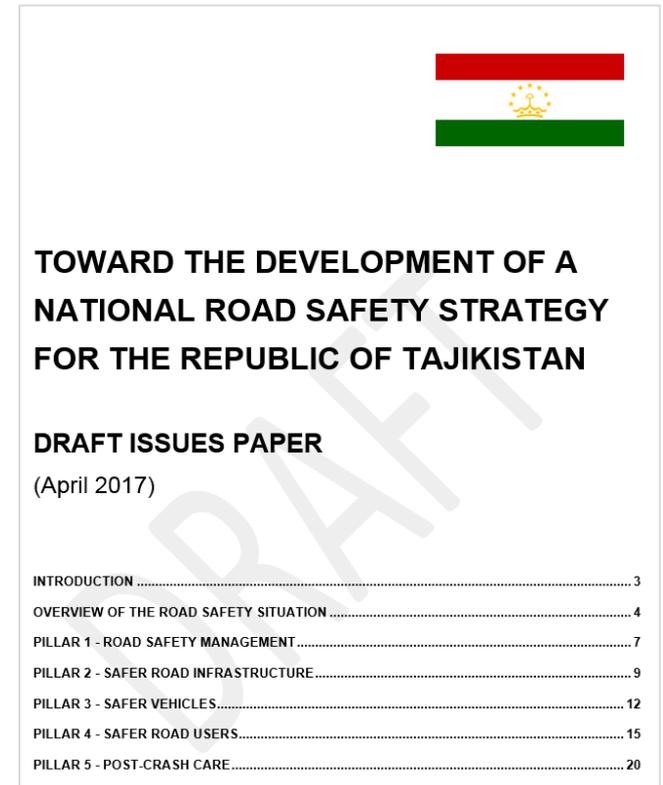
- **1 consultation workshop** including line ministries, local authorities, private sector, and civil society
- Series of **roundtable discussions**

Preliminary Results*

- **Consensus and mutual understanding** reached on road safety management;
- **Issues paper** developed and endorsed by NRSS focal points and participants;
- **NRSS framework** developed and endorsed by NRSS focal points and participants.

Next Steps

- **Finalize the NRSS** in collaboration with the platform of partners.
- Seek government's **formal approval of the NRSS**.





NRSS Consultation Workshop



Road Safety Engineering Training

Activities Undertaken

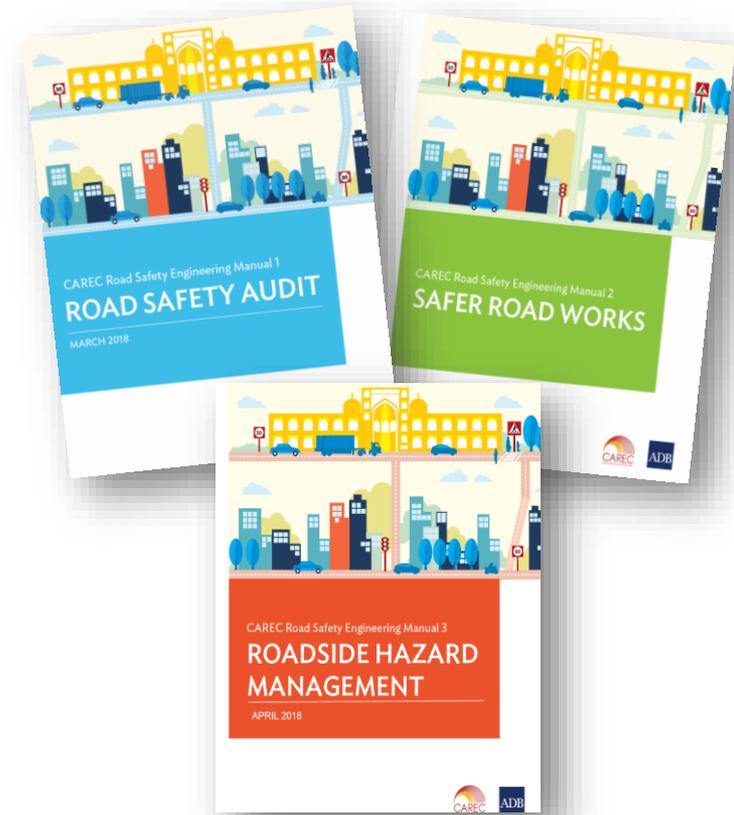
- **2 national training workshops** on road safety audits and hazardous locations.
- **1 regional workshop** on designing safer roads (incl. 11 CAREC countries).

Preliminary Results*

- **3 CAREC manuals piloted** in Tajikistan and translated into training modules.
- **About 40 Tajik professionals trained** on black spots and road safety audits.
- Similar capacity development activities are being envisaged in **KGZ and UZB**.

Next Steps

- Explore opportunities to build up an **on-line training** based on the manuals.



Seat Belt Awareness Campaign

Activities Undertaken

- Detailed **baseline assessment**
- Series of **focus groups discussions**
- **Advertising campaigns** (TV, radio, streets)
- **Peer Learning** with Moldovan Police

Preliminary Results*

- **About 5,000 vehicles surveyed** in Dushanbe
- **Large broadcasting reach** for TV/radio adverts
- **Positive feedback** about light boxes and billboards installed on the streets of Dushanbe
- **New sanctions are being introduced** for non-use of seatbelts (fine of up to 50 TJS)

Next Steps

- Assess whether **attitudes to seat belts and wearing rates** have changed



<https://www.youtube.com/watch?v=0OnWrOquWzU&feature=youtu.be>



**Азизонатон ва хешро бо тасмаи
беҳатарӣ васл кунед!**

**ЭҲТИЁТ,
НИСФИ ҲАЁТ!**



**КУРСИИ МАХСУС,
ГАРАВИ БЕХАТАРИИ КЎДАКОН АСТ!**

Toward a National Road Safety Improvement Program



Objective:

Improve the road safety situation on selected priority sections of the national highway network.

Selection Criteria:

- Evidence-based: sections with high incidence of injuries and fatalities;
- Regional balance: sections ideally spread across 2-3 regions;
- Costs: up to \$10 million (tentatively 1 ICB and up to 3 NCB packages);
- Implementation period: up to 18 months;
- Safeguards: minimum land acquisition and environmental impacts.



“A journey of a thousand miles begins with a single step”

Laozi (6th century B.C.)





**THANK YOU FOR YOUR
ATTENTION!**



My car, 10 years ago... Fasten your seat belt!