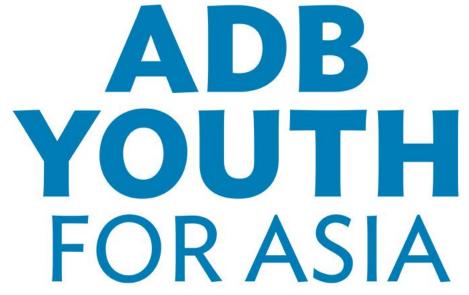
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Overview

- Meaningful Youth Engagement (MYE)
- Creating a Safe System
- Youth and Road Safety
- MYE in Road Safety: A Model
- Samoa: Piloting the Model





Through our youth-led poverty and social analysis we will engage over 1000 vulnerable young people

Meaningful Youth Engagement (MYE)

"

under enabling conditions, **youth representatives actively participate throughout the program life cycle** and **enter-into youth-adult partnerships**, which in turn empower youth and may contribute to positive and longlasting labor market outcomes



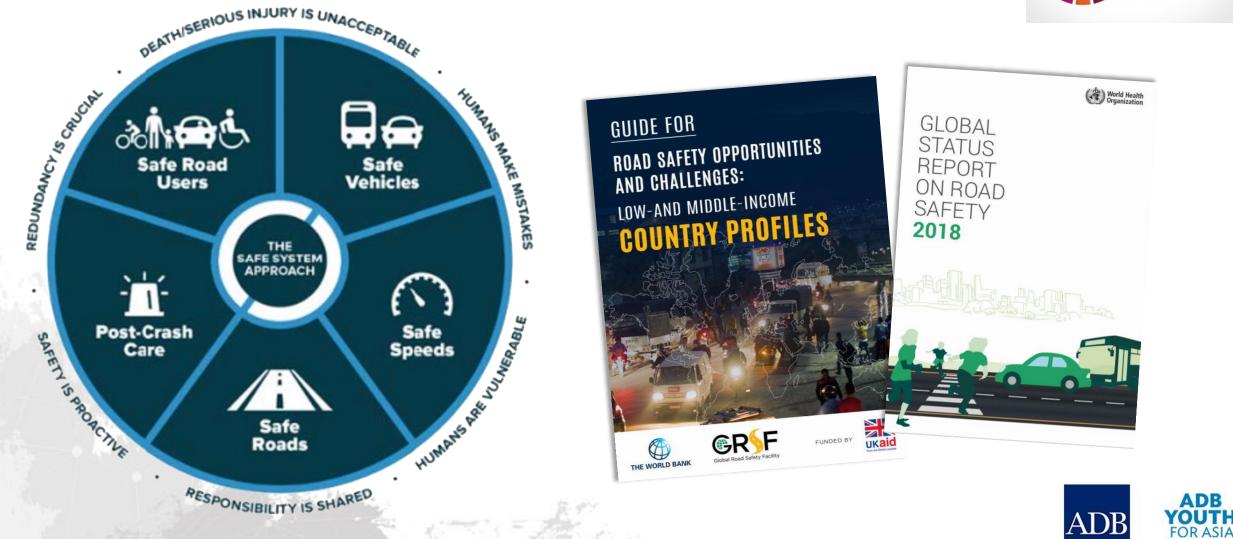


Source: Youth Employment Funders Group. (2021). <u>Youth Voices in Youth Employment: A roadmap for</u> promoting meaningful engagement in youth employment programs.

Creating a Safe System



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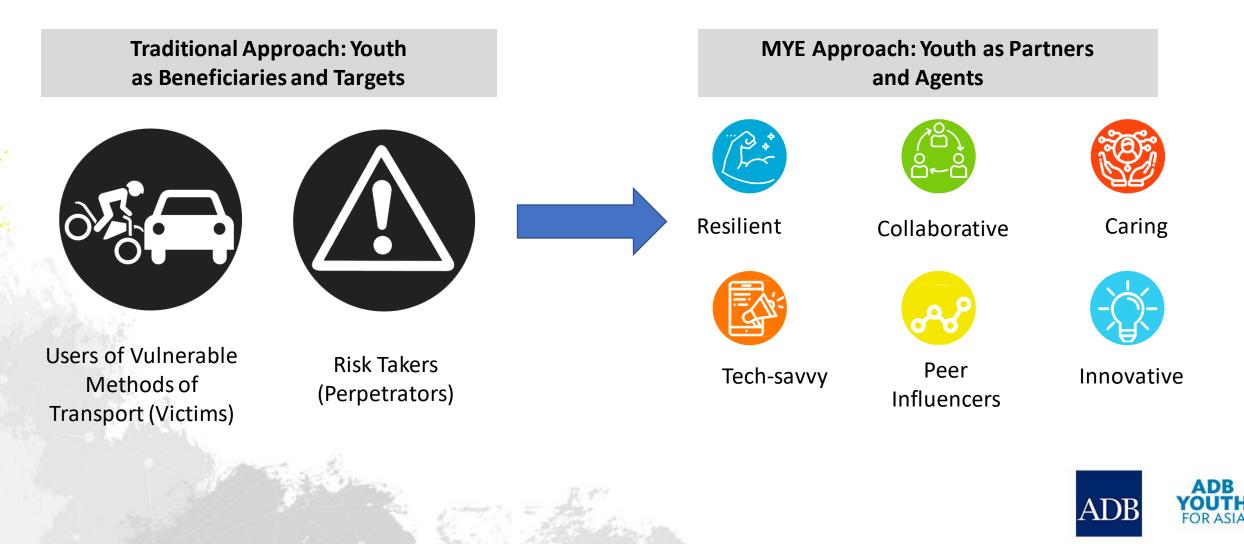


Creating a Safe System

	TRADITIONAL	SAFE SYSTEM	
What is the problem?	Accidents	Fatalities and serious Injuries	
What causes the problem?	Human factors	People makes mistakes, people are fragile	
Who is ultimately responsible?	Individual road users	System designers	
What is the major planning approach?	Incremental approach to reduce the problem	Systematic approach to build a safe road system	
What is the appropriate goal?	Optimum number of fatalities and serious injuries	Zero fatalities and serious injuries	

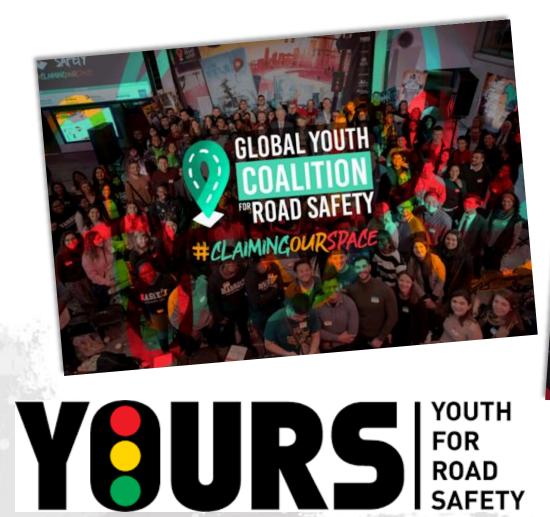


Youth and Road Safety



Youth and Road Safety

SAFETY







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Youth and Road Safety

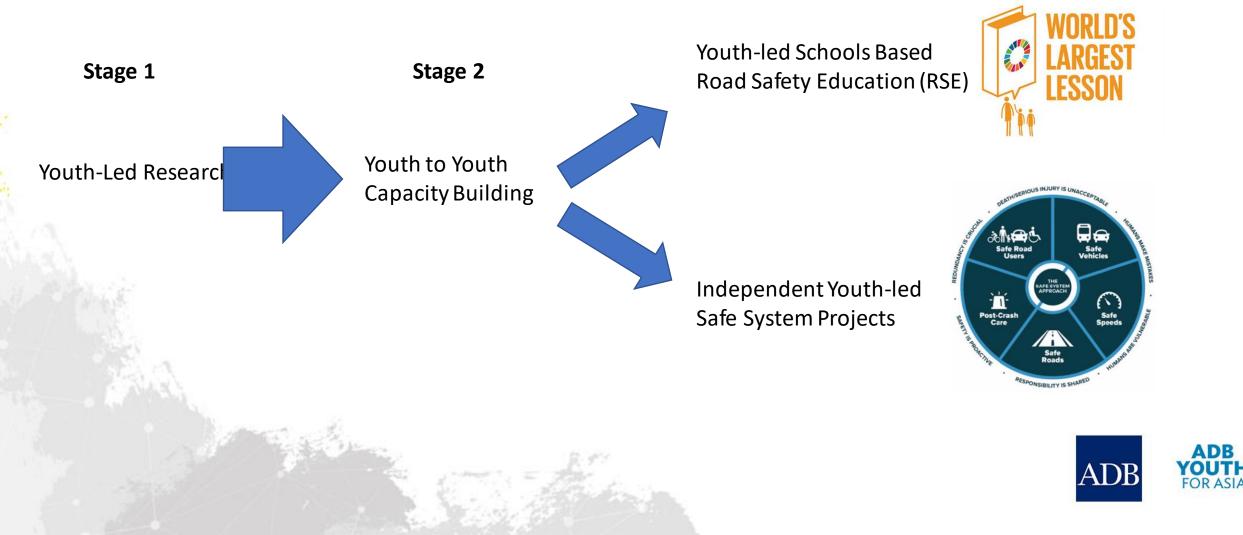
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Young people have a massive opportunity to improve road safety through active engagement in road safety, and stimulate positive road safety change as beneficiaries, partners and leaders in road safety across the Commonwealth.



MYE for Road Safety: A Model

Stage 3



Samoa: Piloting the Model





Stage 1 – Youth-Led Research

What?

Young people in Samoa will be mobilized to collect representative qualitative data about road-user knowledge, skills and attitudes as regards existing and proposed road safety legislation and policies.



		SAFER ROAD USERS	Yes
STITUTIONAL FRAMEWOR	K stry of Works, Transport & Infrastructure	National speed limit law	- 56 km/h
ad agency Mini	stry of Works, transport & with the (MWTI)	Max urban speed limit	- 56 km/h
	Yes	Max rural speed limit	
unded in national budget	Yes	Max motorway speed limit	No
stional road safety strategy	Partially funded	Local authorities can modify limits	0 1 2 3 4 5 6 7 8 ④ 10
Funding to implement strategy	«5 deaths per 10 000 vehicles (2011-	Enforcement	Manual
Fatality reduction target	2020)	Predominant type of enforcement	Yes
AFER ROADS AND MOBILI	TY	National drink-driving law	s 0.08 g/dl
AFER ROADS AND MOBILI	Yes	BAC limit – general population	≤ 0.08 g/dl
Audits or star rating required for new road		BAC limit – young or novice drivers	Yes
infrastructure Design standards for the safety of pedestria	ins / Partial	Random breath testing carried out	No
Cyclists		Testing carried out in case of fatal crash	0 1 2 3 4 5 6 7 (8) 9 10
Inspections / star rating of existing roads	Yes	Enforcement	-
Investments to upgrade high risk locations	Yes	% road traffic deaths involving alcohol	Yes
Policies & investment in urban public trans	sport Yes	National motorcycle helmet law	Yes
SAFER VEHICLES		Applies to drivers and passengers	Yes
Total registered vehicles for 2016	25 235	Helmet fastening required	N
Cars and 4-wheeled light vehicles	23 557	Helmet standard referred to and/or specified	Not restricte
Motorized 2- and 3-wheelers	95	Children passengers on motorcycles	01234567890
Heavy trucks	1 184	Enforcement	100% Drivers ⁴ , 100% Passengers
	326	Helmet wearing rate	100% DEWELS , 100 / 1000 / Ye
Buses Other	73	National seat-belt law	
Vehicle standards applied (UNECE WP.29)		Applies to front and rear seat occupants	01234567890
Frontal impact standard	No	Enforcement	100% Front seats 1, 100% Rear seat
Electronic stability control	Ne	Seat-belt wearing rate	100% Pront seats , room near the
Pedestrian protection	N	National child resulating care	Not restricte
Pedestrian protection Motorcycle anti-lock braking system	k	Children seated in front seat	HUL HEALTHC
POST-CRASH CARE		Child restraint required	17 - A
National emergency care access number	r National, multiple number		pecified
		Enforcement	
Trauma registry Formal certification for prehospital pro	viders B		
National assessment of emergency can	e systems	National Law on mobile phone use while driving	
		Ban on hand-held mobile phone use	
DATA Reported road traffic fatalities (2015/2	016) * 17 × (71% M, 29%	Ban on hands-free mobile phone use	
Reported road traffic fatalities (2019/2) WHD estimated road traffic fatalities (2	22 (95% CI 20 - 2	National drug-driving law	
		3 In the southy	
WHO estimated rate per tou usu popu- * Data collected across fiscal year calendar 2015 * Accident Compensation Cooperation IACD. Unite	-2016 nited time period following crash	No metorways in the Douby Status Fine Act 2009 2016, Land Teanport Authority Instant Fine Act 2009 2016, Land Teanport Authority, Authorited Traffic 0P 2016, Tadfic Offsmore Note Legislation refers to either child exclusion or sail be Except if child restaint or seal belt are available in	it to wetrain children under 12 years
	road user category	* Except if child retrains to see out on the intervention of the intervention of the intervention of the intervention of the intervention of intervention of intervent	the extran charge upon to your the boot seal
		35	



Stage 2 – Youth-Led Capacity Building

What?

Youth leaders will be mobilized to design and conduct a peer-to-peer 6-week capacity building program, aimed at increasing youth understanding of the safe system approach, gender-responsive road safety and building project management skills





Stage 3.1 - Youth-Led Schools-Based RSE

What?

Local youth will be engaged to design and run road safety education (RSE) and awareness raising activities in all schools along the Central Cross Island Road in the modality of a World's Largest Lesson (WLL).







Key Principles

Age-Differentiated

Contextual

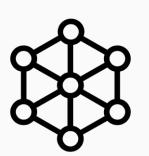
Practical



Integrated Themes



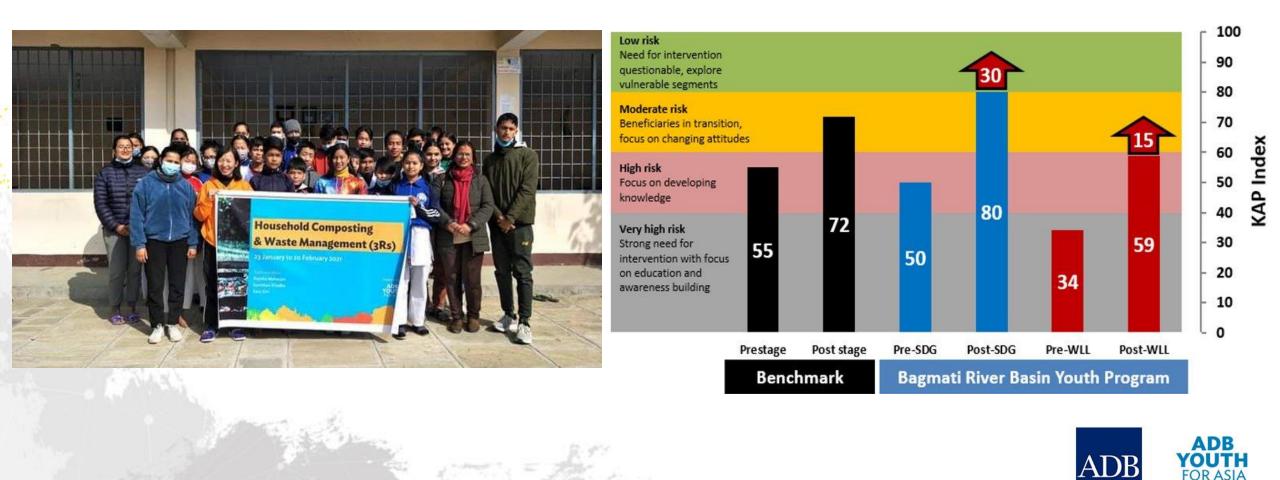
Collaborative



Safe System



The Evidence for Youth-led Awareness Raising in Schools



Stage 3.2 - Independent Youth-Led Safe System Road Safety Projects

What?

Local youth will be incentivized and supported to design and implement their own independent road safety projects, spanning the spectrum of safe system interventions, and integrating the core themes of gender and environmental sustainability.





Imagining the Future

AND BEYOND

• MEL to evaluate and improve the model

A SAFE SYSTEM OF ROAD

SAFETY IN THE ASIA-PACIFI

• Trial model in other DMCs

IN SAMOA

- Integrate youth-led education into the Samoan National Road Strategy
- Support ongoing independent youth-led initiatives



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