

**Road Safety Guidelines**  
*for the Asian and Pacific Region*

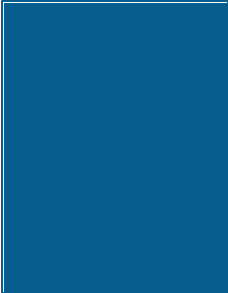
Appendix

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**COMPARATIVE  
STUDY: FIJI  
ROAD SAFETY  
ACTION PLAN**



Asian Development Bank



## 1 THE PROBLEM

Fiji, in common with other developing countries, saw a deterioration in road safety during the period 1988-1991. Increasing vehicle fleets began to cause problems, rehabilitated roads supported faster traffic through small communities along the national road network, and inadequate enforcement and medical services meant that driver behavior was poor and injured victims did not get the early medical attention they needed. There was a fragmentation of responsibilities and inadequate knowledge and effort to tackle the problems facing the country. Road accident deaths increased steadily year by year and peaked in 1991, the year before the start of the country's Road Safety Action Plan.

## 2 THE DEVELOPMENT OF A STRATEGY AND ROAD SAFETY ACTION PLAN

The Asian Development Bank (ADB) appointed a road safety advisor to assist the Bank and the Fiji Government to develop a strategy and to oversee implementation of a Road Safety Action Plan. The purpose of the Action Plan was to develop institutional capability to address road safety problems effectively and to oversee implementation of the most urgent improvements over a three- to three-and-a-half-year period. Periodic inputs were provided by other specialists working under the direction of the road safety advisor.

## 3 IMPROVEMENTS IMPLEMENTED

The improvements implemented covered all major sectors related to road safety and the individual countermeasures were phased to ensure maximum effect. An Action Plan was devised to make best use of the US\$3 million budget for the Plan. The strategy adopted was as follows:

- 1 complete funding of key strategic improvements needed in order to carry out other activities (for example an improved accident data system);
- 2 "seed" money to encourage desirable

developments. Funds to initiate or support, for a limited period only, selected developments and activities that would eventually be taken over by other funding;

- 3 institution building for safety. Funds to encourage and reinforce the development of existing Fijian organizations and institutions that could make a long-term contribution to safety by assisting them in developing appropriate organizational structures, working manuals, courses, and training programs to tackle the road safety problems in an efficient manner; and
- 4 staffing development and technical assistance. Funds for specialist training of key personnel so that in due course the wider safety improvements necessary could be implemented in Fiji by adequately trained and skilled local professionals; for the interim period when specialist consultancy assistance would be required to assist in planning and implementation of the key strategic improvements; and the training of local staff through demonstration projects.

The following pages outline the activities undertaken as part of the Fiji Road Safety Action Plan and the framework used in monitoring implementation of the Action Plan is presented at the end of this Appendix.

## 4 FIJI ROAD SAFETY ACTION PLAN

The focus and strategy of the Action Plan was as follows: initiate the most urgent improvements; tackle problems where there were known and effective solutions available; and to develop and train local professionals in the key institutions so that they could more effectively implement the wider road safety improvement program needed in Fiji.

The project was broken down into two phases with the four most urgent projects (1-4 below) undertaken from the start and the second set of projects brought into play during the second phase of the Action Plan. The sectors addressed and the improvements implemented are detailed below.

1. Accident data system. The existing data system was poor and allowed only limited manual analysis to be undertaken, which gave little or no understanding of the characteristics and nature of the road safety problem in Fiji. A new accident data form was developed and introduced nationally after pilot testing. A new micro-computer-based accident data storage, retrieval, and analysis system (Microcomputer Accident Analysis Package [MAAP] 5 from Transport Research Laboratory [TRL], United Kingdom [UK]) was established at police headquarters and a police accident unit trained to operate all aspects of the system. The Police Accident Unit (PAU) is now operating independently and providing the annual statistics reports to all key agencies so that appropriate countermeasures can be drawn up in each sector.
2. National Road Safety Council (NRSC). Legislation was developed and passed to

establish an NRSC with statutory powers to oversee road safety improvement. A building was provided to create an NRSC headquarters and four vehicles were provided to operate as mobile publicity exhibitions. Videos, overhead projectors, and other training equipment were provided to assist in carrying out education and publicity, and road safety materials were produced to raise public awareness. Funding mechanisms were included in the legislation so that a levy of 10 percent was to be applied to all third party insurance policies to be handed over to the Safety Council. Some staff were seconded from other member agencies of the NRSC and other staff, such as the executive director and several technical staff, were hired directly by the NRSC to carry out the secretariat function of the Council. The Council is now fully active and carrying out publicity and education activities all over Fiji through a network of local divisional councils, and even (in some cases) municipal councils.

3. Infrastructure Improvements. A small Traffic and Road Safety Unit was established in the public works department and the staff trained in carrying out accident prevention and accident reduction. Accident prevention activities included the introduction of safety audits, improved access and development controls, and training of the unit in road safety issues. The accident reduction activities included identification and elimination of

**Plate 1 (left):**  
Road marking to improve safety.



**Plate 2 (right):**  
Police accident unit staff.





the worst accident black spots, the implementation of route action plans and mass action plans, and the development of traffic management schemes for the main towns and urban areas in Fiji. Guidelines and procedure manuals have been prepared for the Unit, which is, with its three Fijian engineers, operating independently and able to carry out an effective accident prevention and accident reduction program, and provide advice on these activities to other engineers in divisions and municipalities.

4. Traffic Law Enforcement. In this area, considerable assistance was given to establish a Highway Patrol along the major road network and to establish a traffic police course at the Police Training College. Police personnel were also in-

structed in the use of radar, speed detectors, and alcohol testing devices, and a number of practical exercises were undertaken to train them in carrying out operations on drunk-driving, road worthiness checking, and speed detection. Traffic police were also provided with specialist rescue equipment for cutting vehicles and rescuing victims, and trained in the use of this equipment. The net result is that there is now a reasonably effective traffic police enforcement capability along the major national roads in Fiji. The police are capable of traffic law enforcement and are able to provide a rescue capability also.

- 5 Traffic Legislation. As part of the Action Plan, the existing traffic act was revised and a draft act prepared. It is now awaiting formal approval by Parliament. This, among other issues, addresses gross overloading and how to deter this activity and enforce compliance using mobile weighbridges.
- 6 Child Traffic Education. A number of important educational projects was initiated by the child education specialist. The projects included a road safety theater production to visit schools, university research into road skills training programs for children, the printing and distribution of guidelines for teachers so that every teacher would have some knowledge about teaching safety to young children, development and printing of a road code and leaflets on lessons for life for parents so that they could be involved in teaching children, and development and printing of special school materials based on a character (the "Road Ranger" ). The advisor also trained a counterpart in road safety education officer and working with him and

**Plate 3 (below):  
Police spot checks on  
drink-driving.**

**Plate 4 (bottom):  
Safety of schoolchildren**

**Plate 5 (right):  
Overloaded crane truck.**





**Plate 6:**  
**Drivers in Suva.**

the local curriculum development units developed appropriate teaching materials for children for use in schools. These are being tested in eight elementary schools. The net result of all these activities is that there is now active and effective road safety materials development and road safety teaching in Fijian schools, and this will have long-term benefits for the safety of young children in the country.

- 7 Driver Training and Testing. In this sector the main improvements implemented were as follows:
  - introduction of new oral questionnaires with a preset pass mark;
  - introduction of standardized licensing test scores and test routes; and
  - development of comprehensive manuals for all aspects of driver licensing, including licensing of driving schools and instructors.

**Plate 7:**  
**Roadside spot checks of roadworthiness.**



It also included monitoring, periodic reporting, and analysis of all driver examination results, development of a revised road code consistent with a revised traffic legislation, and preliminary work with the driving schools industry on improving professional standards and the development of a standard curriculum.

During the Project, all existing driver examiners were given

training on the new manual and procedures, and, in addition, the specialist advisor worked closely with the local specialists in developing a defensive driving course suitable for Fiji. A Defensive Driving Instructor Course was also developed and a large number of Fijian instructors was trained. The course has been institutionalized and is now available from the Fiji National Training Council, which has a pool of about 20 fully trained defensive driver instructors from which the Council will be able to draw to conduct courses in the future.

- 8 Vehicle Inspection and Roadworthiness. In comparison with the other sectors, not as much progress has been made in this sector, largely because of the question over the mechanical competence of the existing staff engaged in vehicle inspections. Nevertheless, new inspection procedures have been developed that provide a structured approach to the inspection of any vehicle and the establishment and documentation of pass/fail criteria. All examiners have been trained in these procedures and comprehensive reference and policy manuals have also been developed. Acknowledging the general poor condition of infrastructure, the Fijian Government has embarked on a capital investment program to upgrade these facilities. Advice has also been given on the possibility of introducing testing by private operators regulated by the Department of Road Transport. Guidance has been provided on the policy, technical standards, and administrative procedures that may be necessary. In order to reduce the likelihood of unroadworthy vehicles using the road network, vehicles and equipment were purchased for the Department of Road Transport to use for on-road enforcement of vehicle roadworthiness. The vehicle inspectors, working in harmony with the police, were also trained in carrying out roadside spot checks and inspections of vehicles so enforcement exercises would become part of the routine in Fiji. These are now taking place regularly.
- 9 Emergency Medical Services. The absence of emergency medical services to help road accident victims was a cause for concern. The Project included some

specialist advice in reviewing the existing provision of emergency medical services by voluntary agencies, the fire service, and the hospitals, and the development of pilot programs to try to improve the situation. A pilot scheme has been devised, partially drawing upon voluntary funding of St. John Ambulance and partly with some assistance from the Government to try to develop a pilot emergency medical system for the Suva area. If this is successful it can be extended to other major towns and eventually along the national road network.

## 5 MONITORING AND EVALUATION

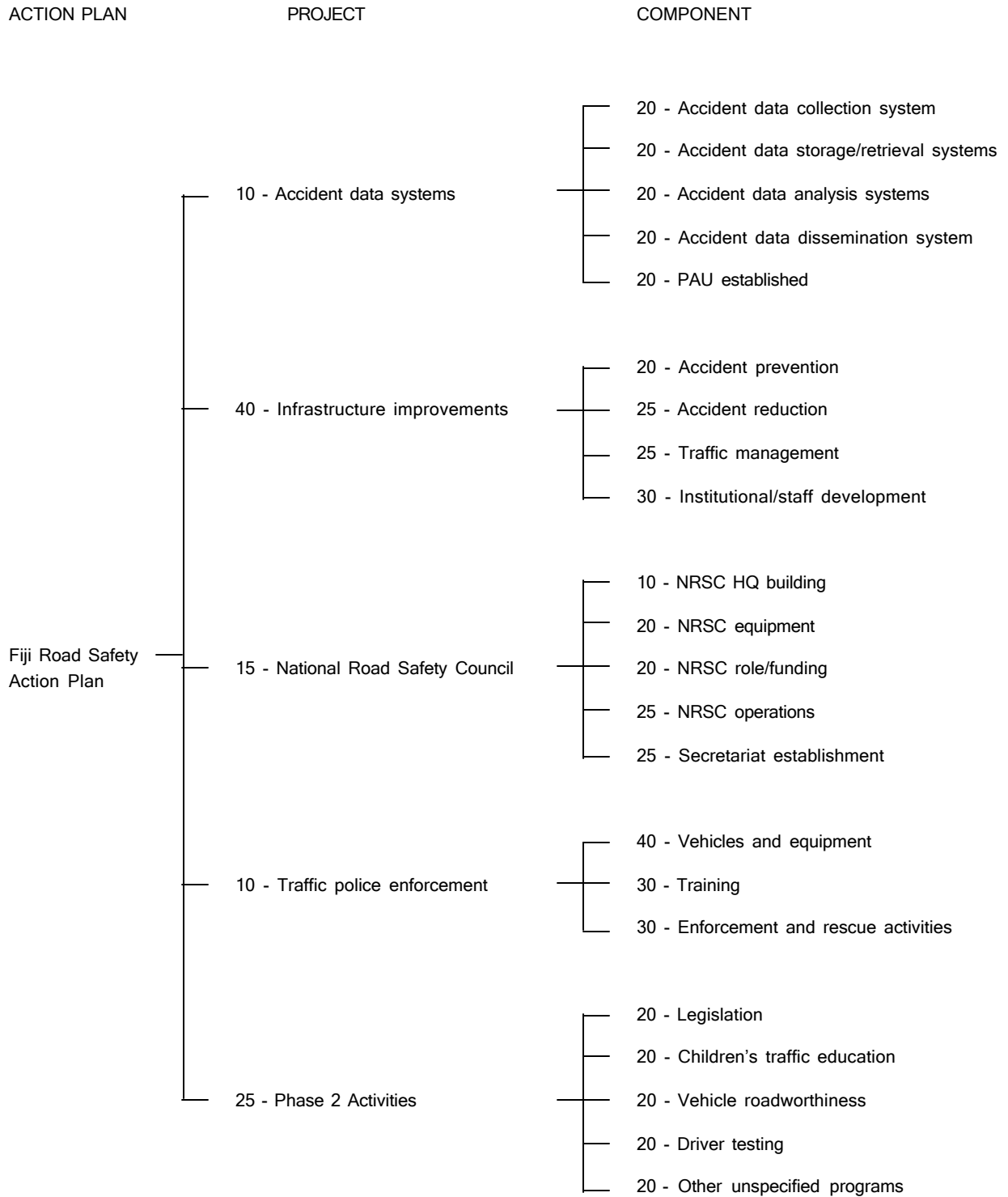
There are often serious problems in monitoring the effectiveness of the aid-funded projects, especially on the nonquantifiable areas, such as to whether institutional impact has occurred or whether the developmental objectives have been attained. This Project was monitored using the disaggregated effectiveness evaluation (DEE) technique, which is particularly appropriate for monitoring the effectiveness of aid-funded projects and for assessing achievement of objectives. The Project was monitored quarterly by the Government and the results were fed back to the aid agencies and to the safety advisor for action as necessary. The whole action plan was originally expected to be implemented by December 1995, but because of some temporary budgeting problems within the Public Works Department, some of the work had to be rescheduled. This was particularly so with respect to the infrastructure improvements, the black

spot improvements, and some of the route action plans, which had to be postponed until the following budget year. As a consequence, the progress achieved with respect to the originally stated developmental objectives in each sector by March 1996 were as follows:

- 1 accident data system: 100 percent;
- 2 infrastructure (implementation still ongoing): 80 percent;
- 3 Road Safety Council: 100 percent;
- 4 traffic police enforcement: 90 percent;
- 5 traffic legislation: 83 percent;
- 6 traffic education: 84 percent;
- 7 vehicle roadworthiness testing: 100 percent;
- 8 driver testing and training: 76 percent; and
- 9 emergency medical services (implementation still ongoing): 60 percent.

It must be noted that the above percentages are a measurement of achievement of the developmental objectives and institutional impact of the project. In most aid-funded projects, achievement of even 50 percent of the stated objectives would be considered quite successful. Achievement of 80-90 percent of the stated objectives after three to four years is a significant achievement. This Project, therefore, has been extremely successful in building up the capability of local institutions to tackle road safety problems and has resulted in much enhanced road safety activity being undertaken in Fiji. Although the primary focus of this Action Plan was institution building, the Plan has already improved road safety and created safer roads. Road accident deaths have fallen by about 20 percent in comparison to the 1991 figure (the year before the Action Plan commenced). Further decreases in the number of deaths are expected as the benefits of the Action Plan begin to be realized by the Fiji Government.

APPENDIX C

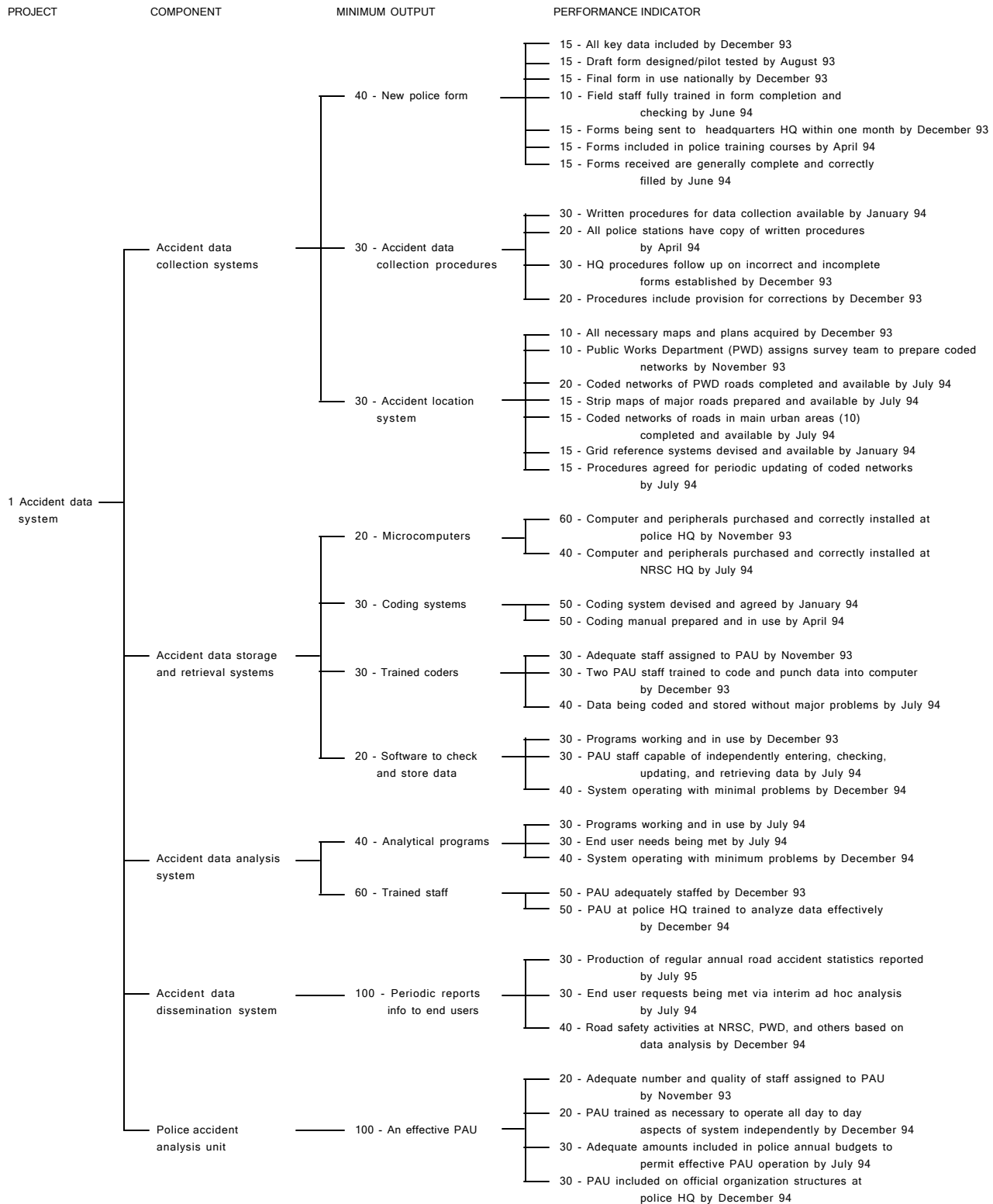


**ACTION PLAN DEVELOPMENTAL OBJECTIVES**

Institutional strengthening and development of key institutions and individuals in Fiji in order to enhance their capability to develop, implement, and oversee improvements in road safety and traffic management nationwide.

Figure 1: Fiji Road Safety Action Plan

## APPENDIX C



**PROJECT DEVELOPMENT OBJECTIVE**

An effective accident data system, operated by Fijian police personnel that permits the scale, nature, and characteristics of the accident problem to be properly defined so that appropriate remedial measures can be developed by relevant agencies to reduce the numbers of injuries and deaths on Fiji roads.

Figure 2: Project 1 – Accident Data System



## APPENDIX C

PROJECT	COMPONENT	MINIMUM OUTPUT	PERFORMANCE INDICATOR	
2 Infrastructure improvements	20 - Accident prevention	30 - Safe design standards	60 - Design standards reviewed from safety perspective by May 94 40 - Additional safety details agreed and incorporated into design standards by October 94	
		30 - Safety-conscious design and planning of roads	10 - At least two seminars held in Fiji on safety-conscious design and planning issues by December 94 30 - Safety audit system and procedures devised and drafted by September 94 30 - Safety audit system agreed and implemented in PWD by March 95 30 - Effective development control and access control procedures agreed and implemented by July 95	
		40 - Upgrade of safety aspects at potentially dangerous locations of existing roads	30 - Draft road marking/road signing plans devised by PWD for selected sections of Queens Road/Kings Road by February 94 30 - Draft plans reviewed and finalized by May 94 40 - Comprehensive road marking and road sign schemes developed and implemented on Queens Road/Kings Road by August 94	
	25 - Accident reduction	20 - Effective and accurate accident location systems	30 - Placement/replacement of kilometer posts or culvert markers to provide accurate system of location reference by February 94 40 - Development of strip maps and coded network accident location systems for main urban and rural networks by July 94 30 - Accident location system, strip maps, and coded network meet all needs of police accident data system by April 94	
		30 - Accident black spot improvements	20 - Accident black spots identified for inclusion in demonstration project by February 94 20 - Demonstration project sites in use for practical training of PWD Road Safety Unit (RSU) and Divisional Road Engineers (DREs) by April 95 10 - Three accident black spots improved by end-April 94 15 - Total of 26 accident black spots improved by end-December 94 15 - Total of 50 accident black spots improved by end-December 95 20 - DREs and municipality staff designing and implementing required improvements with assistance from RSU by June 94	
		30 - Route action plans (RAP)	20 - Three RAPs devised and implemented by end-April 94 40 - Total of 13 RAPs devised and implemented by end-December 94 40 - Total of 30 RAPs devised and implemented by end-December 95	
		20 - Mass action plans	20 - Potential problem areas for mass action plans agreed by February 94 20 - Three sites improved by April 94 30 - Total of 16 sites improved by December 94 30 - Total of 30 sites improved by December 95	
	25 - Traffic management (TM)	50 - Preliminary TM schemes for major urban areas	60 - Rolling program of outline TM schemes being devised in consultation with municipalities for nine towns by July 95 40 - Municipal councils introduced through seminars to more safety-conscious planning, design, and operation of town roads by December 94	
		50 - TM circulation improvements in three large towns and six smaller towns	20 - Four TM schemes implemented by December 94 30 - Total of nine TM schemes implemented by December 95 30 - Hierarchical circulatory systems being established in each town as each TM scheme is implemented by December 94 20 - Town councils active in maintaining agreed road hierarchy in each TM scheme and controlling access and land use developments to ensure safe and smooth flow of traffic by December 95	
	30 - Institutional and staff development	30 - Appropriately trained and resourced PWD road safety unit (RSU)	- Domestic training	20 - Three appropriately qualified staff recruited and assigned full time to a PWD Road Safety Unit by December 93 20 - RSU staff trained (via practical demonstration projects) in how to carry out safety improvement schemes by August 95 15 - RSU staff capable of in-depth undertaking development and implementation of black spot, route action, and mass action plans by August 95 15 - RSU staff capable of in-depth providing appropriate advice to DREs and municipalities on TM issues by November 95 15 - RSU included in organizational structure of Roads Division by December 94 15 - Adequate resources being assigned annually within Roads Department budgets to cover RSU operations by December 95
			20 - Appropriately aware municipal officials	25 - Municipal officials and decision makers in nine towns aware of basic TM issues and seeking PWD advice by August 95 25 - Nine town councils trying to establish and maintain road hierarchy and to improve safety in their towns by September 95 25 - Improved land use and development planning occurring in nine municipalities by August 95 25 - Reduced incidents of congestion and traffic circulation problems in the nine towns advised by RSU by December 95
		25 - Domestic training	25 - Practical training provided for RSU staff via demonstration projects by August 95 25 - Periodic seminars being held for RSU staff, DREs and municipal officials on road safety and TM by July 94 25 - Advice and inputs provided to relevant local diploma courses to encourage teaching of road safety and TM issues by July 95 25 - Relevant local planning and engineering courses include teaching of safety-conscious planning and design of roads by December 95	
25 - Overseas training		20 - Potential overseas courses assessed by December 93 20 - All three RSU staff to have successfully completed at least one short traffic engineering course by December 95 20 - At least two RSU members to have completed a short traffic engineering course by August 95 20 - RSU staff confident, knowledgeable, and able to advise DREs and municipalities on road safety and TM issues by July 95 20 - RSU staff trained overseas under Fiji Road Upgrading Project required to stay in RSU until at least three years after the course completion by June 95		

**PROJECT DEVELOPMENT OBJECTIVE**

Implementation of a systematic program of accident prevention and reduction to improve hazardous locations on urban and rural roads, to improve traffic circulation in towns, to introduce safety-conscious road planning and design practices in Fiji, and to enhance the knowledge, capacity, and capability of a small team at PWD HQ to carry out and continue such work independently by the project end.

Figure 3: Project 2 – Infrastructure Improvements

## APPENDIX C

PROJECT	COMPONENT	MINIMUM OUTPUT	PERFORMANCE INDICATOR
3 NRSC	10 - NRSC building	100 - NRSC HQ readily accessible	20 - Suitable building acquired and transported to Valelevu by May 93
			20 - Site permits future expansion of HQ to accommodate training facilities by May 93
	20 - NRSC equipment	20 - NRSC secretariat vehicle	20 - HQ readily accessible to major target groups by May 93
			40 - Building fully operational and in use for NRSC activities by July 94
			50 - Secretariat vehicle acquired by November 93
			50 - Vehicle in regular use for secretariat activities from November 93
	20 - NRSC equipment	20 - Publicity/propaganda vehicles	30 - One publicity vehicle acquired and fully equipped by November 93
			30 - Vehicle in continuous use for publicity and education by January 94
		20 - Training and educational equipment	40 - Two additional vehicles acquired, equipped, and fully in use by July 94
			20 - Appropriate equipment agreed for each vehicle by October 93
	20 - NRSC equipment	20 - Office furniture and equipment	40 - Equipment purchased and fitted to each vehicle and/or available at HS by July 94
			40 - Equipment acquired provides three fully mobile exhibition and publicity facilities by July 94
20 - NRSC role and funding	20 - Security, storage, and replacement	40 - Office equipment and furniture for NRSC HQ agreed on by October 93	
		60 - Equipment purchased, installed and in use by August 94	
	20 - Government funds/grant	30 - All valuable NRSC equipment kept in secure locked area by August 94	
		40 - All equipment insured where appropriate and kept well-maintained by July 94	
20 - NRSC role and funding	40 - Insurance industry funding	30 - Vehicles/equipment being depreciated in an accounts and provision being made for eventual replacement by December 94	
		25 - Annual grant payable by Transport Department by March 94	
	40 - Private fundraising and sponsorship	35 - Annual grant being paid fully and on time by January 95	
		40 - Government grant to about 10 percent of total funding each year by July 95	
25 - NRSC operations	40 - Fully operational for major urban areas	25 - Insurance industry providing a sum per compulsorily insured vehicle (based on previous year) by February 94	
		25 - Insurance contributions paid in quarterly installments from 1 January 94	
	40 - Fully operational/active DRSC-based activities	25 - Annual income from insurance industry to comprise about 65 percent of total NRSC annual income by December 94	
		25 - Initial insurance contribution to be paid by February and to operate as a "float"	
	20 - Mobile exhibitions and publicity	50 - NRSC to be producing about 25 percent of its income from private fundraising and sponsorship by July 95	
		50 - NRSC active in organizing sponsors by December 93	
25 - NRSC secretariat establishment	100 - Statutory responsibility, resources, and power to improve road safety	20 - NRSC HQ fully equipped and operational by July 94	
		20 - NRSC secretariat active in supporting NRSC, divisional road safety committees (DRSCs) activities, and implementing NRSC decisions by July 94	
		20 - NRSC executive committee, NRSC full council and subcommittee operating in accord with council rules by July 94	
		20 - NRSC developing five-year national programme for implementation via member organizations by December 94	
25 - NRSC secretariat establishment	100 - Statutory responsibility, resources, and power to improve road safety	20 - Five-year rolling program with annual action plans being implemented nationally under NRSC by December 95	
		25 - Three DRSCs established by February 94	
		25 - DRSCs receiving annual funding (paid quarterly) from NRSC for local activities by July 94	
		25 - Membership on DRSCs reflects representation on NRSC by December 94	
25 - NRSC secretariat establishment	100 - Statutory responsibility, resources, and power to improve road safety	25 - DRSCs preparing/submitting annual program of activities for partial funding by NRSC by April 94	
		25 - Each of the three NRSC mobile/display vehicles have individual annual programs of activity planned and approved by NRSC by December 94	
		25 - All three mobiles in frequent and regular use throughout Vetu Levu and periodically in Vanue Levu by December 94	
		25 - Vehicle seconded out to DRSCs for local activities by December 94	
25 - NRSC secretariat establishment	100 - Statutory responsibility, resources, and power to improve road safety	25 - All three vehicles in continuous use to raise public awareness of safety issues by December 94	
		20 - Cabinet approval of Road Safety Action Plan (including NRSC) by June 93	
		20 - Legislation on duties, functions, funding, etc., of NRSC agreed and prepared by end-January 94	
		20 - Legislation passed by Parliament by end-March 94	
25 - NRSC secretariat establishment	100 - Statutory responsibility, resources, and power to improve road safety	20 - NRSC established and inaugural setting held by end-April 94	
		20 - Insurance contribution (based on 1992 number of compulsory third party policies) paid into designated NRSC bank account by February 94	

**PROJECT DEVELOPMENT OBJECTIVE**

The development of effective coordinating mechanisms at national and local level to encourage a multidisciplinary approach to road safety which will lead to the development and successful implementation of a Comprehensive National Road Safety Plan and Strategy.

Figure 4: Project 3 – National Road Safety Council

## APPENDIX C

PROJECT	COMPONENT	MINIMUM OUTPUT	PERFORMANCE INDICATOR
4 Traffic police enforcement	40 - Vehicles and equipment	At least six four-wheel drive (4WD) patrol vehicles in use for enforcement	<ul style="list-style-type: none"> <li>25 - Specifications agreed by July 93</li> <li>25 - Suitable 4WD vehicles purchased by December 93</li> <li>25 - Vehicles fitted with radios and in full operation by January 94</li> <li>25 - Police annual budget includes adequate funds for operations and maintenance by June 94</li> </ul>
		At least three Hiace (or similar) vans in use as accident investigation vehicles	<ul style="list-style-type: none"> <li>25 - Specifications agreed by July 93</li> <li>25 - Three suitable vehicles purchased by December 93</li> <li>25 - Vehicles fitted with radios, accident investigation, and rescue equipment by June 94</li> <li>25 - Vehicles deployed effectively by December 94</li> </ul>
		At least six radar devices in use for speed enforcement	<ul style="list-style-type: none"> <li>30 - Specifications agreed with police by July 93</li> <li>30 - Six suitable devices acquired by December 93</li> <li>40 - Devices in regular use for speed enforcement by June 94</li> </ul>
		At least ten roadside and one evidential alcohol testing devices in regular use for drink-driving enforcement	<ul style="list-style-type: none"> <li>30 - Specifications agreed with police by July 93</li> <li>30 - Suitable roadside and evidential devices acquired by December 93</li> <li>40 - Devices in regular use for drunk-driving enforcement by January 94</li> </ul>
		All highway patrol vehicles fitted with safety and rescue equipment	<ul style="list-style-type: none"> <li>30 - Specifications agreed by July 93</li> <li>30 - Rescue and safety equipment acquired by December 93</li> <li>40 - Equipment deployed and in regular use by July 94</li> </ul>
	30 - Training	Highway Patrol enforcement personnel trained in equipment use and maintenance	<ul style="list-style-type: none"> <li>25 - Sufficient number and caliber of staff assigned to Highway Patrol by December 93</li> <li>25 - Highway Patrol personnel familiar with equipment by July 94</li> <li>25 - Highway patrols using equipment correctly in day-to-day activity by December 94</li> <li>25 - Police experiencing few problems with equipment or prosecutions by December 94</li> </ul>
		Highway Patrol supervisory staff trained in enforcement	<ul style="list-style-type: none"> <li>50 - Supervisory staff given theoretical/ practical training by December 94</li> <li>50 - Effective tactics in regular use by December 94</li> </ul>
		Highway Patrol officers trained in resource deployment strategies	<ul style="list-style-type: none"> <li>50 - Highway Patrol officers trained in resource deployment strategies by December 94</li> <li>50 - Effective deployment strategies in regular use by December 94</li> </ul>
		Fiji Police College assisted to develop traffic courses	<ul style="list-style-type: none"> <li>30 - College trainer nominated to understudy enforcement specialist by December 93</li> <li>40 - Police trainer attends courses/assists enforcement advisor in training highway patrol personnel by July 94</li> <li>30 - Guidelines for police instructor prepared by December 94</li> </ul>
		Increased police enforcement along sealed road network	<ul style="list-style-type: none"> <li>50 - Increased incidence of drivers prosecuted for moving offenses by December 94</li> <li>50 - Reduced incidence of drivers contravening traffic laws by December 94</li> </ul>
	30 - Enforcement and rescue activities	Faster rescue and assistance to injured victims of road accidents	<ul style="list-style-type: none"> <li>30 - Easier extraction of trapped victims by July 94</li> <li>30 - First aid assistance available from highway patrols by December 94</li> <li>40 - Reduced delay time in victims reaching hospital by December 94</li> </ul>
		Improved accident investigation activity	<ul style="list-style-type: none"> <li>60 - Accident investigation vehicles deployed and effectively used by June 94</li> <li>40 - Accident vehicle crews trained in relevant activities by December 94</li> </ul>
		Increased police presence to deter dangerous driving behavior	<ul style="list-style-type: none"> <li>20 - Regular highway patrols on sealed network by December 94</li> <li>20 - Vehicles and equipment in daily use for enforcement by July 94</li> <li>20 - Vehicles and equipment being used optimally by December 94</li> <li>20 - Observable improvement in driver behavior at existing black spots by December 94</li> <li>20 - Public support and appreciation of Highway Patrol work by December 94</li> </ul>

**PROJECT DEVELOPMENT OBJECTIVE**

Training of Highway Patrol personnel and the establishment of effective Highway Patrol activities along the major roads in order to provide quicker assistance to road accident victims and to deter dangerous driving.

Figure 5: Project 4 – Traffic Police Enforcement

## APPENDIX C

PROJECT	COMPONENT	MINIMUM OUTPUT	PERFORMANCE INDICATOR
4 Phase 2 activities	20 - Legislation	Modern traffic and safety 70 - legislation to reflect current and future needs in Fiji	20 - Existing legislation reviewed and areas of deficiency or inadequacy defined by July 94
			20 - Key ministries and organizations consulted and invited to give views by October 94
			20 - NRSC legislation subcommittee coordinates comments from key agencies and preparation of new draft by December 94
			20 - New traffic law drafted and approved by July 95
		30 - Convenient mechanism for periodic updating and review	20 - New traffic act is supportive of safety and working without undue problems by December 95
			50 - Legislation designed as umbrella act giving only broad structure by December 95
	20 - Children's traffic education	30 - Increased safety for preschool children	50 - Education/publicity program developed by NRSC for parents and carers of preschool children by December 94
			50 - Appropriate channels being used to distribute materials by August 95
		Increased safety for school 40 - age children attending school	25 - Ministry of Education (MoE) primary school curriculum developers assisted to develop suitable teacher guides by July 95
			25 - MoE curriculum developers assisted to develop teaching aids, worksheets for elementary schools, etc., by December 95
		Increased safety for school 30 - age children not attending school	25 - Accident data being used to identify target groups and issued by December 94
			25 - Traffic safety being taught in all Fiji elementary schools as an integral part of school syllabus by December 95
20 - Vehicle road worthiness	100 - Improved roadworthiness of vehicles on Fiji roads	60 - Health education, social welfare, agricultural extensions, etc., being used regularly as conduits to reach such children by December 95	
		40 - Radio/TV/magazines being used to reach such children by December 95	
		20 - Existing roadworthiness testing reviewed and areas of deficiency identified by December 94	
		30 - Improvement devised and implemented under aegis of NRSC by December 95	
20 - Driver testing	100 - An effective driver test such that only safe competent drivers pass	20 - Frequent spot checks by police task force teams by December 94	
		30 - Incidence of defective vehicles as a cause of accidents reduced by December 95	
		20 - Existing driver testing reviewed and areas of deficiency identified by December 94	
		30 - Improvement devised and implemented under aegis of NRSC by December 95	
20 - Other unspecified areas	100 - Improvements as necessary to enhance safety	20 - Frequent spot checks by police task force teams by December 94	
		30 - Incidence of defective driving as a cause of accidents reduced by December 95	

**PROJECT DEVELOPMENT OBJECTIVE**

Implementation of the most urgent improvements in legislation, children's traffic education, and vehicle roadworthiness inspection, driver testing and other areas as required in order to improve the road safety environment in Fiji.

Figure 6: Project 5 – Activities (Projects 5-8)

# Road Safety Guidelines for the Asian and Pacific Region

The guidelines cover 14 individual sectors affecting road safety, with four introductory chapters and four appendices. Information is presented in a series of freestanding documents that can be extracted for distribution and discussion.

## Executive Summary

- 1: Introduction and Background
  - 2: Road Safety Trends in the Asian and Pacific Region
  - 3: Road Safety Action Plans and Programs
  - 4.1: Coordination and Management of Road Safety
  - 4.2: Road Accident Data Systems
  - 4.3: Road Safety Funding and the Role of the Insurance Industry
  - 4.4: Safe Planning and Design of Roads
  - 4.5: Improvement of Hazardous Locations
  - 4.6: Road Safety Education of Children
  - 4.7: Driver Training and Testing
  - 4.8: Road Safety Publicity and Campaigns
  - 4.9: Vehicle Safety Standards
  - 4.10: Traffic Legislation
  - 4.11: Traffic Police and Law Enforcement
  - 4.12: Emergency Assistance to Road Accident Victims
  - 4.13: Road Safety Research
  - 4.14: Road Accident Costing
- Appendix A: Useful Documents Worth Acquiring  
Appendix B: International Contacts and Organizations  
Appendix C: Comparative Study: Fiji Road Safety Action Plan  
Appendix D: Comparative Statistics



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