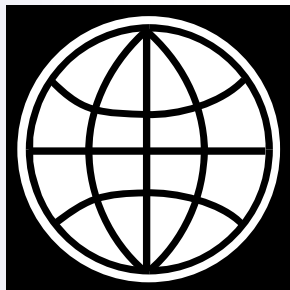


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# ***Smarter, Safer***

## **Critical Issues and Priorities for Global Road Safety *A World Bank Perspective***



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# Overview of presentation

Global snapshot.

Critical issues in developing countries.

Priorities for developing countries.

Some recent initiatives.

Research, policing and education priorities.



# Global snapshot

Large scale health losses projected to 2030.

Widening gap between safety rich and poor.

Blueprint for action provided by the *World Report on Road Traffic Injury Prevention* and UN General Assembly Resolutions.

Resource deficiencies and isolation highlighted by the recent Lord Robertson Commission.

# Projected health loss (DALY rankings)

Disease or injury	2002	2030	Optimistic 2030	Male 2030
Perinatal conditions	1	5	7	5
Lower respiratory conditions	2	9		9
HIV/AIDS	3	1	1	1
Unipolar depressive disorders	4	2	2	6
Diarrhoeal diseases	5	13		
Ischaemic heart disease	6	3	3	3
Cerebrovascular disease	7	6	5	7
Road traffic crashes	<b>8</b>	<b>7</b>	<b>4</b>	<b>2</b>
Malaria	9	15		
Tuberculosis	10	10		8

**Source:** Updated projections of global mortality and burden of disease, 2002 – 2030: data sources, methods, and results, WHO, October 2005

# Projected fatalities

<b>World Bank Region</b>	<b>% change 2000 - 2020</b>
South Asia	144%
East Asia & Pacific	80%
Sub-Saharan Africa	80%
Middle East & North Africa	68%
Latin America & Caribbean	48%
Europe & Central Asia	18%
<i>Sub-total</i>	<b>+ 83%</b>
High-income countries	<b>- 28%</b>
<i>Global total</i>	66%

**Source:** Traffic fatalities and economic growth; Kopits E, Cropper M; World Bank Policy Research Working Paper 3035, April 2003.



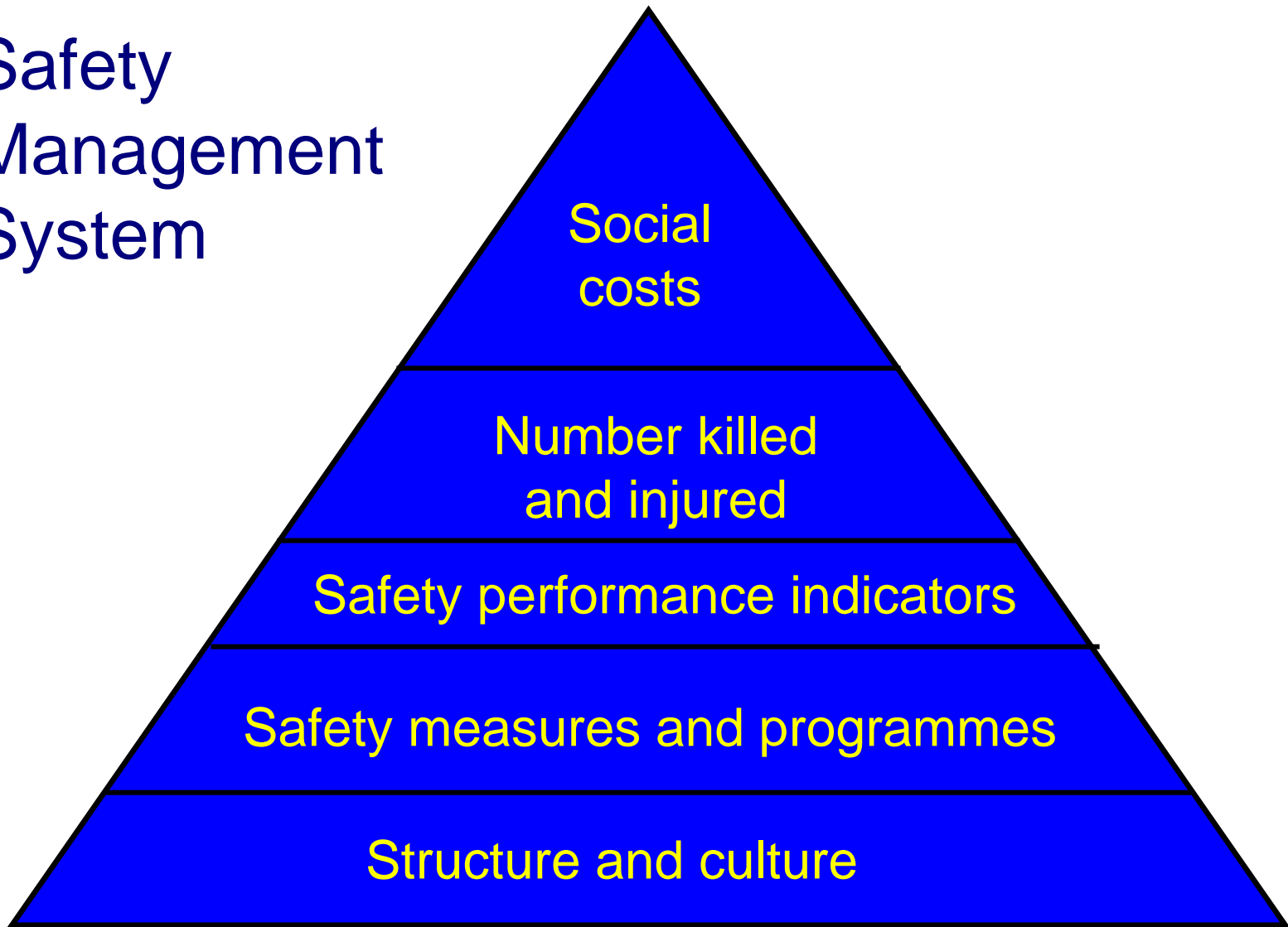
# Critical issues

Improving the safety design features of mixed traffic, mixed speed road environments in developing countries.

Shortening the time horizon for success.

Overcoming the systemic weaknesses evident in country safety management capacity which present a formidable barrier to progress.

# Safety Management System



**Source:** *SUNflower: A comparative study of the development of road safety in Sweden, the United Kingdom, and the Netherlands, SWOV 2002*



# Country capacity findings

Safety management capacity in developing countries is generally weak, as highlighted by the findings and recommendations of the *World Report*.

A focus on achieving measurable road safety results is usually absent. Targets are rarely set and little is known about the effectiveness of safety interventions, given the absence of reliable performance data.





# Country capacity findings (cont'd)

Agencies are rarely held to account for safety outcomes that fall within their sphere of responsibility and influence.

The social and economic costs of road deaths and injuries remain largely unmeasured and are inadequately accounted for in transport and health sector evaluations.



# Country capacity findings (cont'd)

Safety interventions are also deficient.

Standards and rules governing the safety of roads, vehicles and road users are often fragmented and not based on good practice.

Compliance regimes are often ineffective and unduly reliant on education alone to ensure standards are met and rules abided by.

# Country capacity findings (cont'd)

Enforcement lacks purposeful direction and incentives to comply are weak.

Poor road user, agency and industry safety performance can be readily observed in the road environment, as can the deaths and injuries that result.

Institutional implementation arrangements remain the biggest impediment to progress.



# Country capacity findings (cont'd)

Leadership is lacking, and coordination arrangements are usually ineffective and hampered by limited agency accountability for safety performance.

Funding and legislation are inadequately matched to the task of improving road safety nationwide.

Monitoring and evaluation of safety results is at best superficial.

# Country capacity findings (cont'd)

Safety promotion and programs are often confined to special days of the year and are usually focused on road user responsibilities alone.

However, the identified deficiencies in safety management systems in developing cannot be corrected quickly, especially the building of effective implementation arrangements.

# Country capacity findings (cont'd)

In high income countries this building of institutional capacity has evolved over a long period of motorization and successive governance reforms.

Without equivalent institutional structures and processes, good practice safety interventions prepared and implemented in developing countries are unlikely to live up to their promise.



# Priorities

Accelerating knowledge transfer.

Scaling up road safety investment.

Improving infrastructure safety.

Strengthening global and regional capacity to support initiatives in developing countries.



# Some recent initiatives

Promoting a shift from '1<sup>st</sup> Generation' to '2<sup>nd</sup> Generation' road safety projects.

Establishing the Global Road Safety Facility to support country initiatives and a related network of global and regional safety services.

Entering into a range of partnerships through the Global Road Safety Facility to create a comprehensive global road safety strategy.





# 1<sup>st</sup> generation projects

Small components of larger road infrastructure projects.

Fragmented, single sector.

Outcomes too small to be measured.

Simple to prepare.

One-off.



# 2<sup>nd</sup> generation projects

Large stand-alone road safety projects.

Integrated, multisectoral, targeting high cost-density corridors and areas.

Outcomes large enough to be measured.

Complex to prepare.

First step in a longer process.



# 2<sup>nd</sup> generation projects must be:

Based on good practice.

Targeted to the highest concentrations of death and injuries in the road network.

Adequately funded.

Actively promoted by the participating agencies, to engage a wider partnership.



# 2<sup>nd</sup> generation projects require:

Government 'ownership'.

Agency accountability for performance.

The management of complex partnerships.

A sustained government and agency commitment to the success of the project and its extension beyond the first phase.



## 2<sup>nd</sup> generation projects focus on:

The accelerated transfer of road safety knowledge to project participants.

Strengthening the capacity of participating agencies, industries and community groups.

Achieving quick results and obtaining benchmark performance measures to guide the dimensioning of a roll-out program.



# Global Road Safety Facility

The Facility has been established with founding grants from the World Bank, the FIA Foundation for Society and the Automobile, and the government of the Netherlands. Dialogue is being conducted with other potential donors.

It commenced operations earlier this year and is already supporting a range of global, regional and country initiatives.



# Facility goals

## Goal 1

To strengthen global, regional and country capacity to support sustainable reductions in road deaths and injuries in low and middle-income countries.

## Goal 2

To increase road safety investment in low and middle-income countries.

# Facility goals (cont'd)

## Goal 3

To accelerate safety knowledge transfer to low and middle-income countries.

## Goal 4

To promote innovative infrastructure solutions to improve the safety of mixed traffic, mixed speed road environments in low and middle-income countries.





# Vision for Facility

Become the global 'clearing house' for the additional funding required to implement the *World Report* recommendations.

Capitalize on the experience and expertise of implementation partners in ways that strengthen their operations, rather than build separate implementation capacity.

Leverage country investment in long-term, sustainable road safety programs, and link these programs with a full array of global and regional support services.

# Facility partnership examples



# Facility partnership examples (cont'd)

Recording Artists Against Drink Driving.

International Council for Alcohol, Drugs and Traffic Safety.

Monash University Accident Research Centre.

Sub-Saharan African Transport Program.

Private sector initiatives.



# Smarter, safer

Advancing road safety in developing countries requires full advantage to be taken of what we know from evidence works, in terms of final outcomes and the governance practices required to achieve them.

Being smart will mean targeting the high concentrations of health loss on the road network. It will also mean adopting the new paradigm that subordinates mobility to safety.

# Research

Research capacity in developing countries is limited, but showing signs of strengthening.

Priority areas for research include:

- *The relationship between fatalities and injuries: are the ratios between them similar to those in high-income countries?*
- *The safety of vulnerable road users and the effectiveness of enhanced protective features in the road environment.*
- *Fatality and injury trends in high growth, mixed traffic/mixed speed road environments.*

# Policing

Police enforcement capacity is weak and often undermined by low-level corruption.

Priority areas for policing include:

- *Transferring knowledge on general deterrence enforcement practices.*
- *Transferring knowledge on the management of institutional reform and restructuring processes.*
- *Transferring knowledge on the procurement of enforcement equipment, in accordance with internationally competitive bidding procedures.*

# Education

Education capacity is constrained by limited budgets and isolation from good practice activities in high income countries.

Priority areas for education include:

- *Transferring knowledge on school-based programs and their development and application within the core curriculum.*
- *Transferring knowledge on community-based education initiatives.*
- *Transferring knowledge on educational programs for commercial drivers.*



# Conclusion

The theme “Smarter, Safer” is truly applicable to the efforts being mounted to address the growing epidemic on developing country roads.

However, only a sustained and dramatically scaled-up application of what we collectively know will be effective against the impending waves of motorization. Otherwise, in ten years time we will look back and see little to draw comfort from, and much to be alarmed about.