

## Conclusion

A vehicle's lifespan is approximately 20 years and it takes on average at least 15 years for a vehicle fleet to be completely replaced. Therefore, every vehicle sold that does not meet the best safety standards and are not equipped with the best safety technologies as currently known, represents an opportunity lost and the vehicle will continue to operate at greater risk for the rest of its lifespan. There is an urgency for prompt action now as with every year of delay, the millions of sub-standard vehicles produced will remain on the road for decades to come. Vehicle safety should not be an optional extra and people in all regions of the world should have access to safe vehicles. The right actions taken now will ensure a safer vehicle fleet for all in the years ahead.

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# The role of GRSP in global road safety and priorities for achieving ambitious road fatality reduction targets

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## Introduction

Although road trauma has been acknowledged as a humanitarian issue since the late 1990s, it has struggled to be recognised as a global priority. One of the first global-level reports to give attention to the issue was the International Federation of the Red Cross and Red Crescent Societies' (IFRC) World Disaster Report 1998. While this contributed to the establishment of the Global Road Safety Partnership (GRSP), it did not lead to a global level response. A major step forward occurred in 2011 when the United Nations established the Decade of Action for Road Safety (2011-2020). Besides representing the

first truly global response to the issue, it was supported by a Global Plan that specified a road fatality reduction target and established a framework for action around five pillars involving: building road safety management capacity; improving the safety of road infrastructure and broader transport networks; further developing the safety of vehicles; enhancing the behaviour of road users; and improving post-crash care. Importantly, the Global Plan for the Decade of Action for Road Safety 2011-2020 was built around clear guiding principles including: the need to adopt a safe systems approach to road safety, which acknowledges the limitations and vulnerabilities of humans within the road transport system; the value of a public health approach that focuses on the implementation of evidence-based

interventions; and the importance of promoting ownership of the problem at national and local levels, and involving multiple sectors and agencies (UNRSC, 2011).

The fatality reduction target incorporated into the Decade of Action for Road Safety involved first stabilising and then reducing global road fatalities to 50% of what they were otherwise projected to be in 2020 (UNRSC, 2011). While considered ambitious at the time, there is a growing feeling within the road safety community that five years has now elapsed and the rate of improvement has not been as great as it needs to be.

Encouragingly, global recognition of this need has recently been achieved through the inclusion of road safety targets in the new Sustainable Development Goals (SDGs). A specific stand-alone target in the Health Goal was included to: “By 2020, halve the number of global deaths and injuries from road traffic accidents”. In addition, road safety is included within a target on sustainable urban transport in the Cities Goal. The adoption of these goals by United Nations member countries was a landmark achievement for the global road safety community, since the SDGs will guide all global development efforts over the next 15 years in order to “stimulate action in areas of critical importance for humanity and the planet” (UN, 2015).

This paper will outline the role of GRSP in global road safety and the strategies it uses to address the global road trauma problem. In addition, it will outline some of the key factors contributing to this problem, along with priorities that will need to be addressed for the ambitious road safety targets captured in both the Global Plan for the Decade of Action for Road Safety and in the SDGs to be achieved.

## The role of GRSP in global road safety

In response to the growing awareness of the global road safety problem, GRSP was founded in 1999 as a joint initiative of the World Bank, the United Kingdom’s Department for International Development (DFID) and the International Federation of Red Cross & Red Crescent Societies (IFRC). From the beginning, GRSP has been hosted by the IFRC and has had the goal of creating partnerships between government, private sector and civil society organisations to facilitate ‘on the ground’ road safety activities, particularly in low and middle income countries where the vast majority of global road fatalities occur (WHO, 2015).

Since its foundation, GRSP has established an extensive network of active partners drawn from a variety of sectors. As shown in Figure 1, these partners include:

- a unique network of members comprising government, private enterprise and civil society organisations, who not only provide funding to support GRSP but directly contribute to improved road safety through their organisational policies and practices as well as their community-based activities;
- the worldwide network of 190 National Red Cross and Red Crescent Societies, which GRSP mobilises and supports through being a hosted programme of the IFRC;
- a network of nine independent National Road Safety Partnerships who build local partnerships with government, private enterprise and civil society organisations at the country level;



Figure 1: GRSP’s Members and Other Partners

- other donors and funders who draw on GRSP's expertise and capacity, such as Bloomberg Philanthropies, the European Union, and the World Health Organization (WHO); and
- a wide range of government and non-government agencies with which GRSP collaborates to advocate for evidence-based road safety policies and enhance national and local capability.

Through this network of partners and funders, GRSP is currently active in over 35 countries around the world (GRSP, 2015). Its direct role in contributing to road safety improvements is exemplified through its involvement in the Bloomberg Initiative for Global Road Safety (BIGRS) (Bloomberg Philanthropies, 2016). In this programme, GRSP's role is two-fold. Firstly, it undertakes a range of activities to enhance the capability of civil society organisations in priority cities and countries to advocate for evidence-based and locally relevant laws and policies. Central among these activities is the administration of a road safety grants scheme. Secondly, it focuses on developing the capability of road safety stakeholders in priority cities and countries to implement evidence-based laws and policies. Central among these activities is the support and advice it provides to policing agencies to plan and deliver good practice road policing operations.

In summary, as a hosted programme of the IFRC and through its extensive network of members and other partners, GRSP contributes to the enhancement of global road safety by:

- Raising global awareness of the humanitarian crisis represented by road crashes and the need for more resources to be devoted to the issue;
- Utilising a partnership model of working with government, the private sector and civil society to optimise resources through shared efforts;
- Drawing on the resources and expertise of our members to deliver evidence-based road safety activities in priority countries and cities;
- Promoting the Safe System Approach to road safety, which underpins the Global Plan for the Decade of Action for Road Safety;
- Advocating for evidence-based and locally relevant policies that protect road users, as well as the necessary systems and practices to ensure that these policies are effectively implemented and maintained;
- Contributing to knowledge about good practice in road safety through a commitment to developing, implementing, and evaluating evidence-based interventions;
- Providing training and professional development for organisations and individuals involved in road safety; and

- Focusing its efforts on low- and middle-income countries, where 90% of the world's road fatalities are estimated to occur (GRSP, 2015).

## Factors contributing to the global road safety problem

Underlying the global road trauma problem is the rapid motorisation that has been occurring around the world, particularly among those countries experiencing strong economic growth. In 2013, the WHO reported that there has been a 15% increase in the number of motorised vehicles worldwide since 2007, taking the global fleet to more than 1.6 billion registered vehicles. Middle-income countries were motorising most rapidly, accounting for 52% of the global figure—a substantial increase from 39% just three years before (WHO, 2013). High-income countries accounted for 47% of registered vehicles, and low-income countries just 1%. A major impact of this rapid motorisation was that many countries had not been able to sufficiently invest in improving their road infrastructure to cope with the increased number of motor vehicles, nor adequately protect the vulnerable road users who still need to use the road transport system.

Similarly, many countries experiencing rapid motorisation have not been able to respond quickly enough to implement those road safety initiatives and strategies shown to be effective in stronger performing countries. For example, the adoption of strong laws and related enforcement policies to address the major risk factors of drink driving, speeding, and the non-use of seat belts, child restraints and motorcycle helmets has proven to be highly effective in reducing road fatalities and injuries in many countries. Encouragingly, the WHO reported that between 2008 and 2011, 35 countries adopted additional road safety laws to address these risk factors. However, it remains a major concern that by 2011 only 28 countries had comprehensive laws in place across all five of these risk factors – representing coverage of only 7% of the world's population (WHO, 2013).

Spending on road safety varies across low and middle income countries, but is not generally commensurate with the economic impacts of crashes. Limited resources make prioritising road safety initiatives difficult and there is the risk that road crashes can become seen as *'the inevitable collateral damage arising from economic development'*.

## Priorities for the future

In order to achieve the ambitious road safety target in the SDGs, it will be critical for innovative funding mechanisms and solutions to be identified by the road safety community. Road safety is a complex problem, so it will require action on many fronts. However, the GRSP recognises that there are some critical priorities that need to be progressed. The priorities discussed are not intended to be exhaustive, but rather illustrative of the types of efforts that will be required to achieve our collective global road safety goals.

## Promoting the widespread adoption of the Safe System Approach

The Safe System Approach is increasingly being recognised as the leading strategic perspective in road safety, underpinning the road safety strategies of many of the best performing countries (UNRSC, 2011; OECD, 2008; Watson & King, 2009). Central to the Safe Systems Approach is the recognition of the vulnerability of humans to injury and that they inevitably make mistakes. As a consequence, the road transport system needs to be transformed to better account for human limitations and to reduce the impact of human error. At a practical level, this requires a holistic and comprehensive approach involving improvements to vehicle safety for occupants and pedestrians, improvements to road environment safety through assessing and treating poor roads, encouraging widespread compliance with road rules and other safe behaviours, and optimising interactions between vehicles and road users, particularly through the management of vehicle speeds.

Despite the Safe System Approach being increasingly adopted at national and subnational levels, challenges remain in operationalising and embedding it into standard road safety policies and practices. It requires a change in thinking for many transport and road safety professionals, who have traditionally focused on improving road safety within a car-centred system where maintaining the mobility of motor vehicles has been a primary goal. In contrast, the Safe System Approach is more focused on promoting ‘safe mobility’ for all road users, including pedestrians, cyclists and motorcyclists. Another major challenge for low- and middle-income countries is that most of the developments in safe system thinking and practice have occurred to date in high-income countries, so there is a lack of good models for them to apply. As noted below, more research is required to identify safe system practices which can be effectively transferred across countries and different road environments, particularly those that are relatively low cost in nature.

### Building partnerships

As noted above, there is no one single answer to solving the global road safety problem, but one very powerful approach is that of using multi-sector partnerships to create sustainable change in road safety results. This was clearly recognised in the United Nations resolution for establishing the Decade of Action for Road Safety where it stated: “*The solution to the global road safety crisis can only be implemented through multi-sectoral collaboration and partnerships*” (UN, 2014). Bringing together all the relevant stakeholders, from business, government and civil society organisations in low- and middle-income countries is a key step for adapting and developing good practice road safety solutions, suitable to context and culture.

The three “voices” of the business, government and civil society each have something unique to bring to help solutions take root. The civil society sector brings the voice of change and societal improvement. The business voice brings experience in target setting and focussed efficiency

of action. The government voice brings the ability to enact efficient social change through legislation and enforcement.

The strategic benefit of the partnership approach is that it unites working teams – from the highest levels of government to local schools and villages – towards implementing sustainable, locally owned and managed solutions. The challenges facing the road safety community are great in the years ahead, but by working together through proven good practice, a strong platform can be created for saving lives and reducing the substantial economic and social impacts of road crashes.

### The need for more road safety research in low- and middle-income countries

Historically, most road safety research has occurred in high-income countries. In many of these countries, there has been a long history of responding to the road safety problem that has impacted on institutional arrangements, road user behaviour and the culture of road use. However, the lessons learned and good practice from high-income countries will not necessarily transfer easily or automatically to low- and middle-income countries, due to the different cultural, institutional and social conditions existing in those countries. For example, the type of traffic, the mix of road users, and the kinds of road crashes that occur in low- and middle-income countries differ significantly from those in high-income countries. The uneven socio-economic landscapes mean technologies and policies cannot be applied without adaptation.

Consequently, research capability and capacity must be encouraged and developed in low- and middle-income countries, with an emphasis on enhancing road crash data collection and analysis, evaluating new policies and practices, developing models to facilitate transfer of road safety knowledge and experience across countries and supporting the implementation of the Safe System Approach. Further, it is imperative that this challenge is addressed through the promotion of low cost initiatives and fast-tracking the adoption of context-effective technologies.

## Conclusion

While road trauma has been recognised as a major humanitarian issue for some years now, the road safety community has struggled to attract the necessary global attention and resources necessary to deal with this complex problem. With the recent inclusion of an ambitious road safety target in the SDGs, an opportunity exists to increase worldwide awareness of the problem and to mobilise new and significant levels of resources and expertise. If this can be achieved, the flow on effects – particularly in low- and middle-income countries – could be substantial and reinforce efforts already underway at national and subnational levels.

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# The Multilateral Development Banks' Road Safety Initiative

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## Introduction

Multilateral Development Banks are institutions, created by countries that provide financing and professional advice for the purpose of development. MDBs have large memberships including both developed donor countries and developing borrower countries. This paper represents the work undertaken by the African Development Bank (AfDB), the Asian Development Bank (AsDB), CAF-Latin American Development Bank (CAF), the European Bank for Reconstruction and Development (EBRD), the European Investment Bank (EIB), the Islamic Development Bank (IsDB), and the World Bank (WB).

The MDBs have a long history of supporting road safety in their member countries. The MDBs recognise that collectively and individually, they have been increasing their support for road safety. This includes increased loan and grant financing for road safety investments, and technical assistance for strengthening road safety capacity,

policies and institutions in client countries as well as awareness events. However, there is a need to further harmonise their efforts.

On 11 November 2009, ahead of the First Global Ministerial Conference on Road Safety in Moscow, seven MDBs, as listed above, (noting that CAF joined in 2012) issued a Joint Statement on a Shared Approach to Managing Road Safety. The Joint Statement aims to support harmonisation of road safety policies in MDB transport sector operations. The efforts further evolved into the MDB Road Safety Initiative, which aims to ramp up support for the United Nations (UN) Decade of Action for Road Safety, 2011–2020 (UNDoA) and to develop a shared program of engagement in the countries where MDBs operate.

Further efforts were made during the 2nd Global High Level Conference on Road Safety (November 2015) held in Brasilia. The MDBs, led by CAF, published a report on "Upscaling Support and Developing a Shared Approach 2011 – 2015." The report reviewed results of MDBs efforts