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WORLD BANK GLOBAL
ROAD SAFETY FACILITY



World Bank Position on Road Safety

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World Bank Mission

- To promote higher living standards for all, with an emphasis on improved health, education and people's ability to participate in the economy and society.
- To foster an investment climate conducive to growth, productivity, and employment, and to empower and invest in people so that they are included in the development process.





Implications on Road Safety

- The concept of development has broadened from a narrow focus on income and spending to include education, health, social, cultural and political participation.
- Road safety is a development issue - Mainstream the planning and provision of improved road safety in development strategies,
- The Bank and Development Partners established the Global Road Safety Facility to support this process.





Impact of Road safety on development

- The scale of health losses from road crashes makes road safety a development priority (1.2 million dead, up to 50 million injured per annum in low and middle-income countries).
- Improving road safety in member countries requires investments in infrastructure, governance and institutions, and the health of individuals.
- Need to address the vulnerability of citizens to loss of life and long term effects of injury, especially for dependants of crash victims.





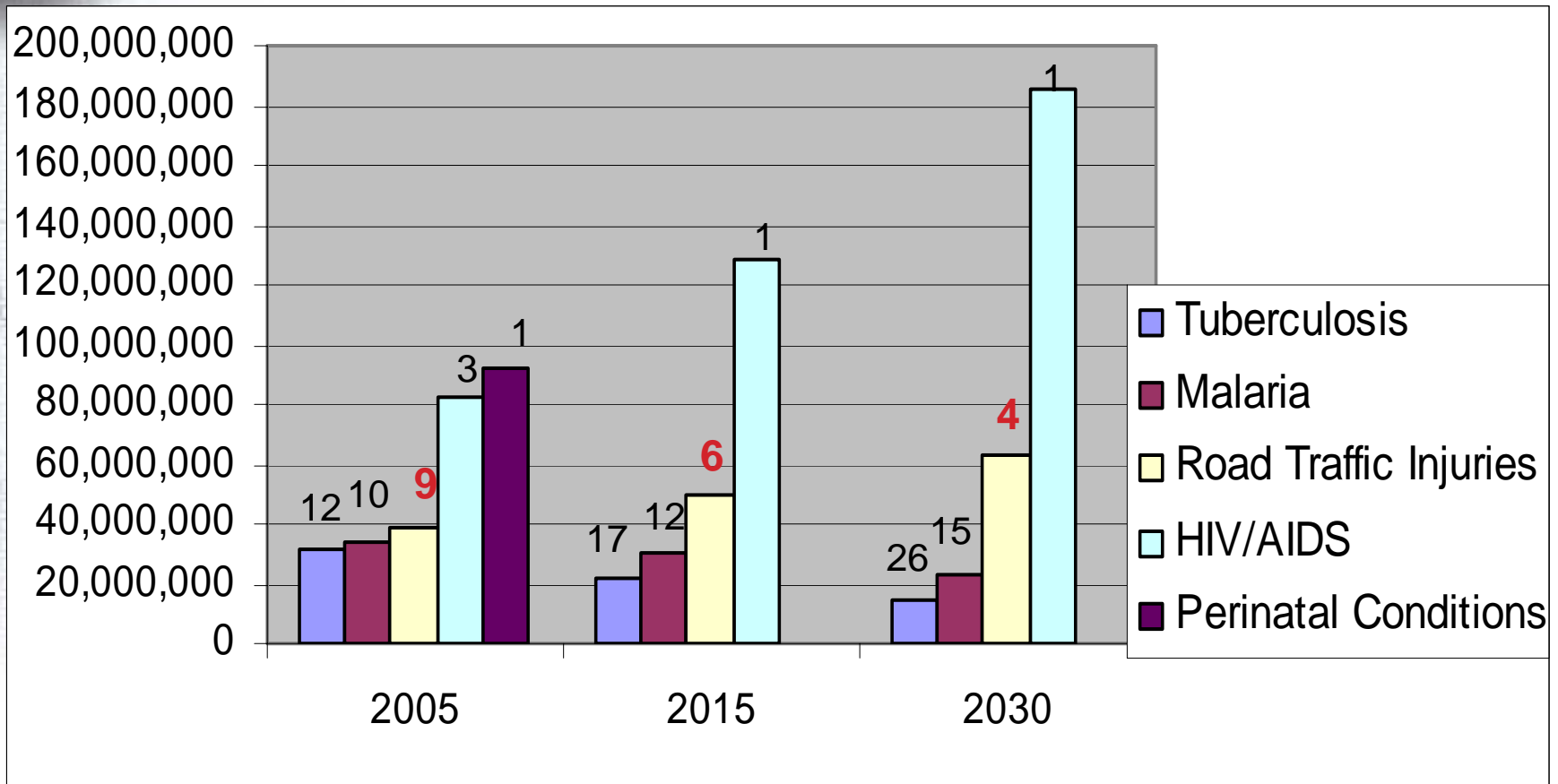
Health losses from crashes

- Road crash deaths and injuries in low and middle-income countries are projected to be the 4th largest cause of healthy life years lost by the total population in 2030, compared with tuberculosis (26th) and malaria (15th).
- Road deaths are projected to be the second cause of health losses for men by 2030, and the leading cause for children (age 5 – 14) by 2015 and on to 2030.





DALYS in low and middle-income countries (total population)



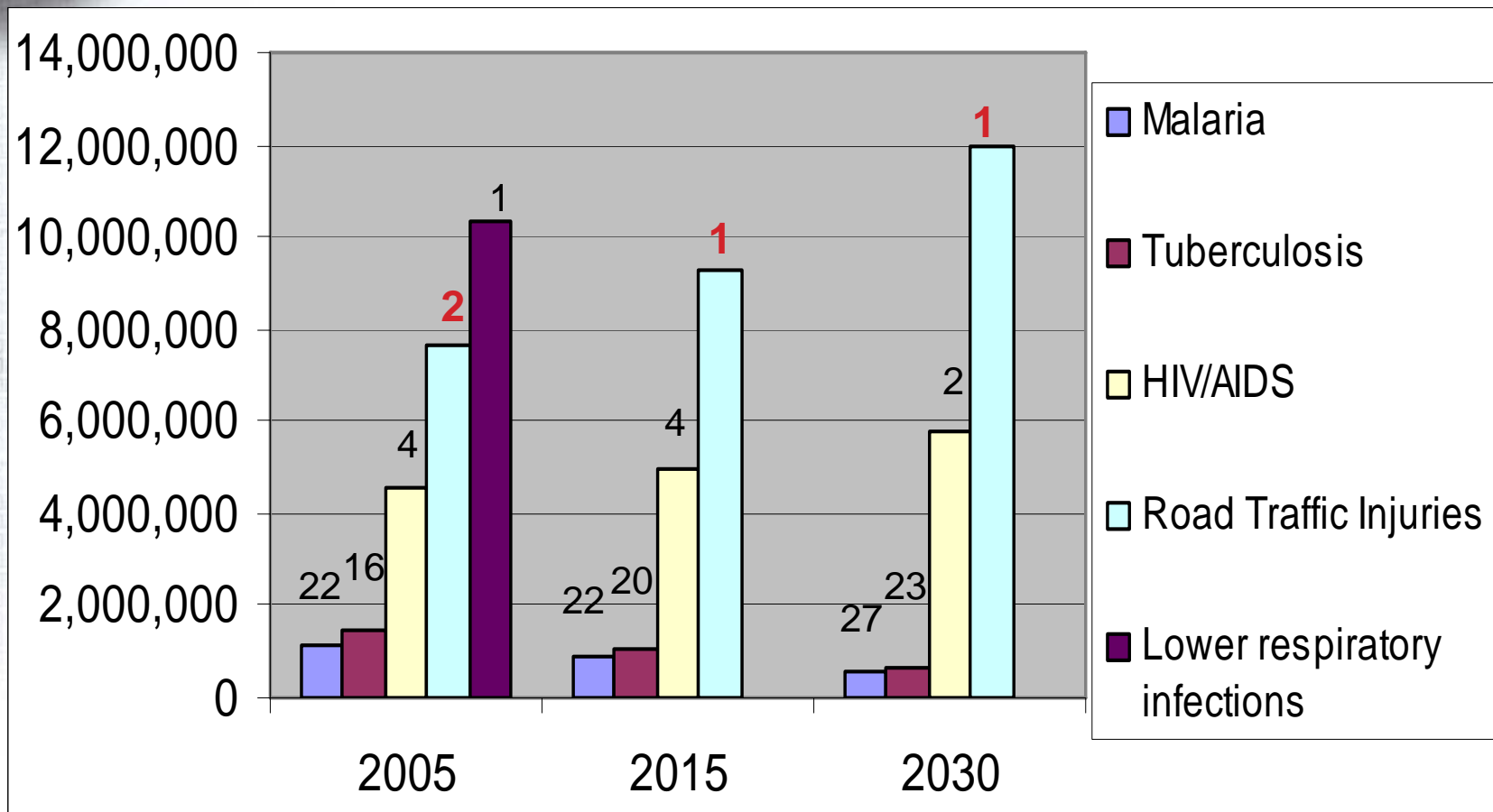
Source: Mathers C, Loncar D. Updated projections of global mortality & burden of disease, WHO, 2005

Ranking measured in terms of Disability Adjusted Life Years





DALYS in low and middle income countries (children age 5-14)



Ranking measured in terms of Disability Adjusted Life Years





The gap is widening-Predicted Road Traffic Fatalities

World Bank Region	% change 2000 - 2020
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>	+ 83%
High-income countries	- 28%
<i>Global total</i>	66%





Global mandate for action

- The mandate to scale up global and regional support to road safety initiatives in developing countries is provided by the United Nations General Assembly Resolutions 58/289 & A/60/L8 (Improving global road safety), and the World Health Assembly Resolution WHA 57.10 (Road safety and health).
- A blueprint for action is set out in the WHO & World Bank World Report on Road Traffic Injury Prevention (2004).





Initiatives in recent past

- New UN General Assembly Resolution on global road safety in March 2008.
- Meeting of Development Banks in July 2008 to establish a shared approach to road infrastructure safety.
- A Ministerial Conference on Global Road Safety organized in 2009 in Russia to consolidate and strengthen global and regional road safety initiatives.





World Bank priorities

- Accelerate knowledge transfer.
- Scale up road safety investment (“ensure that 10% of road infrastructure budgets funded by international donors are earmarked for safety program” – Commission for Global Road Safety)
- Improve infrastructure safety.
- Strengthen global and regional capacity to support initiatives in low and middle-income countries.





World Bank initiatives

- Development of country safety management capacity review tools to prepare investment strategies and identify projects.
- Shift from ‘1st Generation’ to ‘2nd Generation’ road safety projects, to accelerate knowledge transfer, strengthen capacity and achieve quick results.
- Creation of Global Road Safety Facility to support global, regional and country initiatives (<http://www.worldbank.org/grsf>) – recent launch of 3000 km safety enhancement program in India.





Assessing capacity

- Safety management capacity is assessed in a systematic way, and takes account of the key elements and their interactions.
- Conducting such an assessment requires the skill of an experienced safety manager.
- An important function of such an assessment is to officially reach a high-level consensus on country capacity weaknesses and how to overcome them.





Second Generation Projects

- Increase road safety investments and accelerate related knowledge transfer.
- Shift in Road Safety Philosophy:
 - From crash reduction to injury prevention.
 - Introduce Road Safety design principles.
- Either stand-alone or significant road safety component of World Bank projects.
 - Integrated and multi-sectoral; targeting high-cost, high-density corridors and areas.
 - Outcomes large enough to be measured.
 - Complex to prepare.
 - First step in a longer process.



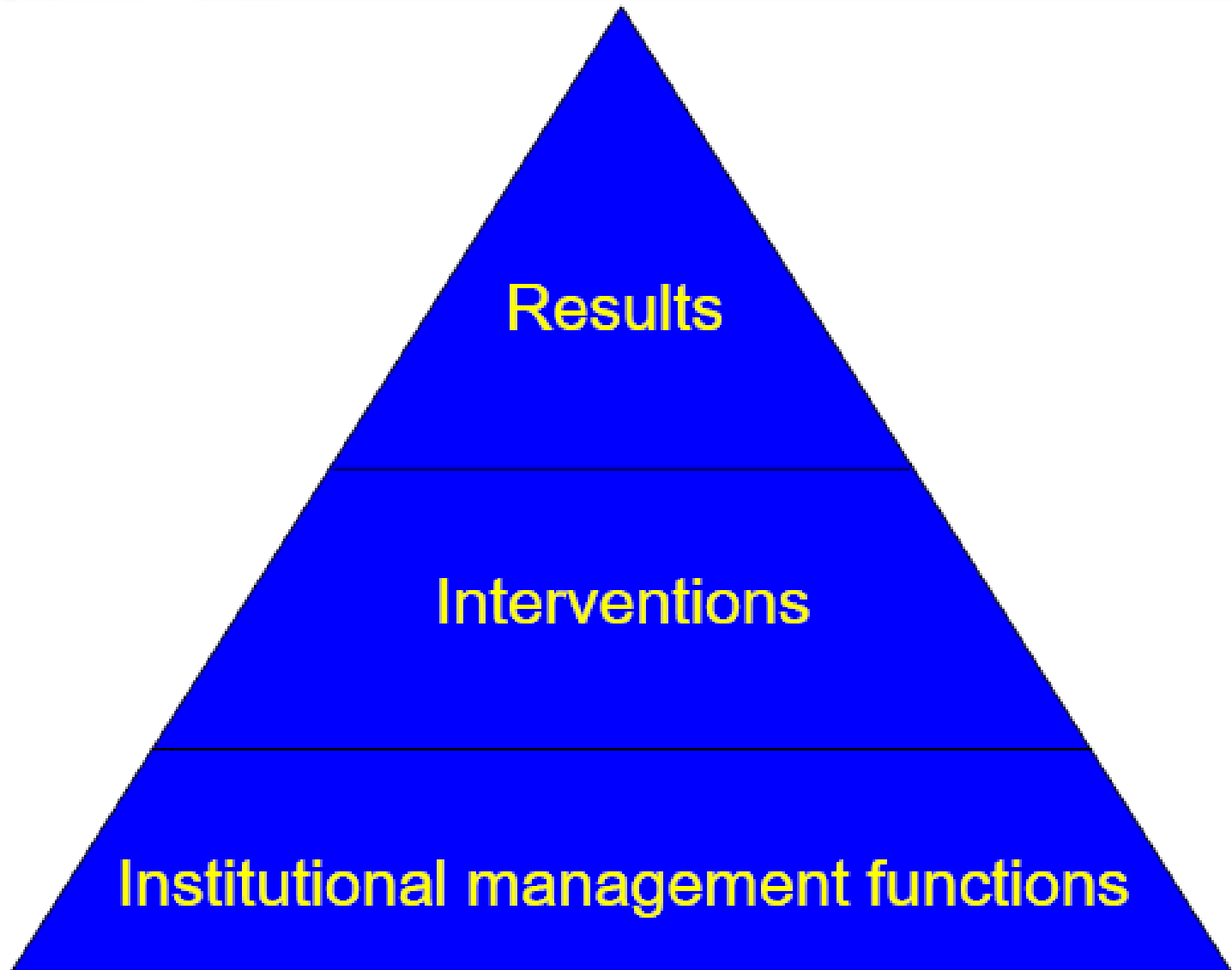


Global Road Safety Facility

- To strengthen global, regional and country capacity to support sustainable reductions in road deaths and injuries in low and middle-income countries.
- To increase road safety investment in low and middle-income countries
- To accelerate safety knowledge transfer to low and middle-income countries.
- To promote innovative infrastructure solutions to improve the safety of mixed traffic, mixed speed road environments in low and middle-income countries.
- Finances road safety management capacity



Safety management system





Institutional Management functions

- Seven vital institutional management functions can be identified:
 - Results focus
 - Coordination
 - Legislation
 - Funding and resource allocation
 - Promotion
 - Monitoring and evaluation
 - Research and knowledge transfer





Funding & resource allocation

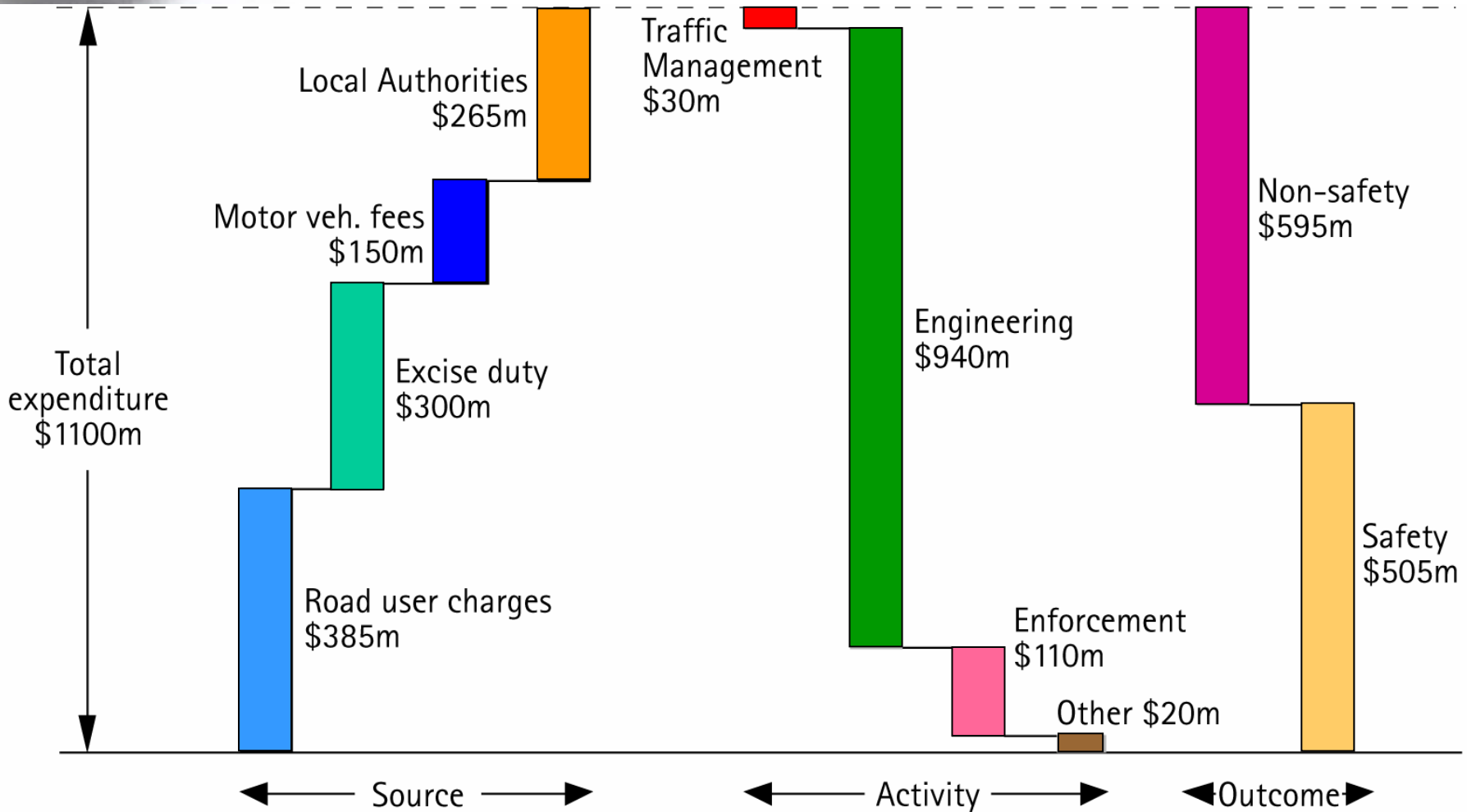
Successful in securing sustainable funding and promoting and practicing rigorous investment screening based on willingness to pay or benefit/cost measures.

Highest share of resource allocation on infrastructure safety to create the enabling environment





Resource Allocation (NZ example)





Funding & resource allocation

Road safety investments often provide much higher return (B/C >4) compared to minimum acceptable B/C ratio for highway improvement projects

Level of funding need to be sustained for even developed network – example NZ has been maintaining the road safety infrastructure investments over 1996-2006 at about 0.4% of total road sector investments (0.5-0.6% of GDP) or Victoria (Aus) has invested about USD 1.0 billion since 2004 for enhancing safety in their 22000 km + freeways

Large associated benefits (regulated traffic movement, improved general health care, improved law and order / enforcement) reduces resource allocation requirements in sectors other than transport





Interventions

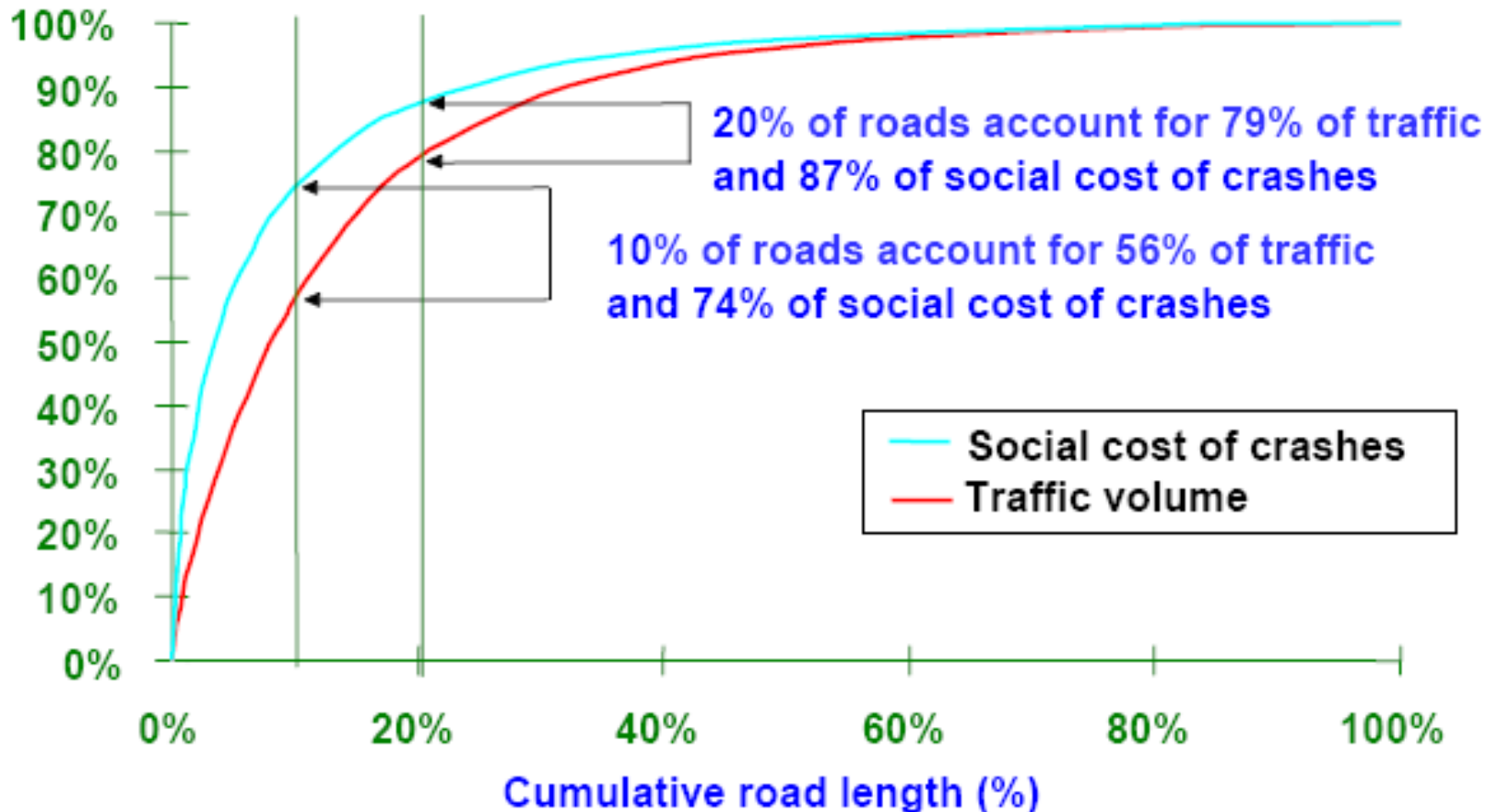
- Interventions address:
 - The design and operation of the road network
 - The entry and exit of vehicles and road users to the road network
 - The recovery of road crash victims from the road network and their rehabilitation
- They either set standards and rules for these interventions; or concern compliance with these standards and rules, using education, enforcement and incentives.





Targeting the Road Network

Cumulative traffic volume or social cost (%)





Results

- Final outcomes:
 - social costs
 - fatalities and injuries.
- Intermediate outcomes:
 - speeds, belt and helmet wearing rates,
 - safety ratings of roads and vehicles, etc.
- Outputs measured as deliverables:
 - hours of police patrol,
 - volume of infringement notices,
 - length of road treated, etc.





Thank You !