The World Bank and Road Safety

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Transport and ICT Global Practice
The World Bank Group
## The Global Crisis (source Global Burden of Disease Report 2010)

<table>
<thead>
<tr>
<th>#</th>
<th>All ages</th>
<th>15-19y</th>
<th>20-24y</th>
<th>25-29y</th>
<th>30-34y</th>
<th>35-39y</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Ischemic heart disease</td>
<td>Road Injury (20% ↑)</td>
<td>Road Injury (38% ↑)</td>
<td>HIV/AIDS</td>
<td>HIV/AIDS</td>
<td>HIV/AIDS</td>
</tr>
<tr>
<td>2.</td>
<td>Stroke</td>
<td>Self-harm</td>
<td>Road Injury (45% ↑)</td>
<td>Road Injury (41% ↑)</td>
<td>Road Injury (50% ↑)</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>COPD</td>
<td>Interpersonal violence</td>
<td>Self-harm</td>
<td>Tuberculosis</td>
<td>Tuberculosis</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Lower respiratory infections</td>
<td>Malaria</td>
<td>HIV/AIDS</td>
<td>Interpersonal violence</td>
<td>Self-harm</td>
<td>Ischemic heart disease</td>
</tr>
<tr>
<td>5.</td>
<td>Lung cancer</td>
<td>Drowning</td>
<td>Maternal disorders</td>
<td>Tuberculosis</td>
<td>Interpersonal violence</td>
<td>Self-harm</td>
</tr>
<tr>
<td>6.</td>
<td>HIV/AIDS</td>
<td>Maternal disorders</td>
<td>Tuberculosis</td>
<td>Maternal disorders</td>
<td>Maternal disorders</td>
<td>Cirrhosis</td>
</tr>
<tr>
<td>7.</td>
<td>Diarrheal diseases</td>
<td>HIV/AIDS</td>
<td>Malaria</td>
<td>Lower respiratory infections</td>
<td>Ischemic heart disease</td>
<td>Interpersonal violence</td>
</tr>
<tr>
<td>8.</td>
<td>Road Injury (47% ↑)</td>
<td>Lower respiratory infections</td>
<td>Lower respiratory infections</td>
<td>Malaria</td>
<td>Lower respiratory infections</td>
<td>Stroke</td>
</tr>
<tr>
<td>9.</td>
<td>Diabetes</td>
<td>Fire</td>
<td>Diarrheal diseases</td>
<td>Diarrheal diseases</td>
<td>Diarrheal diseases</td>
<td>Lower respiratory infections</td>
</tr>
<tr>
<td>10.</td>
<td>Diarrheal diseases</td>
<td>Fire</td>
<td>Ischemic heart disease</td>
<td>Malaria</td>
<td>Maternal disorders</td>
<td></td>
</tr>
</tbody>
</table>

**Safe, Clean, Affordable TRANSPORT**

Global Road Safety Facility
The Global Crisis

Low & Middle-Income Countries are hardest hit - fueled by rapid motorization and expansion of highway network

Half of all deaths are pedestrians (1/3rd), cyclists, and motorcyclists (VRUs)

Inadequate legislation: only 28 countries (7% of the world’s population), have adequate laws that address all five risk factors

Harmonized Data Collection Systems: Massive underreporting in LMICs
## The Global Crisis

<table>
<thead>
<tr>
<th>Region</th>
<th>Fatalities 2010</th>
<th>Fatalities 2020</th>
<th>UN Decade Of Action Fatalities Target 2020</th>
<th>Lives To Be Saved During 2011-2020</th>
<th>Serious Injuries To Be Avoided During 2011-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Asia &amp; Pacific</td>
<td>313,317</td>
<td>646,000</td>
<td>323,000</td>
<td>1,640,000</td>
<td>16,400,000</td>
</tr>
<tr>
<td>Europe &amp; Central Asia</td>
<td>85,979</td>
<td>97,000</td>
<td>48,500</td>
<td>243,000</td>
<td>2,430,000</td>
</tr>
<tr>
<td>Latin America &amp; Caribbean</td>
<td>95,877</td>
<td>130,000</td>
<td>65,000</td>
<td>325,000</td>
<td>3,250,000</td>
</tr>
<tr>
<td>Middle East &amp; North Africa</td>
<td>100,655</td>
<td>152,000</td>
<td>76,000</td>
<td>380,000</td>
<td>3,800,000</td>
</tr>
<tr>
<td>South Asia</td>
<td>275,569</td>
<td>590,000</td>
<td>295,000</td>
<td>1,475,000</td>
<td>14,750,000</td>
</tr>
<tr>
<td>Sub-Saharan Africa</td>
<td>248,130</td>
<td>365,000</td>
<td>182,500</td>
<td>937,000</td>
<td>9,370,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,119,527</strong></td>
<td><strong>1,980,000</strong></td>
<td><strong>990,000</strong></td>
<td><strong>5,000,000</strong></td>
<td><strong>50,000,000</strong></td>
</tr>
</tbody>
</table>
Global Plan’s Implementation Still Essential
The World Report on Road Traffic Injury Prevention

The first major, global report on road safety issued jointly by the World Bank and World Health Organization in 2004.

Recommendations of the World Report

1. Identify a lead agency in government to guide the national road traffic safety effort.

2. Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country.

3. Prepare a national road safety strategy and plan of action.

4. Allocate financial and human resources to address the problem.

5. Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions.

6. Support the development of national capacity and international cooperation.

World report on road traffic injury prevention

THE WORLD BANK
Working for a World Free of Poverty

Global Road Safety Facility
The Safe System Remains Highly Relevant
Priorities for Decade of Action (2015+)

• Develop capacity to target high risk roads and apply engineering measures in mixed-traffic, mixed-speed road environments

• Support implementation partnerships with the civil society, philanthropies and the private sector

• Infrastructure and mobility needs (vehicle centric to mobility focus)

• Priority on urban transport planning

• Strengthen road safety institutions and focus on developing national level RS strategy

• Bolster multi-sectorial coordination

• Integration and sharing of data between police, transport and health
Road Safety Management Capacity Reviews

Europe – Central Asia
- Bosnia – Herz. (2007)
- Montenegro (2008)
- Kazakhstan (2010)
- Serbia (2010)
- Armenia (2011)
- Poland (2013)
- Georgia (2013)

Europe – Central Asia
- Bosnia – Herz. (2007)
- Montenegro (2008)
- Kazakhstan (2010)
- Serbia (2010)
- Armenia (2011)
- Poland (2013)
- Georgia (2013)

East Asia - Pacific
- Indonesia (2007)
- China (2012)

South Asia
- Nepal (2010)
- Karnataka (2010)
- Gujarat (2011)
- Sri Lanka (2011)
- Rajasthan (2013)
- Tamil Nadu (2014)

Latin America – Caribbean
- Minas Gerais (2010)
- Argentina (2010)
- Sao Paulo (2012)
- Colombia (2012)
- Rio Grande de Sul (Started 2013)

Middle East – North Africa
- Yemen (2010)
- Egypt (2013)

Sub-Saharan Africa
- Uganda (2010)
- Ethiopia (2010)
- Nigeria (2010)
- Sierra Leone (2011)
- Mauritius (2013)
- Tanzania (2013)
- Malawi (2013)
- Zambia (2013)
Number of fatalities – SEETO
Serbia – the facts (official stats)

• In 2011, 3.85 people died per 10,000 motor vehicles (which is about 6 times more than in most developed countries) i.e. 10,07 persons per population of 100,000 people about 3 times more than in most developed countries;
• Speeding and aggressive driving is the cause of 54.4% of deaths and 41.4% of injuries;
• Spatial distribution of traffic accidents with fatalities in 2010 shows that majority of these accidents happened on local roads and streets (53.6%)
• Commercial vehicles are less than 9.7% of vehicle fleet, but there are directly involved in about 25 % of all deaths and 12.6% of serious injuries;
• Pedestrians account for 23.9% of those killed in road crashes;
• Young drivers (19-25) are responsible for 12.9% of fatal and 15.4% of injury crashes;
• Young inexperienced drivers are low percentage of the driving population but are responsible for 10.3% of all road deaths during the last 2 years (2011 and 2012);
• Drink and driving was the cause of 6 % of deaths and 9.3% of total injuries in 2010;
• Low usage of seatbelts in front and rear seats disabled while 50% of such deaths could
• Measurements of project road safety per 70.3% of drivers and 65.2% of front seat, rear seat. Child restraints are used in 50% helmets in 94 % and motorcycle passengers
Serbia – history and problems

History


Problems

- Management and road user behavior problems
- Administrative problems
- Physical problems (engineering)
Serbia – action plan

• Analysis of accident statistics and corresponding trends remains one of the central elements in the national strategy and action plan

**Action plan** (identifies specific actions necessary to reduce the number of road deaths)
• Organization, management, and policy (0.58; 2.31; 2.49)
• Legislation and law enforcement (2.32; 9.37; 9.58)
• Accident analysis and road safety research (0.12; 0.75; 0.76)
• Road safety education and training of (pre)school children (0.31; 1.63; 1.63)
• Drivers training (0.78; 0.48; 0.48)
• Public information campaigns (0.6; 1.1; 1.1)
• Vehicle safety (0.1; 0.42; 0.42)
• Infrastructure (0.28; 5.42; 5.42)
• Emergency medical service (0.56; 1.01; 1.01)
• TOTAL (5.65; 22.49; 23.01)

SUCCESS ONLY IF ALL STAKEHOLDERS COOPERATE FULLY AND DEDICATED TO IMPLEMENT THEIR REQUESTED PARTS OF THE MULTISECTOR ACTION PLAN AND IF NECESSARY RESOURCES ARE MADE AVAILABLE TO DO THE INSTITUTIONAL STRENGTHENING OF KEY GOVERNMENT AGENCIES AND TO IMPLEMENT THE SPECIFIC ACTIONS PROPOSED.

Next steps – adoption of the strategy and action plan; improvement through specific activities in the action plan

**Most important targets:**

• Reduction of deaths per 100,000 population (public risk) by about 50% from 10.07 in 2011 to around 5 by 2020;
• Reduction of the number of fatalities by 30% from the 2011 figure by the year 2017;
• Reduction of seriously injured with 20% by 2017 compared to the number in 2011;
• Saving around 1000 lives that will otherwise be lost during the period (2011-2020), if the Strategy and Program is not implemented.
In Conclusion....

- Road safety is now firmly established as a global development challenge but suffers from slow implementation rates to solve key barriers to change
- Road safety is multisectoral in terms of management, but governments need to commit to focusing on the institutional solutions simultaneous to the physical solutions
- Serbia on the good path, needs to adopt the strategy and move through specific initiatives in the action plan
- UN Decade of Action mid-term review and Global Ministerial Meeting in November 2015 will track progress in each country