

# Road Safety in the World Bank Transport Projects



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# Transport connectivity

- Critical factor for social and economic development
- 1/3 of the world's rural population lacks access to an all-weather road
- 1/5 of global greenhouse gas emissions come from transport
- 1.4 million people are killed on the world's roads each year

# Transport Safety

- 1.4 million people are killed on the world's roads each year
- 90% in LMICs
- 97% of death from crashes in all transport modes
- 93% of health complications from crashes in all transport modes
- Road transport is the most dominant mode
  - 27% more deaths per million passenger km than air or rail

# Road Safety

- Road death and injuries concentrated among young people
- No 1 killer of people of ages 15-29 years old
- Each road crash death or disability costs more in human health and life costs and a huge productivity loss
- 1-4% of GDP (varies within countries)



# **Transport Safety in the Global Agenda**





**SUSTAINABLE  
DEVELOPMENT**

**GOALS**

SDG 3.7: By 2020, halve the number of global deaths and injuries from road traffic accidents

SDG 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

- **Universal Access**
- **System Efficiency**
- **Safety**
- **Green Mobility**



SUSTAINABLE  
**mobility**<sup>™</sup>  
FOR ALL

# World Report on Road Traffic Injury Prevention, 2004



1 Identify a Lead Agency in govt to guide the national RS effort

2 Assess the problem, policies & institutional settings and capacity for road traffic injury prevention

3 Prepare a national RS strategy & plan of action

4 Allocate financial & HR to address the problem

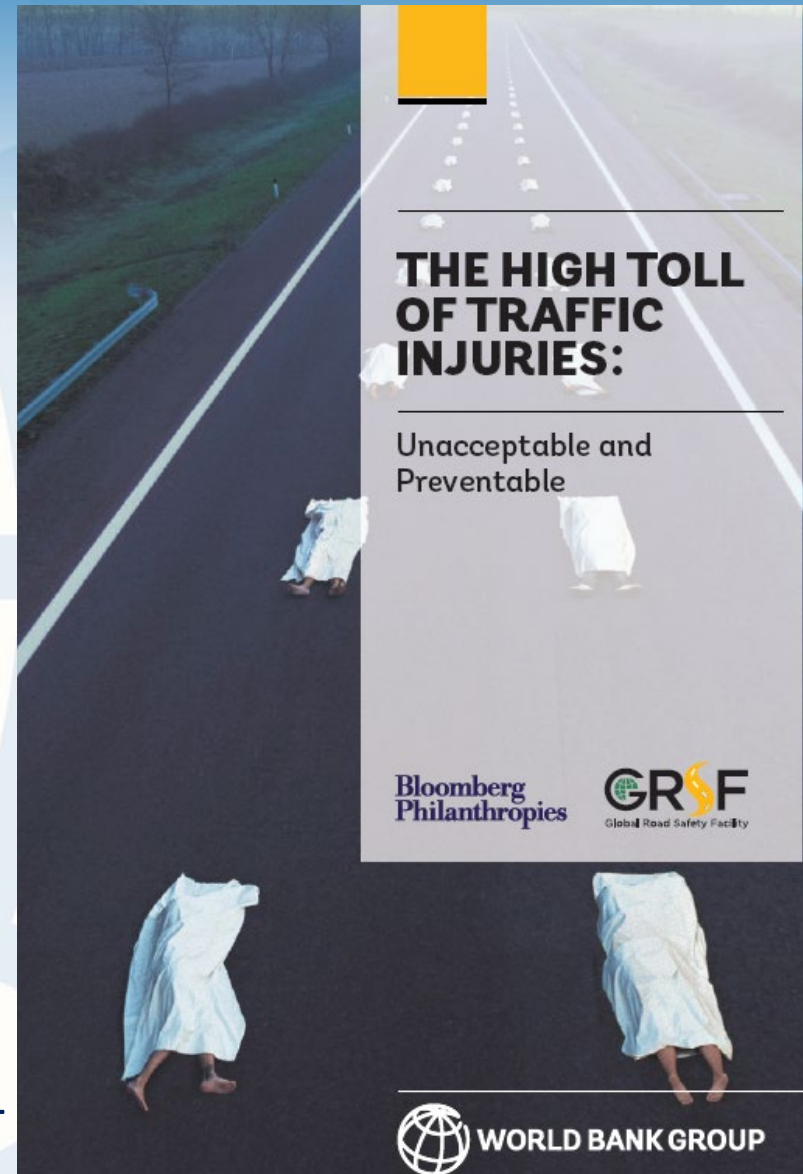
5 Implement Specific actions to prevent crashes, minimize injuries & their consequences & evaluate the impact of these actions

6 Support the development of nat-l capacity & int-l cooperation



# Increasing GDP By Cutting Road Crashes

- Cutting traffic deaths and injuries by half could add 7-22% to GDP per capita over 24 years in select countries
- Welfare benefits equivalent to 6-32% of GDP per capita could be realized over the same period if traffic deaths and injuries were halved
- Road traffic injuries are the single largest cause of mortality and long-term disability among people aged 15-29, prime working age



# Safe Systems Approach

- Requires a shift from the people using roads to the people design them
- Systemic approach that integrates core management elements and action areas to create a safe mobility system



# Principles, Core Elements and Action Areas

## PRINCIPLES

Humans Make Errors

Humans Are Vulnerable  
to Injury

Responsibility Is Shared

No Death or Serious Injury  
is Acceptable

Proactive vs. Reactive

## CORE ELEMENTS

Economic Analysis

Priorities and Planning

Monitoring and Evaluation

Comprehensive  
Governance and Management

Strong Targets and Data

## ACTION AREAS

Land Use Planning

Street Design  
and Engineering

Improved  
Mobility Options

Speed Management

Enforcement, Laws  
and Regulation

Education and  
Capacity Building

Vehicle Design  
and Technology

Post-crash Emergency  
Response and Care

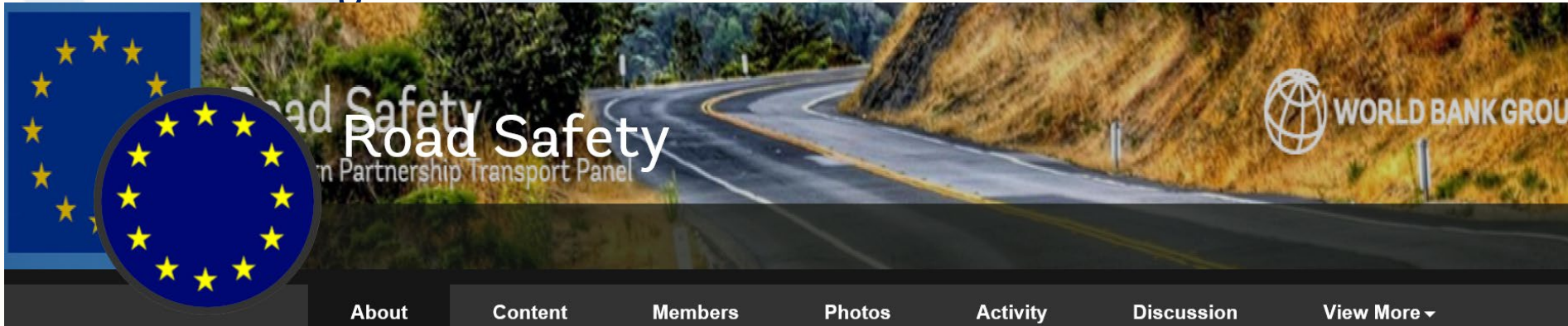
# Road Safety Global Solution Group

- Vision: To assist our clients to deliver improved road safety by providing a knowledge sharing & advocacy platform, a community of experts within the Bank to help mainstream road safety in Bank operations, and teams of experts working to deliver relevant products
- Monitoring and cross-support to projects, knowledge exchange events, guidance documents, tools, trainings
- About 30-40 staff members, including RS focal points + Global RS Facility (GRSF) team



# Eastern Partnership (EaP) Transport Panel

- Housed in the World Bank (Brussels office)
- The WB, in collaboration with EC, coordinates:
  - Working Group 1: Road Safety Management, Coordination and Crash Data System Improvement
  - Working Group 2: Speed Management & Enforcement
  - Working Group 3: Road Safety Engineering & Black Spot Management





Global Road Safety Facility

**Each \$1 of GRSF grant funding leverages over \$40 in road safety expenditures**

## DEVELOPING CAPACITY FOR ROAD SAFETY SUSTAINABILITY

Strengthened global, regional and **country capacity** to support sustainable reductions in road deaths and injuries in LMICs

## PROMOTING A GLOBAL ROAD SAFETY NETWORK

**Scaled up** global road safety **funding**, coordination, and advocacy mechanisms to advance global road safety

## LEVERAGING WORLD BANK-FINANCED ROAD AND URBAN PROJECTS

**Mainstreamed** road safety components in all Bank funded road infrastructure and urban projects



# GRSF Focus Areas



## GLOBAL ROAD SAFETY LEADERSHIP AND MANAGEMENT

Partnerships for results in road safety strategy, in particular with members of the UN Road Safety Collaboration



## CAPACITY BUILDING

Focused around the GRSF Road Safety Management Capacity Review



## SAFE INFRASTRUCTURE

Through road safety audits, star-rating risk surveys, safety inspections, crash data analysis and international good practice for roadway design



## ROAD SAFETY RESEARCH AND DEVELOPMENT

Funding and using applied research for low and middle income country road safety management



## POLICE ENFORCEMENT

Through GRSF's RoadPOL program, to develop professional and effective enforcement capacity in developing countries



## EMERGENCY MEDICAL SERVICES AND POST-CRASH CARE

Partnering and funding with the World Bank's Health team and organizations like WHO to scale up needed first aid, ambulatory services, trauma care and health sector crash data



## VEHICLE SAFETY

Promoting stronger regulations in vehicle design for protection and safety inspections on new and used vehicles through country partnerships with CITA

# The World Bank Group's Transport Portfolio

- Active transport portfolio of \$39 billion in 115 countries
- Commitment to prepare new roads/highways projects with RS indicators and/or RS activities
- Global dialogue on the future of transportation through influential programs such as the Sustainable Mobility for All initiative, the Global Road Safety Facility (GRSF), the Africa Transport Policy Program and Eastern Partnership

**Effective  
October 1,  
2018**

**Environmental  
and Social  
Standards  
1-10**

**THE WORLD BANK  
ENVIRONMENTAL  
AND SOCIAL  
FRAMEWORK**





# Environmental and Social Framework



Labor and Working  
Conditions

One of 6 objectives:

- To promote safety and health at work



Community Health  
and Safety

3 of 5 objectives:

- To anticipate and avoid adverse impacts on the health and safety of project-affected communities during the project life cycle from both routine and nonroutine circumstances
- To promote quality and safety, and considerations relating to climate change, in the design and construction of infrastructure, including dams
- To avoid or minimize community exposure to project-related traffic and road safety risks, diseases and hazardous materials

**Thank you  
for your  
attention  
& commitment  
to road safety!**

