

Global Road Safety: Current Situation, Future Actions & the World Bank

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Road injury has become a major cause of loss of life, especially for the young

Burden of Road Injury by Age Group

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

* Increase since 1990

Source: Global Burden of Disease Study, 2010

Progress in Global Road Safety

- 1.25 million people die and up to 50 million injuries per year.
- However, we are making progress: we have a Road Safety SDG, we have stemmed rising deaths, there is increasing political support, and better road safety focus by key institutions
- The UN Decade of Action and Global Plan (2011-2020)
- The latest SDG targets sets the goal of halving the number of deaths by 2020
- Rise in deaths has flattened: but unevenly -rose by 32% in LICs
- 90% of road crash deaths occur in LMICs

WE MUST DO MORE



We must do more

- More commitments to road safety by the private sector and governments
- More funding
- Smarter investment of road safety funding: in road infrastructure safety, in safer vehicle standards
- Greater focus on speed

WE NEED TO BE SYSTEMATIC



We need increased focus on speed management embracing all the arenas of road safety action

- Speed factor is consistently underestimated in road crash deaths
- There are solutions in:
 - Road engineering
 - Vehicles
 - Enforcement, promotion of enforcement and education
- Speed will be the theme for the UN Road Safety Week in 2017

The Global Road Safety Facility (GRSF)

- GRSF is a global multi-donor partnership program administered by the World Bank
- Established in 2006 with a mission to help governments develop road safety management capacity and scale up road safety delivery in low and middle-income countries
- Provides funding, knowledge, and technical assistance

The World Bank & the GRSF

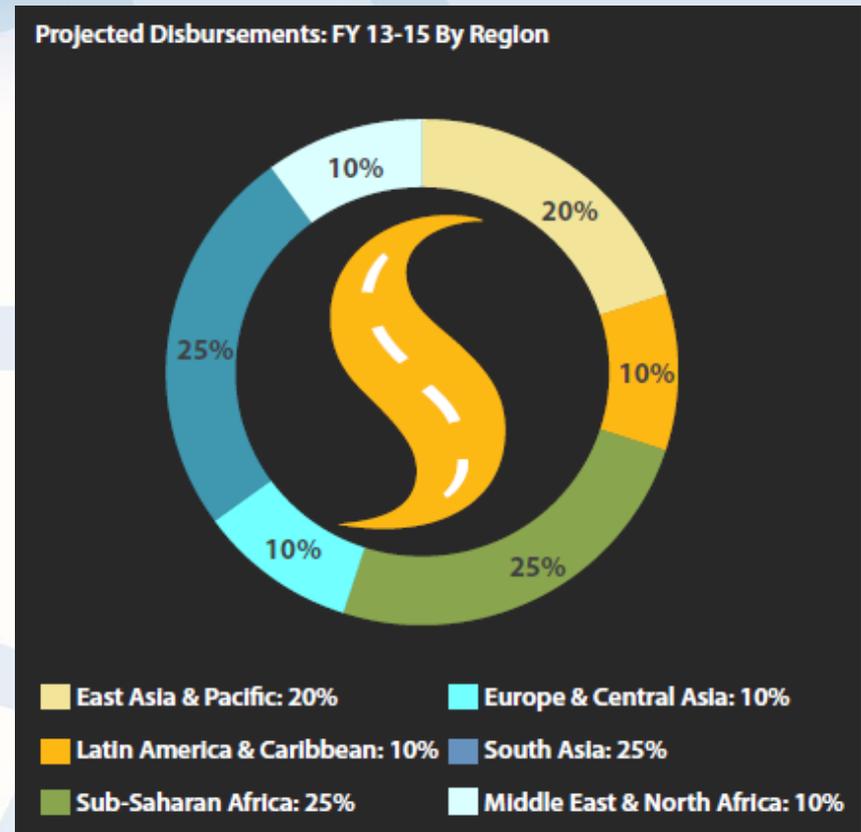
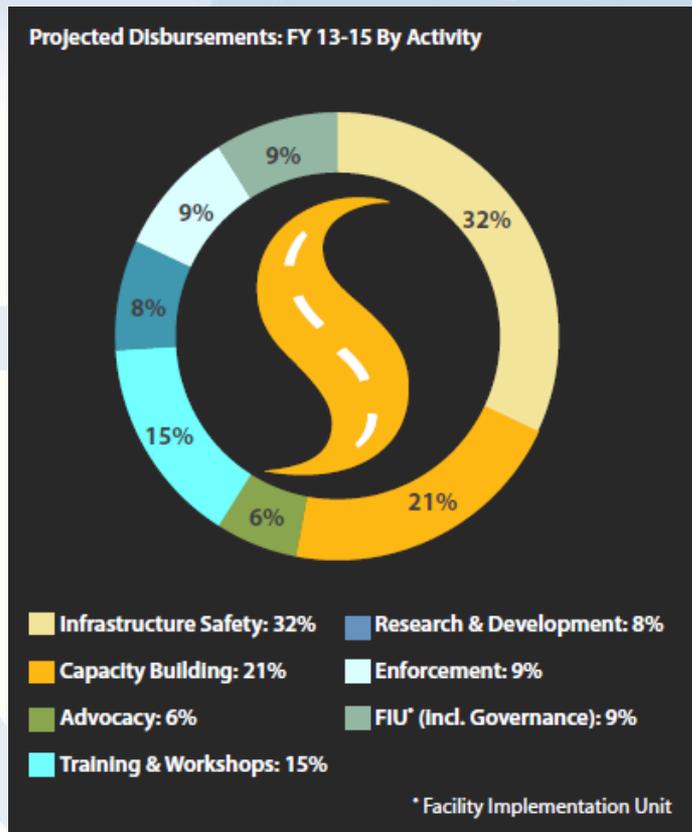
- Examples of solutions
 1. Capturing synergies with climate change: **Sustainability Mobility for ALL**-with a focus on safe, inclusive, efficient, green transport
 2. Increased focus on LICs
 3. New World Bank safeguards include Road Safety for the first time: great news
 4. Leveraging more funding into road safety globally

How GRSF Works

- GRSF monitors the World Bank's portfolio of active and "pipeline" projects, providing early-stage input and support in the design of road safety components that meet the requirements of Safe System projects.
- Requests for support to activities are received on a rolling basis and evaluated against the Facility's goals as well as their ability to affect road safety outcomes at country or regional level. Written government endorsement for activities is preferred, as this guarantees stronger country ownership and an outcome-driven focus for our clients.

GRSF Disbursements

- A total of \$ 17.3 million has been allocated as grant financing between 2013-2015



Mainstreaming Road Safety Interventions

- One of GRSF's most important accomplishments has been its effectiveness in mainstreaming road safety interventions within World Bank-funded projects and donor-funded operations.
- In 2006, World Bank lending for road safety was just \$56 million. Ten years later, road safety lending stands at \$239 million, a 327% increase.



Global Road Safety Facility

Leveraging Global Road Safety Successes

\$3.9 million

In grant financing leveraged \$151 million in approved road safety – related lending across the World Bank. 1:39 ratio

\$850 million

of World Bank's road safety lending was influenced by GRSF support

New World Bank Safeguards include Road Safety for the First Time

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Environmental and Social Framework

*Setting Environmental and Social Standards
for
Investment Project Financing*

August 4, 2016

- The Borrower will identify, evaluate and monitor the potential traffic and **road safety risks to workers, affected communities and road users, ...** develop measures and plans to address them.
- ... the Borrower will undertake **a road safety assessment** to **identify negative safety issues, and establish and implement measures to resolve them.**
- ... vehicle safety
- ... safety of project equipment

Thank you for your attention



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