

World Bank Global Road Safety Facility Activities Report 2006 – 2008



WORLD BANK GLOBAL
ROAD SAFETY FACILITY



Acknowledgements

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- the FIA Foundation for the Automobile and Society
- the World Bank Development Grant Facility
- the Government of the Netherlands
- the Swedish International Development Cooperation Agency (Sida)
- the Australian Agency for International Development (AusAID)

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CONTENTS

FOREWORD	
Jamal Saghir, Director, Energy, Transport and Water Department	1
David Ward, Chairman, Facility Executive Board	1
INTRODUCTION	3
FACILITY MISSION AND GOALS	4
DONOR CONTRIBUTIONS	6
FACILITY ACTIVITIES	8
• CAPACITY BUILDING	9
• PROGRAM DELIVERY	11
• INFRASTRUCTURE SAFETY	13
• RESEARCH AND DEVELOPMENT	13
• ADVOCACY	15
• TRAINING AND WORKSHOPS	15
• FACILITY IMPLEMENTATION UNIT	16
• FACILITY GOVERNANCE	17
FACILITY HIGHLIGHTS	19
• KEY EVENTS	19
• MEMORANDA OF UNDERSTANDING	20
• QUALITY ASSURANCE GROUP REVIEW	22
• INDEPENDENT EVALUATION	22
EFFECTIVE DEMAND FOR FACILITY SUPPORT	25
THE WAY AHEAD	27
ANNEXES	
ANNEX 1: GLOBAL BURDEN OF ROAD TRAFFIC INJURIES	28
ANNEX 2: FACILITY COUNTRY ACTIVITIES	31
ANNEX 3: FACILITY DONOR PLEDGES/RECEIPTS	33
ANNEX 4: ESTIMATED GRANT FUNDING GAP	34

Foreword



I am pleased to submit the first Activities Report of the World Bank Global Road Safety Facility. The Facility was established to generate increased grant funding and technical assistance for global, regional and country road safety activities designed to accelerate and scale-up capacity building and results-focused initiatives in low and middle-income countries. Road safety is a development priority and we have become increasingly aware of the sheer scale of the negative economic and social impacts arising from the staggering death and injury toll accompanying rapid rates of motorization in the countries concerned. Our concerns must now be translated into tangible actions that can turn this problem around and benefit the poor and those thrust into poverty who suffer as a consequence of road crashes. The Facility has already taken positive steps in this direction and is supporting activities that help countries strengthen their management capacity and improve road safety results on a sustainable basis. The activities of the Facility are summarized in this report. I would like to thank our donors for making the work of the Facility possible and we look forward to continuing to partner with them and new donors to expand and intensify the Facility's activities.

Jamal Saghir
Director
Energy, Transport and Water Department
Sustainable Development Network
The World Bank Group

The work of the Facility is crucial to the achievement of improved road safety results in low and middle-income countries. The FIA Foundation is pleased to be working with the Governments of Australia, the Netherlands and Sweden to support the Facility and hope that other public and private donors will join us in this effort. The Facility Executive Board comprises members from the founding donors and we welcome the initiatives taken by the Facility Implementation Unit established at the World Bank to successfully implement the Facility's start-up program and enter its growth phase. The coming years are critical to the Facility's strategic mission and goals and the Facility Executive Board will remain focused on guiding Facility activities and mobilizing the necessary funding and resources to support them. The Facility has already built strong partnerships at the global, regional and country levels and our aim is take these forward and contribute to significant reductions in deaths and injuries on the roads of the developing world.

David Ward
Chairman, Facility Executive Board
Director General
FIA Foundation for the Automobile and Society



INTRODUCTION

The Global Road Safety Facility was established by the World Bank to generate increased funding and technical assistance to target and overcome country safety management capacity weaknesses, in accordance with agreed principles and good practices. The World Bank supported the launch of this initiative through funding from its Development Grant Facility, in partnership with its founding donors the FIA Foundation for the Automobile and Society, the Government of the Netherlands, the Swedish International Development Cooperation Agency (Sida), and the Australian Agency for International Development (AusAID).

Huge health losses from road traffic injuries in low and middle-income countries are projected over the coming decades. In 2005 health losses from road traffic deaths and injuries were ranked as higher than those from malaria and tuberculosis (at 9th, 10th and 12th respectively) and they are projected to become an even bigger problem by 2030 (where they are ranked 4th, 15th and 26th respectively). More specifically, by 2030 health losses from road traffic deaths and injuries for men are projected to rank 2nd behind those from HIV/AIDS, and from 2015 to 2030 they will be the single biggest cause of healthy life years lost by boys and girls, aged 5 – 14 (see Annex 1).¹

Urgent measures are being called for to reduce the growing vulnerability of communities experiencing intensified road infrastructure provision and rapid motorization. This call to action is underscored by the launch in 2004 of the *World Report on Road Traffic Injury Prevention* by the WHO and the World Bank², and subsequent United Nations General Assembly and World Health Assembly Resolutions addressing global road safety priorities and calling for an international response to implement the report's findings and recommendations.³ In particular, UN Resolution A/RES/62/244 commended the World Bank for its initiative in establishing the Global Road Safety Facility and acknowledged it as the first funding mechanism designed to support capacity building and provide technical support for road safety at the global, regional and country levels. Increasingly responses to the global road safety crisis are also being aligned with broader initiatives concerning the global climate change agenda where there is a growing recognition of the co-benefits of addressing road safety, congestion, local air pollution and energy security which all strongly increase the opportunities for reducing greenhouse gas emissions.⁴

The activities of the Facility are being implemented over three phases: a start-up phase which ended in June 2007 (World Bank Financial Year FY07)⁵, a growth phase ending FY10, and a consolidation phase ending FY15, in accordance with the Facility's strategic plan.⁶ The Facility commenced operations in the third quarter of FY06 and this report summarizes the progress it has made since then (covering FY06-FY08, including select activities in FY09 and fiscal projections beyond). It sets out the Facility's mission and goals, the level of donor support, the activities funded, key events, effective demand for additional funding, and the way ahead.

¹ Mathers C & Loncar D (2005). *Updated projections of global mortality and burden of disease, 2002 – 2030: data sources, methods, and results*. Evidence and Information for Policy Working Paper, World Health Organization, Geneva.

² Eds. Peden M, Scurfield R, Sleet D, Mohan D, Hyder A, Jarawan E and C Mathers (2004). *World Report on Road Traffic Injury Prevention*. World Health Organization, Geneva.

³ UN General Assembly Resolutions A/RES/60/5 (*Improving global road safety*) A/RES/58/289 (2004), A/RES/60/5 (2005) & A/RES/62/244 (2008); and World Health Assembly Resolution 10 (*Road safety and health*) WHA 57 (2004).

⁴ Transport Sector Board, World Bank Group (2008). *Safe Clean and Affordable Transport for Development: Transport Business Strategy 2008 – 2012*. Washington DC.

⁵ World Bank financial years run from July 1 – June 30.

⁶ World Bank Global Road Safety Facility (2007). *Strategic Plan 2006 – 2015*, Washington DC, updated and reprinted in January 2009 (a copy can be obtained on <http://www.worldbank.org/grsf>).

FACILITY MISSION AND GOALS

The *World Report on Road Traffic Injury Prevention* sets out a blueprint for action to address the growing public health crisis on the world's roads and the Facility has been established to mobilize and allocate the necessary resources to implement its findings and recommendations. The Facility's mission and goals have been specified accordingly at a strategic level and are presented in Table 1.

In embarking on this mission and seeking to achieve these goals the Facility is facing special challenges. Low and middle-income countries are becoming increasingly sensitized to their road safety problems and the measures they must take to address them, and they are seeking 'good practice' advice on how to do it. Implementing the *World Report* recommendations requires capacity building at global, regional and country levels, to create the resources and tools to target initiatives on a scale capable of reducing significantly and sustainably the global health losses arising from

escalating road deaths and injuries on the roads of low and middle-income countries. The central issue being addressed by the Facility is how to accelerate the necessary process of shifting from weak to strong global, regional and country institutional capacity to govern the production of improved road safety results. Inevitably this in turn raises issues concerning the institutional complexity and scale of investment evident in good practice countries that is required to make sustainable progress and the resources that will realistically have to be mobilized to replicate this progress in low and middle-income countries (see Box 1).

Table 1: Facility mission and goals

GLOBAL ROAD SAFETY FACILITY

FACILITY MISSION

THE GLOBAL ROAD SAFETY FACILITY WILL GENERATE INCREASED FUNDING AND TECHNICAL ASSISTANCE FOR GLOBAL, REGIONAL AND COUNTRY LEVEL ACTIVITIES DESIGNED TO ACCELERATE AND SCALE-UP THE EFFORTS OF LOW AND MIDDLE-INCOME COUNTRIES TO BUILD THEIR SCIENTIFIC, TECHNOLOGICAL AND MANAGERIAL CAPACITIES TO PREPARE AND IMPLEMENT COST-EFFECTIVE ROAD SAFETY PROGRAMS.

FACILITY GOALS

- 1. STRENGTHEN GLOBAL, REGIONAL AND COUNTRY CAPACITY TO SUPPORT SUSTAINABLE REDUCTIONS IN ROAD DEATHS AND INJURIES IN LOW AND MIDDLE-INCOME COUNTRIES.**
- 2. CATALYZE INCREASED LEVELS OF ROAD SAFETY INVESTMENT IN LOW AND MIDDLE-INCOME COUNTRIES.**
- 3. ACCELERATE SAFETY KNOWLEDGE TRANSFER TO LOW AND MIDDLE-INCOME COUNTRIES.**
- 4. PROMOTE INNOVATIVE INFRASTRUCTURE SOLUTIONS TO IMPROVE THE SAFETY OF MIXED TRAFFIC, MIXED SPEED ROAD ENVIRONMENTS IN LOW AND MIDDLE-INCOME COUNTRIES.**

Source: *Strategic Plan 2006 - 2015*

BOX 1: INSTITUTIONAL COMPLEXITY AND SCALE OF INVESTMENT

The goals of the World Bank Global Road Safety Facility place a high priority on strengthening of institutional road safety management capacity and the associated scaling up of road safety investment. It is important to reflect on the level of political will and dedicated management effort to manage road safety results evident in high-income countries, as recognition of this was only implicitly stated in the *World Report* outside of its recommendations. Substantial investment in management capacity is vital to success, and so far insufficient attention has been paid to the institutional benchmarks for good performance set by high-income countries. When considering the strategic policy challenges faced by low and middle-income countries this omission is critical and without directly addressing it little sustained success can be anticipated. Likewise aspirations for higher levels of performance in high-income countries require ongoing attention to be paid to the institutional management functions that underpin and drive the achievement of improved road safety results.

Sustained long-term investment is the key to improving country road safety results, first by building a core capacity to bring targeted safety outcomes under control, then scaling up investment to accelerate this capacity strengthening and achievement of improved results across the national road network. This must be grounded in practice by a 'learning by doing' process backed with sufficient targeted investment to overcome the barriers presented by weak institutional capacity. An example of this approach is provided by the World Bank's shift from '1st Generation' to '2nd Generation' road safety projects which aim to anchor country capacity building efforts in systematic, measurable and accountable investment programs that simultaneously build management capacity while achieving rapid improvements in safety performance in targeted high-risk corridors and areas (see Box 3). An analogous approach can be found in the recent large scale, evidence based reform of the Mexican health sector, where it was recognized that a key requirement was to bridge the divide between implementing good practice interventions and strengthening the institutional capacity to deliver them. This was achieved by designing an investment strategy where targeted intervention priorities achieving measurable results were used to drive the health system's institutional reforms and strengthen its overall structure and functions.*

* Frenk, J (2007). *Interactions with International Health Institutions: A Developing Country Perspective*, Global Health Network Global Economic Governance Programme, University of Oxford, Oxford, United Kingdom.



DONOR CONTRIBUTIONS

The Facility has received funding contributions from its founding donors to fund its start-up phase and commence its growth phase.

Contributions to the Facility are governed by Administration Agreements between the World Bank and the donors. Donor funding contributions received during the Facility's start-up phase are presented below and in Figure 1:⁷

World Bank Development Grant Facility (DGF)	\$5.0 million
FIA Foundation for the Automobile and Society	\$5.0 million
Swedish International Development Cooperation Agency (Sida)*	\$3.1 million
Government of the Netherlands*	\$1.4 million
Australian Agency for International Development (AusAID)*	\$ 0.8 million
World Bank Budget (start-up phase in FY06 & FY07)	\$ 0.6 million ⁸
Total budget	\$15.9 million

*Estimates in US \$ @ January 16, 2009

A Global Multi-Donor Trust Fund (MDTF) and an Africa Multi-Donor Trust Fund have been created to receive the donor funding which has been fully distributed or allocated to the end of FY10, as depicted in Figure 2.

Annex 3 provides a breakdown of Facility pledges and receipts to date.

Figure 1: FY06 - FY10 Global Road Safety Facility Donor Contribution

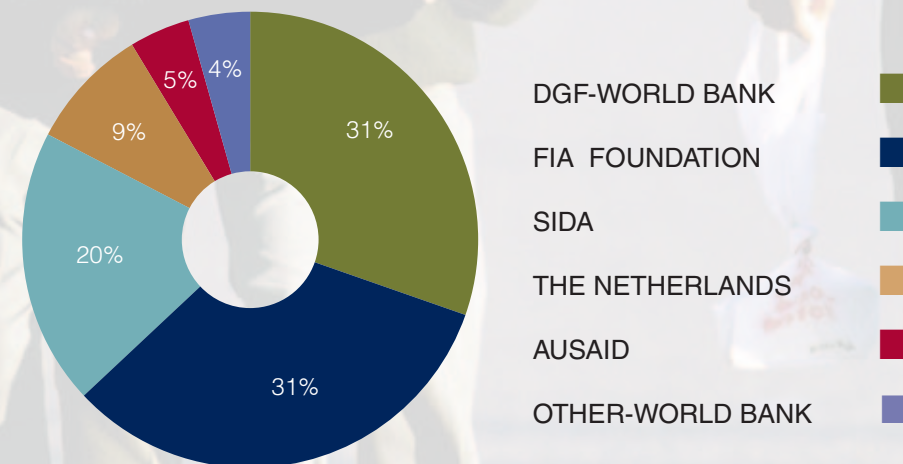
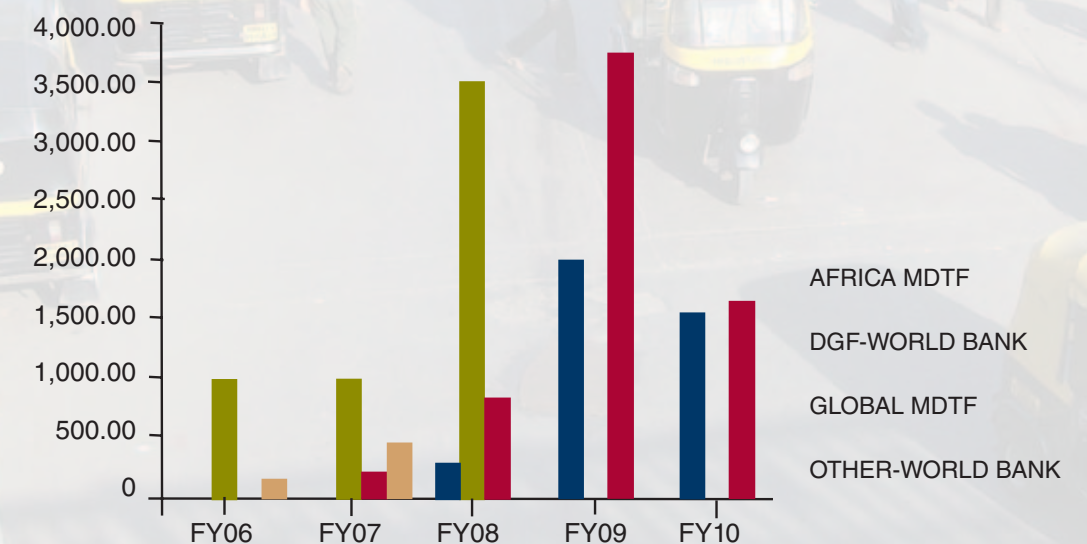


Figure 2: Facility Fund Distribution by Fiscal Year (\$'000)



⁷ Unaudited

⁸ Not included in Table 1

FACILITY ACTIVITIES

In accordance with its *Strategic Plan 2006 – 2015* the Facility is directing a diversified portfolio of global, regional and country activities designed to have substantial impacts, rather than spreading its resources too thinly across many smaller initiatives. To receive Facility support activities are required meet the following core criteria:

- Proposed global and regional activities must be aligned and harmonized with other related Facility initiatives.
- Proposed country activities must have official, written government endorsement prior to Facility consideration, and the conduct of a Facility funded country safety management capacity review is a mandatory first step for countries seeking Facility assistance.
- Proposed global, regional and country activities must support the implementation of the findings and recommendations of the *World Report on Road Traffic Injury Prevention*.

Guided by examples of supportable activities set out in the Strategic Plan, these eligibility criteria have proved to be effective in allocating Facility grants which seek to build improved leadership and knowledge management capacity across regions and within countries, and include the development of regional and country research capacity and the sponsorship of related research. More specifically DGF funded activities have been selected to promote and reinforce the efforts of key partners in the international road safety community. However, sustaining all these global, regional and country initiatives will require additional funding support beyond the current means of the Facility.

Table 1 summarizes the allocation of donor funds to specific activities, in accordance with the Facility's mission and goals.

Table 1: FY06 – FY10 Global Road Safety Facility Allocation of Funds (\$'000)⁹

Activities	All Funding Sources			%age
	Planned	Disbursed FY06 – FY09 ¹⁰	Projected FY09 – FY10 ¹¹	
Capacity building	3,789	897	2,892	24%
Program delivery	3,405	2,690	715	22%
Infrastructure safety	2,266	1,174	1092	15%
Research & development	1,619	650	969	11%
Advocacy	1,542	1,294	248	10%
Training & workshops	1,447	200	1,247	9%
Facility Implementation Unit	898	368	530	6%
Facility governance	439	171	268	3%
Total	15,405	7,444	7,961	100%

⁹ Unaudited

¹⁰ FY09 and FY10 are estimates as of January 2009.

¹¹ Projections as of January 2009

CAPACITY BUILDING

Capacity building includes funding country road safety management capacity reviews, country advisory services to assist the preparation of road safety investment operations, the Hubei Road Traffic Training Center, and the development of a global traffic safety police network (RoadPol) to engage and strengthen institutional leadership and processes for road policing in country police agencies.

Country road safety management capacity reviews

Road safety management capacity weaknesses (see Box 2) are being addressed by the Facility as its highest priority and it has funded road safety management capacity reviews (utilizing Facility guidelines and checklists) and the related development of capacity review tools to establish short, medium and long-term investment priorities in the following countries:

- Argentina
- Brazil
- Kazakhstan
- Bosnia and Herzegovina
- Bulgaria
- Serbia
- Nepal

Funding has also been allocated for road safety management capacity reviews in the following countries:

- Egypt
- Nigeria
- India
- Yemen
- Montenegro

BOX 2: BUILDING ROAD SAFETY MANAGEMENT CAPACITY

Country capacity weaknesses present a formidable barrier to success and the central issue is how to accelerate the necessary process of shifting from weak to strong institutional management capacity to govern the production of improved road safety results. However, capacity weaknesses are not just confined to countries. Global and regional institutional capacity to address road safety priorities is also weak and requires strengthening. Knowledge and skills within the international and regional development banks are lacking and there has been limited investment in building road safety management capacity by the UN Regional Economic Commissions and other UN and development agencies. Initiatives have been taken by the Global Road Safety Partnership (established by the World Bank in 1999 as part of its Business Partners for Development program), especially through their Global Road Safety Initiative, but these have been small compared with the sheer scale of the growing problem. Other partners and stakeholders have coalesced under the auspice of the United Nations Road Safety Collaboration and new entities have emerged such as the International Road Assessment Programme (see Box 4), but again investment supporting these initiatives has been limited.

There is a growing global, regional and country demand for improved road safety which is becoming better focused and organized under the collective umbrella of the World Report findings and recommendations and the successive UN General Assembly Resolutions that have endorsed them. Meeting this demand will require accelerated knowledge transfer and scaled-up investment to directly address the safety management capacity weaknesses underlying the poor and deteriorating road safety performance in low and middle-income countries. The World Bank Global Road Safety Facility has been established to mobilize and allocate the resources required to overcome these weaknesses and put countries on the pathway to success. To contribute to the achievement of this mission the Facility has funded country road safety management capacity reviews and the development of related review tools.*

* Bliss T & Breen J (2009). *Implementing the Recommendations of the World Report on Road Traffic Injury Prevention. Country guidelines for the conduct of road safety management capacity reviews and the related specification of lead agency reforms, investment strategies and safety projects*. The World Bank Global Road Safety Facility, Washington, DC.

Country advisory services

To provide assistance with the preparation of road safety investment projects the Facility has funded advisory services in the following countries:

- Bangladesh
- China
- Ethiopia
- Nigeria
- Indonesia

The focus of the Facility advisory services has been on the promotion and creation of '2nd generation' road safety projects that aim to simultaneously build management capacity while achieving rapid improvements in safety results in targeted high-risk highway corridors and urban areas (see Box 3).

Hubei Road Traffic Training Center

The Facility is funding the establishment of a road safety training center in the Hubei Province in China. This initiative is linked to the preparation of a large stand-alone '2nd Generation' road safety project in the near future in which it is envisaged that the World Bank will play a co-financing role. The objectives of the project are to assist the establishment of a multidisciplinary center to strengthen road safety knowledge and link regional development with national policy and international best practice, raise the quality of road infrastructure safety facilities, and establish a professional network of in-province and in-country road safety practitioners to help reduce deaths and injuries on the country's roads.

BOX 3: SHIFTING FROM 1ST TO 2ND GENERATION ROAD SAFETY PROJECTS

The World Bank Global Road Safety Facility is promoting and supporting a new approach to country road safety investment, building on the experience gained by the World Bank over the last thirty years in championing road safety initiatives in low and middle-income countries. Recently it has been shifting from '1st Generation' to '2nd Generation' road safety projects which aim to anchor country capacity building efforts in systematic, measurable and accountable investment programs that simultaneously build management capacity while achieving rapid improvements in safety performance, and the Facility has supported the development of related project preparation guidelines.*

'1st generation' projects were implemented as small components of larger road infrastructure and urban transport projects and were fragmented single sector initiatives with outcomes too small to be measured in any statistically significant way. While they were simple to prepare they were often 'one-off' initiatives with no follow-up activities. '2nd generation' projects on the other hand are preferably stand-alone, multisectoral initiatives targeting high-risk highway corridors and urban areas, with outcomes large enough to be reliably measured. They are complex to prepare and represent the first step in a longer program of initiatives designed to roll-out successful elements of the project to the wider road network. They are grounded in practice using a 'learning by doing' process backed with sufficient targeted investment to overcome the barriers presented by weak institutional capacity. It was initially thought that the level of investment required for '2nd generation' projects would dictate a need for large stand-alone initiatives, but recent experience suggests that small components of larger road infrastructure and urban transport projects can be effective, providing they are designed to meet '2nd generation' project objectives.

* Bliss T & Breen J (2009). *Implementing the Recommendations of the World Report on Road Traffic Injury Prevention. Country guidelines for the conduct of road safety management capacity reviews and the related specification of lead agency reforms, investment strategies and safety projects.* The World Bank Global Road Safety Facility, Washington, DC.

Global Traffic Safety Police Network (RoadPol)

The Facility is funding the development of a police engagement model in partnership with international police leaders to improve the governance of road safety enforcement in low and middle-income countries and related road safety results through a global police network, currently titled the International Road Policing Organization (RoadPol). The objective is to engage, strengthen and support police leadership in these countries to become sponsors of road policing/road safety within their agencies and jurisdictions. The Facility is currently scoping and developing a proposal for the creation and management of a sustainable RoadPol Secretariat (possibly hosted in an international police organization) to facilitate, coordinate and support all RoadPol activity, and the establishment of a high-level Law Enforcement Advisory Panel comprising high-ranking international police professionals. It is also seeking related opportunities to link ongoing RoadPol initiatives with World Bank investment operations in countries that promote general deterrence enforcement practices in high-risk road corridors and are seeking peer to peer technical support.

PROGRAM DELIVERY

Program delivery includes funding staffing and activities of partner organizations such as the Global Road Safety Partnership and the World Health Organization in their focus countries, to support the Facility's mission and goals. It also includes funding regional road safety corridor initiatives in Africa, and an innovative child safety initiative in Uruguay.

Global Road Safety Partnership (GRSP)

The Facility funded the GRSP's preparation of good practice guidelines on alcohol and speed management and supported their related dissemination in the ASEAN region (Cambodia, Laos, Malaysia, Thailand and Vietnam), Brazil and China. In Africa the Facility funded GRSP initiatives promoting a national helmet action plan in Burkina Faso and a regional workshop for West African countries and the UMEOA commission. Facility funding was also utilized to complete GRSP work on the Fleet Forum Fleet Safety Toolkit.

World Health Organization (WHO)—Department of Injuries and Violence Prevention

The Facility has contributed funding to WHO country programs in Vietnam, China, Mozambique and Ethiopia (focusing on pre-hospital care and data information systems); the completion of a good practice helmet manual and its dissemination in Brazil, Cameroon, India, and Senegal, and the development of a good practice data manual. It has also supported the carrying out of UN Road Safety Week activities and UN Road Safety Collaboration Meetings.

Regional Road Safety Corridor Initiatives in Africa

The Facility, the Nigerian Federal Road Safety Commission, the World Bank, the World Health Organization and a number of private sector companies (represented through the Chevron Corporation's 'Arrive Alive Road Safety Initiative'), have been pooling their expertise and resources to identify and prepare a pilot road safety project as part of the World Bank financed Federal Roads Development Project. The Facility is supporting the development of this model corridor initiative by providing funding for a road safety management capacity review, post-crash emergency medical services assessment in coordination with the WHO, infrastructure safety rating in partnership with the International Road Assessment Programme (see below) and other project services.

The Facility is working with the private sector corporation Total in Sub Saharan Africa to create a partnership that can complement combined World Bank, African Development Bank, Sub Saharan African Transport Policy Programme and country road safety resources in regional trade corridors with the resources of other transport sector enterprises active in these corridors. The objective is to build a strong and well focused public - private sector partnership that can sustainably generate positive synergies, capacity building and improved road safety results. Work plans are being finalized for investment in a designated pilot corridor in the East Africa region, and it is envisaged that in the longer-term a multi-regional program will be developed.



EDU-CAR, Uruguay

The Facility contributed funding to EDU-CAR, an innovative child road user initiative launched in Uruguay to demonstrate the need for and the effectiveness of interventions to protect child passengers and pedestrians in Latin American and Caribbean countries. The pilot study completed in Uruguay has produced important findings concerning the availability of child restraint facilities in vehicles and has prepared the platform for an ongoing program of work and regional rollout of a targeted child safety campaign.

INFRASTRUCTURE SAFETY

Infrastructure safety includes funding the International Road Assessment Programme (iRAP) for the development and application of infrastructure safety rating tools, the International Roads Federation for country training courses in road infrastructure safety, and the activities of the Infrastructure Working Group.

International Road Assessment Programme (iRAP)

In accordance with its partnership MOU with iRAP (see page 20), the Facility is funding pilot iRAP surveys in Argentina, Peru, Nigeria, Serbia and Vietnam, linked to World Bank road safety project initiatives in these countries. The objective is to identify and implement systematic infrastructure safety improvements in the road networks surveyed (see Box 4).

International Road Federation (IRF)

The Facility is funding the IRF to prepare in-country training programs that can complement existing or prospective Facility supported country operations. The IRF courses will initially focus on infrastructure safety training programs addressing good practice roadside safety measures and the protection of vulnerable road users. In conjunction with the signing of an MOU with the Facility (see page 20) to cover this activity, the IRF signed an MOU with iRAP to ensure the integration of iRAP's tools and assessment frameworks into the training materials.

Infrastructure Safety Working Group

At the Making Roads Safe: International Conference on Road Infrastructure Safety (see page 19) the Facility convened an Infrastructure Safety Working Group comprising senior officials from the World Bank, African Development Bank, Inter American Development Bank, Asian Development Bank, European Bank for Reconstruction and Development, European Investment Bank and the United Nations Economic Commission for Europe to discuss the challenges and opportunities presented by harmonizing a systematic and coordinated approach to quality assuring the safety of road infrastructure investments across the participating international financial institutions. To further this dialogue the Facility is funding a survey of the infrastructure safety practices of the participating organizations and the Working Group will be reconvened to assess the findings and to reach consensus on shared good practice for future infrastructure investment operations

RESEARCH AND DEVELOPMENT

Research and development includes funding the Road Traffic Injuries Research Network to support country-based research, the Harvard Initiative for Global Health to improve Global Burden of Disease estimates of country road deaths and injuries and associated health losses, and the Monash University Accident Research Center (MUARC) seat belt study in China.

Road Traffic Injuries Research Network (RTIRN)

The Facility is funding RTIRN grants to low and middle income country junior and senior researchers for road safety projects, through a grant to the Global Forum for Health Research. The RTIRN is also utilizing Facility funding to conduct a multi-center, multi-regional program to standardize research methodology within road safety sub-topics (such as non-standardized motorcycle helmet use). This funding support is designed to strengthen the capacity of researchers in low and middle-income countries who will benefit from international best practice methods to support their own national and regional efforts in road safety research.

BOX 4: THE INTERNATIONAL ROAD ASSESSMENT PROGRAMME

The World Bank Global Road Safety Facility has partnered with the International Road Assessment Programme (iRAP) to help accelerate the development of innovative infrastructure solutions to improve the safety of all users of road environments in low and middle-income countries. The iRAP tools and procedures are used to systematically prepare road infrastructure safety programs. In broad terms they specify the safety of network sections inspected in terms of 'star ratings' or 'protection scores' which indicate how well in the event of a common types of road deaths and injuries (e.g. head-on crashes, hitting roadside objects, brutal side impacts at junctions, running over pedestrians) they protect road users from death and serious injury. These ratings are analogous to the safety ratings which indicate the 'crashworthiness' of vehicles and they range from '1 star', which reflects poor safety quality, through to '5 star', which reflects high safety quality. iRAP tools then generate optional infrastructure programs to improve the safety ratings of the network sections inspected and the associated costs and benefits of doing so, which in turn provides systematic programs of network safety upgrading and ongoing monitoring and evaluation to ensure that the desired safety improvements are delivered. In this way the iRAP approach provides a transparent performance management framework that is easily understood by all parties concerned (road operators, road users, road funders, donors, politicians and community members) and which unambiguously puts the emphasis on protecting the health and safety of road users and providing objective measures of how well this is being achieved.*

* International Road Assessment Programme (2008). *Vaccines for Roads. The new iRAP tools and their pilot application*, Basingstoke, United Kingdom.



BOX 5: THE HARVARD INITIATIVE FOR GLOBAL HEALTH

The Harvard Initiative for Global Health (HIGH) is developing a publicly accessible cross-national road deaths and injuries database by harmonizing statistics from a wide array of data sources. Their results will feed into the next revision of the Global Burden of Disease study*. While the long-term goal is to analyze all countries, the World Bank Global Road Safety Facility is currently funding HIGH to analyze 18 regionally representative low and middle-income countries. The database will contain best estimates of national level road deaths and injuries broken down by age, gender, location (e.g. urban, rural, type of road), victim type (e.g. pedestrian, motorcycle, occupant) and vehicle type. These results will be used to perform cross-national and longitudinal studies of the safety impacts of transport policies.

Relevant inputs for the database include crash reports, hospital records, crematorium records, insurance claims and health and economic surveys. Data translation algorithms are being developed to make these sources consistent and comparable, based on countries with multiple data sources and applicable to countries where less data is available. Although the goal is to develop national level estimates, comprehensive national datasets are not available for most countries, and methods are being developed that rely on micro-data from local (sub-national) sources. In countries where no injury information is available, estimates will be based on statistical models based on covariates of road crashes such as income, vehicle fleet, road length, alcohol use, population density and urbanization. Related to this database development is the proposed development of a country scorecard system (or index) which can rate a country's capability to estimate the magnitude of their road deaths and injuries problem. Such an index could be used for benchmarking purposes, and as in the case with indexes that rank country performance in terms of 'ease of doing business' or 'corruption' it is envisaged that it would be a spur to making the necessary improvements to enhance the management of road safety performance.

Successful collaboration with a wide range of national and international stakeholders from the transport, health and justice sectors is vital to the success of this partnership and a far-reaching collaborative global network of researchers and policy-makers is being built to achieve the mission of being able to reliably track country road safety performance and make valid cross-national and regional comparisons. This capability will be essential to the longer-term goal of achieving aggressive reduction targets for road deaths and injuries in low and middle-income countries, and hence it is central to achieving the mission and goals of the World Bank Global Road Safety Facility.

* Murray C.J.L., Lopez A.D. eds. (1996). *The Global Burden of Disease: A Comprehensive Assessment of Mortality and Disability from Diseases, Injuries and Risk Factors in 1990 and Projected to 2020*. Harvard University Press, Boston.

Harvard Initiative for Global Health

The Facility is funding the Harvard Initiative for Global Health to build a road traffic injuries database for low and middle-income countries. Reliable statistics on road deaths and injuries are an essential input for describing the public health burden of road crashes, evaluating the impact of safety policies, and benchmarking country achievements. While injury surveillance systems are common in high-income countries, most low and middle-income countries are unlikely to have such capacity for several decades (see Box 5).

Monash University (MUARC) Seat Belt Study

The Facility contributed funding to a MUARC comparative study of seat-belt wearing rates across two Chinese provinces (Zhejiang and Jiangsu), and the study findings are being used to guide planned seat belt programs, such as the draft intervention plan for Zhoushan (Zhejiang province) which was developed by the Zhoushan authorities in consultation with MUARC.

ADVOCACY

Advocacy includes funding regional stakeholders' forums in Latin America and Caribbean the second Global Stakeholders' Forum in Geneva, and regional participation in the UN Global Road Safety Collaboration.

Regional Stakeholders Forums

The Facility funded activities to support a regional road safety forum in San Jose, Costa Rica in 2006 which promoted regional collaboration and cooperation in road safety issues in Latin America and the Caribbean, followed by a second regional forum in San Juan, Puerto Rico in 2007. These events led to the creation of a Transitional Commission for Road Safety in Latin America and the Caribbean, designed to facilitate a Regional Committee to coordinate road safety actions in the region.

The Second UN Stakeholders Forum – Geneva 2007

The Facility funded activities to support the preparation and implementation of the second UN Stakeholders Forum as part of the UN Road Safety Week activities in 2007. This event brought together multi-sector representatives to discuss progress on road safety since the UN General Assembly Resolutions in 2004, the Global Road Safety Action Plan proposed by the Commission for Global Road Safety, and the activities of the Global Road Safety Facility.

Regional Participation in the UN Road Safety Collaboration (UNRSC)

The Facility funded the participation of representatives from the UN Regional Commissions at UNRSC meetings, to help fulfill the World Health Organization's United Nations mandate to coordinate road safety issues within the UN system.

TRAINING AND WORKSHOPS

Training and workshops includes funding safety management training initiatives with the Accident Research Centre at the Bangladesh University of Engineering and Technology, Sub-Saharan Transport Policy Program (SSATP) member countries, country-based workshops supporting the preparation of road safety investment programs and projects, and participation in regional road safety conferences.

Bangladesh Road Safety Workshop

The Facility funded a two-day road safety workshop hosted by the Accident Research Centre (ARC) at the Bangladesh University of Engineering and Technology which brought together participants from ARC, the World Bank country office and national and local government agencies working in road safety to assess priority issues and scope a '2nd generation' road safety project to be financed by a World Bank investment operation. Ongoing related Facility support included the financing of special advisory services to conduct a small-scale road safety management capacity review to support project preparation activities.

Sub Saharan Africa Transport Policy Program (SSATP) – Facility Safety Management Capacity Workshop

The Facility funded an SSATP sponsored one-week workshop in Addis Ababa, Ethiopia in November 2007 which brought together high-level road safety officials from nine African countries for training led by the Facility team. Workshop topics included road safety management systems, the conduct of country capacity reviews, preparation of '2nd generation' road safety projects, road safety financing, road safety policing, and working with the Global Road Safety Facility. Resulting dialogue with these countries has produced requests for further in-country Facility investment.

China Xinjiang Road Safety Workshop

The Facility funded a three day workshop in Urumqi, Xinjiang province in April 2008 for senior Xinjiang officials and road safety professionals, to help scope road safety investment operations in the province. Workshop topics addressed crash statistics and analysis, infrastructure safety management and safety audit, road user behavior, education, enforcement and vehicles, sustainable road safety design, and the International Road Assessment Programme.

Argentina Road Safety Project Workshop

The Facility funded a one day workshop at the World Bank Headquarters in Washington DC in October 2008 on the preparation, design and implementation of '2nd Generation' road safety projects. Workshop participants included senior road safety officials from the recently established lead road safety agency in Argentina and World Bank staff country representatives working on road safety in the Latin America and Caribbean region.

Regional Road Safety Knowledge Management Program

The Facility contributed funding and logistics support to a regional road safety management program in Adelaide, South Australia, hosted by the South Australian Department for Transport, Energy and Infrastructure and organised in association with the Australian Agency for International Development (AusAID) and the Facility. The program comprised a road safety management workshop where country experiences were shared, and participation in the 'Australasian Road Safety Research, Policing and Education Conference' and special related workshop 'Road Safety Engagement in the Asia Pacific: Research, Policy and Practice', conducted by the George Institute, Sydney University. Nineteen delegates from a range of transport, police and academic institutions in Bangladesh, Cambodia, Indonesia, Laos, Vietnam and Papua New Guinea and five World Bank country office staff attended the three day program in November 2008 and it is planned to host a similar event in Sydney late 2009, with a view to this becoming an annual activity.

FACILITY IMPLEMENTATION UNIT

Facility Implementation Unit (FIU) includes funding the staffing and organizational and administrative support of Facility operations.

Staffing

The FIU is currently staffed with the equivalent of 2.5 full-time staff, with one staff member being seconded from the Swedish Ministry of Enterprise and funded by the Swedish International Development Cooperation Agency (Sida). Part time financial management services are also provided under contract. Additional staffing will be required to support a growth in donor funds and the consequent increase in grant transactions.

Organizational and Administrative Support

Administrative, financial, legal and certain communications services related to the Facility are integrated and provided through the World Bank's service departments and Global Programs and

Partnerships Group. Additional services such as budget planning and communications/publishing support are procured through the Facility. In addition to this, the six operational regions of the World Bank have assigned staff to be regional road safety focal points to coordinate prospective grant financing with the Facility and monitor activities within their respective regions and across sectors.

FACILITY GOVERNANCE

Facility governance includes funding Facility Executive Board, Core Advisory Group and consultative meetings.

Facility Executive Board Meetings

The Facility Executive Board comprises representatives of the founding donors: the FIA Foundation for the Automobile and Society, the Government of the Netherlands, the Swedish International Development Cooperation Agency (Sida), the Australian Agency for International Development (AusAID), and the World Bank. The Executive Board met informally at the start of Facility operations in FY06 and then formally during FY07 and FY08, to review Facility activities, set global, regional and country road safety priorities, and discuss related Executive Board member organization initiatives.

From FY07-FY09, the Executive Board was chaired first by the Government of the Netherlands' representative and is currently chaired by the FIA Foundation's representative. During FY09 the chair will rotate to the Sida representative, to be followed subsequently by the AusAID representative.

Core Advisory Group Meetings

The Core Advisory Group (CAG) advises the Facility Executive Board and the Facility Implementation Unit (FIU) on issues concerning the achievement of the Facility's missions, goals and objectives. The CAG was established in FY08 and has initiated a series of informal and formal meetings with the FIU to scope out priority advisory areas to enhance Facility grant-making. In particular, as part of the Facility's medium-term strategy the CAG will examine the most effective monitoring and evaluation processes to put in place as Facility products mature in both development and usage from the start-up phase.

Current CAG members are Professor Fred Wegman (Chairman), Professor Ian Johnston, Dr. Olive Kobusingye, Dr. Richard Pain and Professor Claes Tingvall.

Consultative Meetings

The Facility held its first international Consultative Meeting at the 23rd World Road Congress in Paris in September 2007, in the form of an open forum where meeting participants learned about the Facility's mission and goals and related grant opportunities, and advised on their country priorities for road safety services and support. The Facility has also participated in many international and regional conferences (see the following section on Facility Highlights) and consulted extensively on country issues and priorities with Facility partners and stakeholders. A second international consultative meeting to review Facility progress and future directions is currently being planned.

Donor Forums

Facility priorities were discussed at an informal meeting with donors held in Washington DC during the World Bank Transport Forum in March 2006 and also the following year at a Transport Donors Forum held in March 2007. The first formal high-level donor event seeking to raise funding for the Global Road Safety Facility will be hosted in Washington DC by the World Bank in early April 2009, following its Transport Forum.



FACILITY HIGHLIGHTS

KEY EVENTS

Facility staff participated in key global and regional events during FY06-FY08, in varying capacities as presenter, partner, funder and sponsor, and to engage in dialogue with its partner and stakeholder constituencies. Highlights include Facility engagement in:

United Nations Road Safety Collaboration meetings, convened under the auspices of the WHO in its coordinating role within the UN system, including the United Nations Road Safety Stakeholders Forum during the UN Road Safety Week in 2007.

LAC Road safety Stakeholders Forums in September 2006 and December 2007, which allowed participants, ministers and heads of state from the region to detail their respective country road safety assessments and needs, and scoped the possibility of creating a regional commission for road safety.

4th UN African Road Safety Congress in February 2007, Accra, Ghana, which resulted in participants and ministers endorsing the Accra Declaration calling for increased G8 attention to road safety on the continent and commending the Global Road Safety Facility and partner organizations for advancing the road safety agenda.

United Nations General Assembly Debate on road safety, which resulted in the passing of Resolution A/Res/62/244: Improving Global Road Safety, calling for sustained action to address the global road safety crisis and commending the World Bank for its initiative in establishing the Global Road Safety Facility and welcoming the financial assistance given by the Governments of Australia, the Netherlands and Sweden, and by the FIA Foundation for the Automobile and Society; and the offer by the Government of the Russian Federation to host and provide support for the First Global Ministerial Conference on Road Safety, to be held in 2009.

Making Roads Safe International Conference on Road Infrastructure Safety in June 2008 at the European Bank for Reconstruction and Development which included the convening of an Infrastructure Safety Working Group by the Global Road Safety Facility comprising representatives from participating international financial institutions to commence work on harmonizing road infrastructure safety practices (see page 13).

Road Safety Forum for Ibero-America and the Caribbean: Saving Lives conference in February 2009 in Madrid, Spain, which resulted in the Madrid Declaration calling for increased attention to road safety in the Latin American and Caribbean region and supporting the promotion of a Decade of Action for Road Safety (2010 - 2020) with 50% fatality reduction targets at the First Global Ministerial Conference on Road Safety, and endorsing the vital funding role of the Global Road Safety Facility.

International Organization for Standardization (ISO) which is creating a new implementation standard for road safety management systems (ISO 39001) and has acknowledged the country road safety management framework developed by the Global Road Safety Facility and endorsed in the OECD/ITF report "Towards Zero: Ambitious Road Safety Targets and the Safe System Approach".

Key upcoming events for the Facility include the:

Make Roads Safe: Call for a Decade of Action of Road Safety conference in May 2009 in Rome which will release the second report of the Commission for Global Road Safety, seek to build commitment towards a Decade of Action for Road Safety (2010-2020) and associated 50% causality reduction targets, and endorse the vital role to be played by the Global Road Safety Facility.

Make Roads Safe East Africa conference in July 2009 in Dar Es Salaam, Tanzania, which will bring together government road safety specialists, the United Nations Economic Commission for Africa, international development organizations and other key partners and stakeholders from across sub-Saharan Africa to focus on road safety issues for the continent, the forthcoming Moscow UN Ministerial, and the proposal for a Decade of Action for Road Safety (2010-2020). The Global Road Safety Facility will co-sponsor this conference in partnership with the FIA Foundation for the Automobile and Society, the International Road Assessment Programme, the Sub-Saharan Africa Transport Policy Programme and associated private sector partners.

First Global Ministerial Conference on Road Safety in November 2009 in Moscow, the Russian Federation. The Global Road Safety facility is participating in a high-level international planning committee responsible for assisting the organization of this event and is exploring ways to assist the participation of delegations from low and middle-income countries.

MEMORANDA OF UNDERSTANDING

The Global Road Safety Facility currently has partnership Memoranda of Understanding with the following organizations:

International Road Assessment Program (iRAP): to develop road assessment program (RAP) methodologies, with a special focus on vulnerable road users, and demonstrate these in low and middle income countries, and recommend affordable, high return priority investment options.

International Road Federation (IRF): to develop and implement road traffic training modules focusing on infrastructure safety, with a special focus on vulnerable road users, and implement them in low and middle income countries

International Traffic Safety Data and Analysis Group (IRTAD): to facilitate the exchange of IRTAD Group member country experts available to work in twinning partnerships with professional peers in low and middle income countries to develop effective data collection and analysis systems.

Memoranda of Understanding are also currently being developed in partnership with the following organizations:

International Council for Alcohol and Drugs and Traffic Safety (ICADTS): to facilitate the development and implementation of professional development fellowships in alcohol, drugs and traffic safety to be implemented by professional twinning partnerships between ICADTS member countries and low and middle-income countries.

Interface for Cycling Expertise (I-ce): to facilitate the development and evaluation of integrated safe, clean and affordable transport policies, and the specification of design tools and related infrastructure facilities and performance indicators for the improved safety of vulnerable road users.



The upcoming First Global Ministerial Conference on Road Safety was discussed in a meeting at the World Bank Headquarters in February, 2009 between the RT Hon. Lord Robertson of Port Ellen, Chairman of the Commission for Global Road Safety, and the World Bank President, Mr. Robert Zoellick. The importance of this conference in helping to elevate road safety from a technical issue to a higher level development concern was recognized. There was also general agreement that the growing road safety crisis on the roads of low and middle-income countries required the more intensive and sustained engagement of key development partners, including the donor community.

QUALITY ASSURANCE GROUP REVIEW

The Facility was internally evaluated at the end of FY07 as part of the World Bank's Quality Assurance Group (QAG) audit process. Overall results were positive, with the Facility receiving the highest rating possible for the relevance of its mission objectives and design, a best practice rating for elements of its governance arrangements reflecting World Bank experience with Global Programs and Partnerships, and strong endorsement of its strategic plan and linkages with the Bank's new transport sector strategy (Safe, Clean and Affordable Transport for Development) which puts safety as one of its pillars.

Areas for increased program attention were identified, including ensuring that appropriate monitoring and evaluation components were integrated into the Facility's product cycle, and supervision components of grants were well integrated into the financing cycle. The Facility Implementation Unit responded to these recommendations by ensuring that in the case of related World Bank activities task team leaders were in full compliance with standard project supervision rules and by instituting an evaluation assessment instrument for grants that link Facility financing to World Bank country investment projects. The Facility Implementation Unit has also requested its Core Advisory Group to review good practice monitoring and evaluation methods for Facility funded activities, to ensure that as the Facility's grant packages mature, a baseline procedure will be in place for monitoring effectiveness.

INDEPENDENT EVALUATION

As a requirement of receiving support from the World Bank Development Grant Facility, the Global Road Safety Facility is currently undergoing an independent evaluation designed to assess the Facility's early stage development and partner and grant recipient effectiveness.

Independent program-wide evaluations, as well as specific analyses looking at sub-components of the Facility's work program, will be carried out periodically to ensure full program relevance, efficiency and effectiveness.





EFFECTIVE DEMAND FOR FACILITY SUPPORT

So far 25 countries have received Facility support or funding has been pledged for them until the end of FY10 (refer Annex 2). However, latent demand for Facility grants exceeds available funding, and more countries could be engaged and the size of grants increased.

A preliminary estimate of effective demand for Facility support from countries in World Bank regions for the financial years FY09 and FY10 has been prepared by the Facility Implementation Unit. Conservatively it reveals a funding gap of around \$9 million per year and including the allocation of existing funds averaging around \$3 million per year it suggests a minimal funding of \$12 million per year is required to support Facility initiatives for these two years. Facility country grants are linked to investment operations and this additional funding would support the preparation of an estimated 24 new country road safety projects and 12 related infrastructure safety programs identified by the International Road Assessment Program (refer Annex 3). Combining this with existing Facility disbursements and funding pledges to around 25 countries including five International Road Assessment Programme initiatives, this indicates that the Facility could currently engage with around 50 countries and support at least 15 related International Road Assessment Programme infrastructure safety initiatives by the end of FY10.

Taking an average of \$10 million per road safety project and \$10 million per infrastructure safety program this would generate around \$650 million in new country road safety investments, which would represent a Facility leveraging ratio of around 20:1. This is a conservative estimate as the trend is towards larger-scale country projects and related infrastructure safety programs. However, it is indicative of the catalytic role played by the Facility in accelerating the transfer of road safety knowledge to countries and in scaling up country investment operations.

Effective demand is now being more comprehensively reviewed by the Facility Implementation Unit and indications are that it is significantly higher than initially estimated. For example, for three countries alone in the East Asia Pacific region (Cambodia, Laos and China) a strong absorptive capacity is evident and bids totaling more than \$7.5 million for FY09 have been received. For the out-years FY11 to FY 15 this suggests at least a doubling of activities which would require a minimal funding of \$20 million per year to support Facility initiatives in accordance with its *Strategic Plan 2006 – 2015*.



THE WAY AHEAD

The findings and recommendations of the *World Report on Road Traffic Injury Prevention*² have been endorsed and promoted by successive UN General Assembly and World Health Assembly Resolutions calling for action³. However, progress has been slow on implementing the recommendations and much remains to be done if the growing global road safety crisis is to be averted. Road safety management capacity weaknesses must be addressed as the highest priority (see Box 2), as current initiatives are insufficient to effect sustainable change.

The challenge remains to generate the political will and associated global, regional and country leadership and resources required to successfully implement the *World Report* recommendations and achieve improved results. The mission and goals of the World Bank Global Road Safety Facility⁶ address this imperative and they have been endorsed by the UN General Assembly.³ They have also been supported by the *Make Roads Safe* campaign of the Commission for Global Road Safety which is seeking donor support for a \$300 million ten-year global, regional and country action plan to be implemented by the Facility. Strong leadership is being shown by the Commission's campaign which also calls for substantial road infrastructure safety funding and related global and regional measures to address road safety as a sustainable development priority.¹² However, the international response so far falls well short of the funding commitment sought for the coming decade and beyond.

Formal dialogue with the donor community is scheduled for early April to mobilize resources heading up to the First Global Ministerial Conference on Road Safety in the Russian Federation in November 2009, which was called for by the Commission for Global Road Safety and endorsed in the United Nations General Assembly Resolution A/RES/62/244 of 31 March 2008. Major *Make Roads Safe* events will be held in Rome in May 2009 and Tanzania in July 2009 and these will promote the declaration of a Decade of Action for Road Safety (2010 – 2020) which will target a 50% reduction in road fatalities and injuries over that period and seek endorsement for this at the November Global Ministerial Conference on Road Safety. Analyses commissioned by the Global Road Safety Facility indicate that achieving these targets would result in the saving of an estimated 5 million lives and 50 million serious injuries requiring hospitalization being avoided, with an estimated savings of more than US \$3 trillion.¹³

The social and economic benefits of concerted and targeted action are clear and the challenge remains to achieve them. However, sustained political will and a long-term investment program will be required to implement the *World Report* recommendations on a systematic basis that accelerates and scales up international and national responses. At the country level account must be taken of existing institutional management arrangements and a staged process developed to ensure that institutional strengthening initiatives are properly sequenced and adjusted to the absorptive and learning capacity of the country concerned. At the global and regional levels account must be taken of emerging initiatives designed to assist the acceleration of knowledge transfer to low and middle-income countries and the scaling up of their road safety investments. It will be important to harmonize these initiatives and to actively seek partnership opportunities that can combine and leverage the effective weight of resources being mobilized and enhance their likelihood of achieving measurable improvements in road safety results.

The World Bank Global Road Safety Facility has established the platform and with the support of its foundation donors has seed-funded an investment program across the global, regional and country partnerships necessary to achieve this mission. The Facility is now positioned and ready to manage the acceleration and scaling up of initiatives more commensurate with the scale of the burgeoning deaths and injuries on the roads of low and middle-income countries and the growing global commitment to sustainably reduce them and bring them under control.

¹² Commission for Global Road Safety. (2006). *Make Roads Safe. A New Priority for Sustainable Development*, Commission for Global Road Safety, London.

¹³ Guria, J. (2009). *Required Expenditure. Road safety improvement in low and middle income countries. Addendum: Revised estimates of fatalities and serious injuries and related costs*. Report to the World Bank Global Road Safety Facility, New Zealand Institute of Economic Research, Wellington.

ANNEX 1: GLOBAL BURDEN OF ROAD TRAFFIC INJURIES

World Bank projections indicate that global road fatalities will increase by more than 65 percent between the years 2000 and 2020, unless intensified safety interventions are implemented, with this trend varying across regions of the world (Table 2). Fatalities are predicted to increase by more than 80 percent in low and middle-income countries, but decrease by nearly 30 percent in high-income countries.¹⁴

Table 2: Predicted road traffic fatalities

World Bank Region	% change 2000- 2020
South Asia	144%
East Asia & Pacific	80%
Middle East & North Africa	68%
Latin America & Caribbean	48%
Europe & Central Asia	18%
Sub-total	83%
High-income countries	-28%
Global total	66%



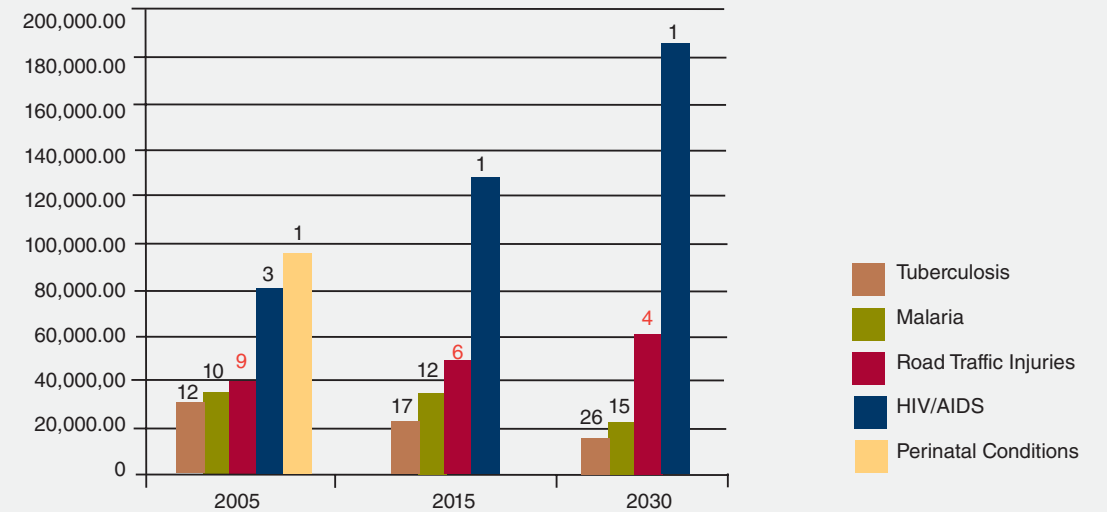
These projections raise considerable cause for alarm, especially from a public health perspective. The following charts indicate that in 2005 health losses from road traffic deaths and injuries (measured in Disability Adjusted Life Years lost - DALYs - which can be seen in simple terms as a measure of healthy life years lost) were ranked higher than those from malaria and tuberculosis. The growing health burden for men and children is especially highlighted.¹⁵

¹⁴ Kopits E., Cropper M. (2003). *Traffic Fatalities and Economic Growth*. 2003. Policy Research Working Paper Number 3035. The World Bank, Washington, DC.

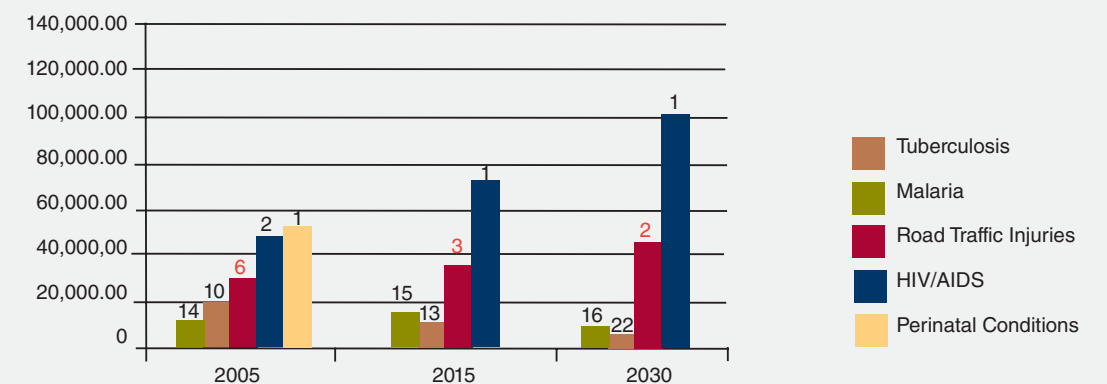
¹⁵ Mathers C & Loncar D (2005). *Updated projections of global mortality and burden of disease, 2002 – 2030: data sources, methods, and results*. Evidence and Information for Policy Working Paper, World Health Organization, Geneva.

Figure 3: Disability Adjusted Life Years Lost – DALYs – in Low and Middle-Income Countries

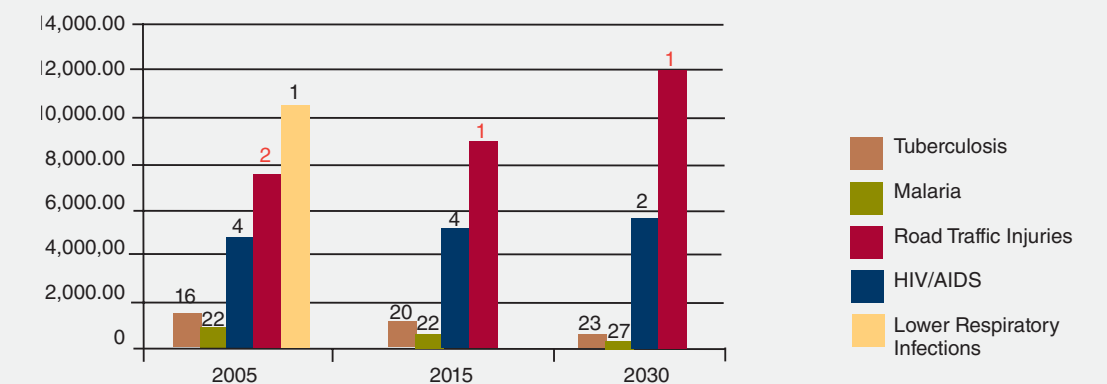
TOTAL POPULATION



MALE POPULATION



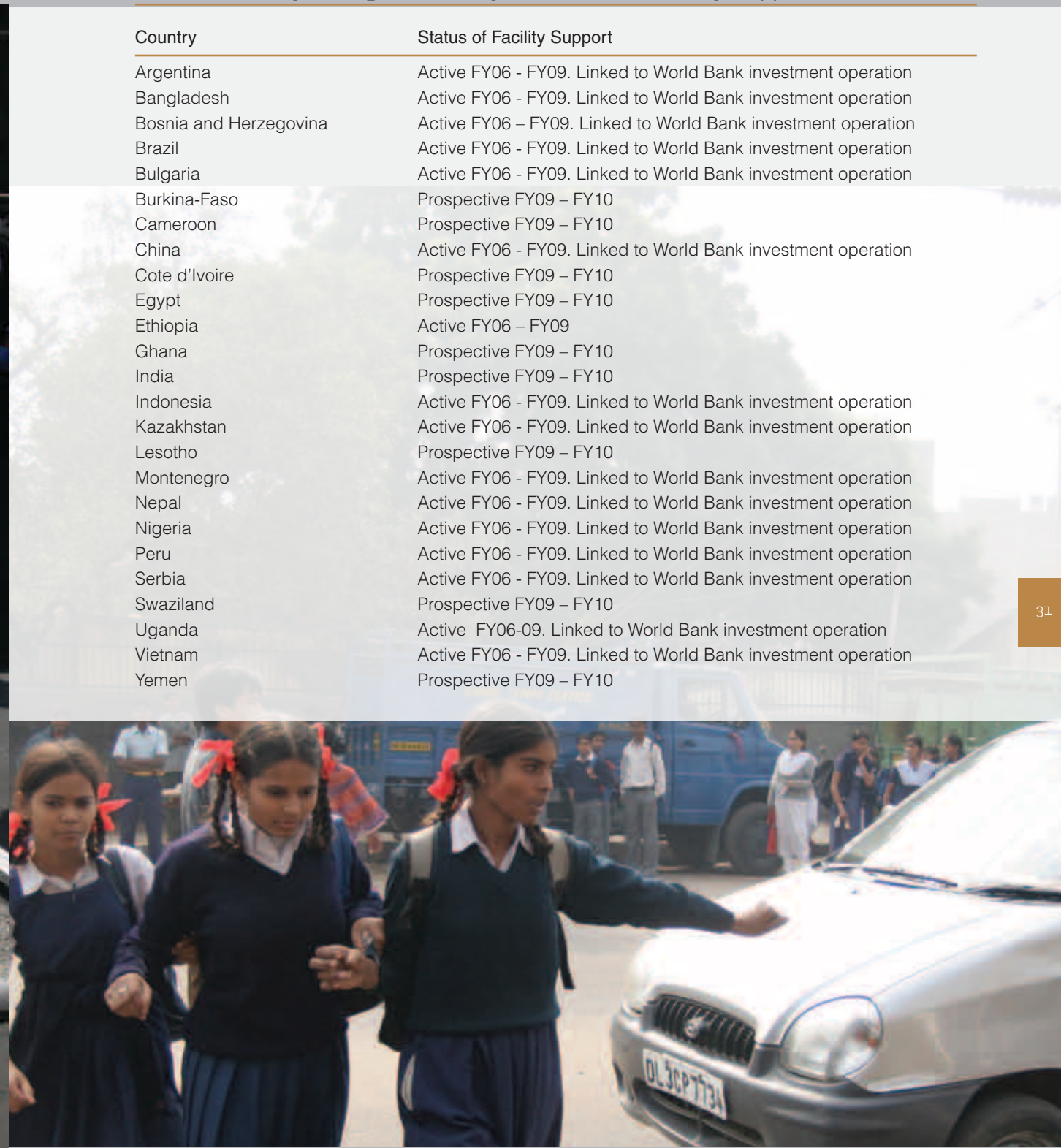
CHILDREN AGES 5-14



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

Table 3: Country Listings for Activity and Status of Facility Support

Country	Status of Facility Support
Argentina	Active FY06 - FY09. Linked to World Bank investment operation
Bangladesh	Active FY06 - FY09. Linked to World Bank investment operation
Bosnia and Herzegovina	Active FY06 – FY09. Linked to World Bank investment operation
Brazil	Active FY06 - FY09. Linked to World Bank investment operation
Bulgaria	Active FY06 - FY09. Linked to World Bank investment operation
Burkina-Faso	Prospective FY09 – FY10
Cameroon	Prospective FY09 – FY10
China	Active FY06 - FY09. Linked to World Bank investment operation
Cote d'Ivoire	Prospective FY09 – FY10
Egypt	Prospective FY09 – FY10
Ethiopia	Active FY06 – FY09
Ghana	Prospective FY09 – FY10
India	Prospective FY09 – FY10
Indonesia	Active FY06 - FY09. Linked to World Bank investment operation
Kazakhstan	Active FY06 - FY09. Linked to World Bank investment operation
Lesotho	Prospective FY09 – FY10
Montenegro	Active FY06 - FY09. Linked to World Bank investment operation
Nepal	Active FY06 - FY09. Linked to World Bank investment operation
Nigeria	Active FY06 - FY09. Linked to World Bank investment operation
Peru	Active FY06 - FY09. Linked to World Bank investment operation
Serbia	Active FY06 - FY09. Linked to World Bank investment operation
Swaziland	Prospective FY09 – FY10
Uganda	Active FY06-09. Linked to World Bank investment operation
Vietnam	Active FY06 - FY09. Linked to World Bank investment operation
Yemen	Prospective FY09 – FY10



¹⁶ As of October 2008

ANNEX 3: FACILITY DONOR PLEDGES/RECEIPTS

Table 4: Global Road Safety Facility Donor Pledges & Receipts, 2006 - 2010 (\$'000)¹⁷

Donor Name	Total Pledge	% Total Pledge	Receipts							
			FY 2006	FY 2007	FY 2008	FY 2009	Total Receipts	% Total Receipts	Expected Receipts for FY 2009	Expected Receipts for FY 2010
AusAID	800	5%	-	-	222	205	427	3%	-	373
FIA Foundation	5,000	31%	2,000	500	1,000	-	3,500	28%	1,000	500
SIDA	3,100	20%	-	1,459	823	149	2,431	19%	669	-
The Netherlands	1,400	9%	-	-	332	364	696	5%	704	-
World Bank - DGF	5,000	31%	1,000	1,000	3,000	-	5,000	40%	-	-
World Bank - Other	600	4%	217	383	-	-	600	5%	0	-
TOTAL	15,900	100%	3,217	3,342	5,377	717	12,653	100%	2,374	873



¹⁷ Unaudited. Total pledges estimated as of January 2009. Receipts reflect exchange rate at the time the funds were received by the World Bank during FY06-FY09. Similarly, outstanding pledges for FY09 and FY10 reflect estimations based on exchange rates as of January 2009.

ANNEX 4: ESTIMATED GRANT FUNDING GAP

Table 5

Activities	Effective demand	Total FY09 & FY10
Capacity building	Two country capacity reviews and related country advisory services per World Bank region per year @ \$150,000 per country.	\$3.6 million
Program delivery	One program per World Bank region per year @ \$250,000 per country.	\$3.0 million
Infrastructure safety	One iRAP ¹⁸ survey and related IRF ¹⁹ training workshop per World Bank region per year @ \$500,000 per country.	\$6.0 million
Research & development	One IRTAD ²⁰ partnership, one HIGH ²¹ data survey, and one RTIRN ²² project per World Bank region per year @ \$200,000 per country.	\$2.4 million
Advocacy	One event per World Bank region @ \$200,000 per region.	\$1.2 million
Training & workshops	Three workshops per World Bank region per year @ \$50,000 per country.	\$1.8 million
Total		\$18.0 million

Note: the estimates made are indicative only of a minimal effective demand at the regional level over the next two years, and some regions could exceed this.

¹⁸ International Road Assessment Programme
¹⁹ International Road Federation
²⁰ International Road Traffic Accident Database
²¹ Harvard Initiative for Global Health
²² Road Traffic Injuries Research Network



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World Bank Global Road Safety Facility

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