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# Global Road Safety Facility Strategic Plan 2013-2020



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# Foreword



As we enter the third year of the United Nations Decade of Action for Road Safety, there is widespread recognition that road traffic crashes and injuries represent an unacceptable, and underfunded, public health crisis. According to the Global Status Report on Road Safety, 1.24 million people are killed on the world's roads each year and 90 percent of these deaths occur in low- and middle-income countries (LMICs), with an economic cost that can exceed total overseas aid flowing in. Road traffic injuries are already the leading cause of death among youths and young adults between 15-24 years, ahead of malaria, AIDS and tuberculosis. However, while the Global Fund to fight AIDS, Tuberculosis and Malaria has approved funding of over \$23.7 billion, current committed funding for road safety is far below this.

Meeting the international goals on road safety thus presents a tough challenge to the global community. The World Bank is committed to supporting the Decade of Action for Road Safety and the Global Road Safety Facility (GRSF) is an essential part of this effort. In 2006, to help address the growing road safety crisis, the Bank established GRSF with support from the FIA Foundation for the Automobile and Society, the Government of the Netherlands, the Swedish International Development Cooperation Agency, and the Australian Agency for International Development. In 2011 and 2013, the Bloomberg Philanthropies and the UK Department for International Development became the newest contributors to GRSF.

Since its inception, GRSF has helped the Bank move from a piecemeal approach to road safety to a more comprehensive, systematic Safe System approach in its operations. In 2008, the Bank made road safety a pillar of its strategy for the transport sector: Safe, Clean and Affordable Transport for Development. GRSF contributed to the launch of the United Nations Decade of Action for Road Safety on May 11, 2011 and leads the Bank's participation in the UN Road Safety Collaboration (UNRSC). The MDB Road Safety Initiative, which was launched by the World Bank and the Inter-American Development Bank in April 2011, is also animated by GRSF.

This Strategic Plan for 2013-2020 reaffirms the Facility's mission and sets out how it will contribute to the Decade of Action, leveraging the global expertise of the World Bank, and working in close collaboration with donors and UNRSC partners. The momentum provided by the launch of the Decade of Action with its associated Global Plan and the joint MDB initiative offers a timely opportunity to review and re-align the Facility goals with the attainment of the associated milestones.

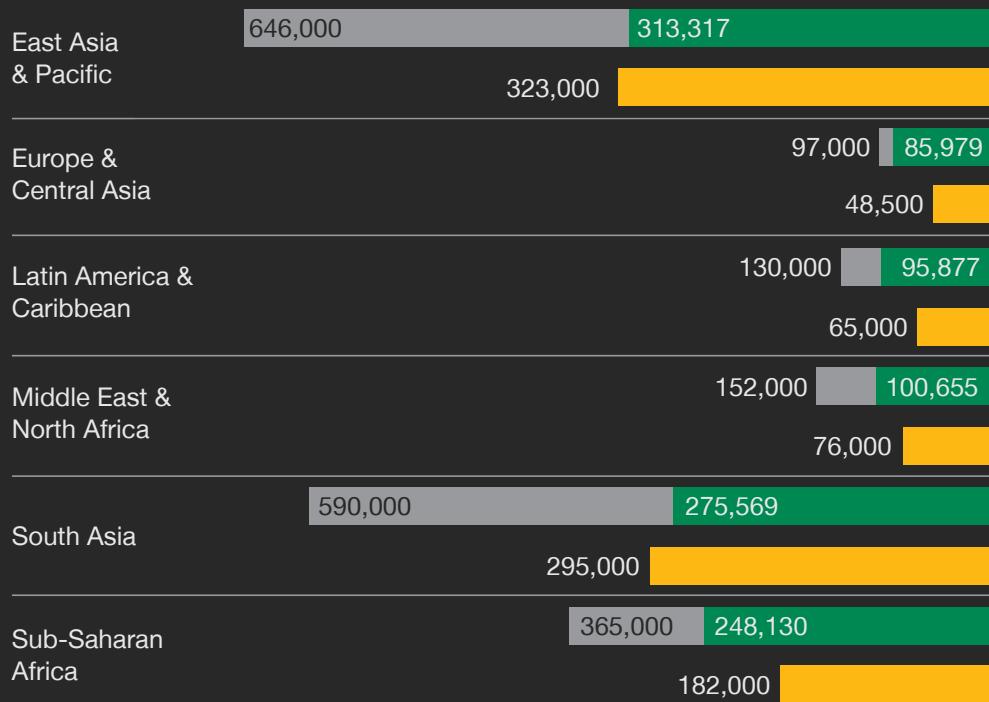
A sustained commitment by the international development community and substantial increase in donor commitments will be needed to meet the Decade goals. We call upon our bilateral partners, philanthropies, and the private sector to continue their collaboration with GRSF to achieve success during the Decade.

**Jose Luis Irigoyen**  
Director for Transport, Water, and Information  
& Communication Technologies  
The World Bank

# Decade of Action Targets



Projected Fatalities 2020 | Fatalities 2010 | UN Decade of Action Target 2020



## A Decade of Action

With the launch of the United Nations Decade of Action for Road Safety 2011-2020, the debate on road safety as a development and public health priority for low- and middle-income countries (LMICs) has been laid to rest. The Decade aims to stabilize and reduce the number of deaths and seriously injured, saving 5 million lives and avoiding 50 million serious injuries between 2011 and 2020. The Global Plan of Action for the Decade created under the auspices of the United Nations Road Safety Collaboration (UNRSC) defines five “Pillars” of road safety:

- **Pillar 1: Road Safety Management**
- **Pillar 2: Safer Roads and Mobility**
- **Pillar 3: Safer Vehicles**
- **Pillar 4: Safer Road Users**
- **Pillar 5: Post-Crash Response**

Indicators have been developed to measure country progress across each of the Pillars. A recent status report<sup>1</sup> covering 182 countries found alarming gaps in how road safety is managed: while 89% of the countries surveyed reported having established a lead agency for road safety, fewer than 20% of them have enacted legislation across the major traffic injury risk factors. These figures serve as a baseline for the Decade of Action and provide vital context to country and thematic programs

<sup>1</sup> World Health Organization Global Status Report on Road Safety, 2013

# Decade of Action Outcomes



Source: World Health Organization Global Plan of Action for the Decade

## 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

# The Global Road Safety Facility

The Global Road Safety Facility (GRSF), a global partnership program administered by the World Bank, was established in 2006 with a mission to help address the growing crisis of road traffic deaths and injuries in low- and middle-income countries (LMICs). GRSF provides funding, knowledge, and technical assistance designed to leverage road safety investments in existing transport operations and scale-up the efforts of LMICs to build their scientific, technological and managerial capacities.

Over the past six years, GRSF has grown into a globally recognized institution for funding road safety activities related to lead agency development, road infrastructure improvement, monitoring and evaluation, and technical assistance in LMICs. GRSF funding has been channeled to more than 30 countries spread across all World Bank regions and resulted in over US\$500 million specifically committed to road safety investments.

The complexity of delivering effective road safety solutions has led GRSF to support the shift away from fragmented, one-off interventions (often referred to as the “first generation approach”) to a more systematic, results-focused approach that recognizes the multi-sectoral nature of road safety (called the “second generation” or “Safe System” approach). GRSF-supported interventions are aimed at creating an environment for countries to sustain safety results across sectors, reinforcing the linkages between improved health, economic growth, poverty reduction, and community development. In particular, GRSF encourages an active dialogue between the transport and health sectors in devising interventions that support capacity strengthening, improve data collection, and reform post-crash medical care.



## From Advocacy to Implementation

Since its inception in 2006, the Global Road Safety Facility has been committed to elevating road safety to new levels of attention through advocacy and by building partnerships with a range of institutional and civil society actors. As one of the primary sponsors of the first Global Ministerial Meeting for Road Safety hosted by the Russian Federation on November 20, 2009, the Facility played an important role in the launch of the UN Decade of Action for Road Safety and remains committed to working with actors of the UN Road Safety Collaboration. GRSF also recognizes the role of NGOS as key partners of change and has pledged support to the Global Alliance of NGOs for Road Safety, helping over 140 country-based NGOs convince their local authorities of the need to act.

Going forward, GRSF will increase its support to programs that address the unique challenges of mixed traffic environments in a variety of investment settings through technical assistance and knowledge transfer activities across all five Pillars of the Global Plan of Action. These trends are reflected in the Facility's projected disbursements in FY13-15.

# GRSF at work in India



## GRSF Country Activities



In India, GRSF funding, technical expertise and assistance have helped turn the World Bank-financed Second Karnataka State Highway Improvement Project into a good practice standard for designing holistic road safety interventions.

Through a collaborative effort involving the state lead agency, World Bank Health and Transport Practices, the project aims to simultaneously strengthen institutional capacity, guide road engineers into safer design choices, improve post-impact care, bolster enforcement techniques, conduct educational campaigns, and improve monitoring and evaluation systems.

## Country Programs

With 90 percent of road traffic fatalities and injuries occurring in LMICs, the World Bank's clients bear the greatest impact of this global epidemic. East Asia and the Pacific and South Asia will be particularly hard hit over the next 10 years, accounting for nearly 62 percent of projected fatalities. Rapidly motorizing and urbanizing Sub-Saharan Africa will also see a substantial increase in fatalities. The countries in these regions are facing the dual challenge of increased motorization and rapid infrastructure development and, in a 'do nothing' scenario, deaths and injuries are set to spiral unacceptably upwards. They have the opportunity to bypass this steep learning curve due to the availability of well documented road safety management practices which can now be applied to effectively implement change. Continued engagement by the Global Road Safety Facility within each of these regions can prove instrumental in raising the level of political attention and scaling up commitment to road safety investments.

# GRSF Goals

GRSF's mission is to support the Decade of Action for Road Safety and the associated Global Plan of Action to stabilize and reduce road traffic deaths and injuries by 2020.

GRSF is a catalytic fund designed to help countries achieve their Decade of Action goals by targeting investment in a manner which can be scaled up to generate substantial allocation of national government, development bank, and private sector funding towards road safety. GRSF measures both the short term outputs of its interventions, as well their longer term outcomes. In measuring progress towards these objectives and adjusting its workplan accordingly, GRSF relies on a variety of sources, including country indicators, global status reports, as well as MDB project portfolio data.



The World Bank honored Zenani Mandela and all the victims of road traffic crashes during the 2nd UN Global Road Safety Week, May 6-12, 2013.

## Goal 1

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

*The Facility creates an enabling environment for the development of global, regional and country strategies, institutions and investments that improve road safety outcomes.*

### Priority Activities

- Strengthen road safety institutions** - One of the central issues addressed by the Facility is how to accelerate the process of shifting from weak to strong institutional capacity through a designated legal authority with the power to make decisions, manage resources and coordinate the efforts of all participating sectors of government.
- Increase levels of road safety investment** - Activities supported by funding from the Facility have tangible and measurable results that serve as an incentive to client countries to generate additional funding to expand and replicate these activities.
- Accelerate road safety knowledge transfer** - Through twinning programs, peer-to-peer exchanges, research and other capacity-building efforts, the Facility supports the rapid development of client capacity to analyse the causes of road traffic injuries and design effective road safety solutions.
- Develop client capacity to target high risk roads and apply engineering measures in mixed-traffic, mixed-speed road environments** - The Facility encourages the introduction of innovative and country-appropriate infrastructure solutions that recognize the unique traffic mix in these countries and contribute to protecting vulnerable road users.

### Outcome Indicators

- Number of countries formally adopting a national road safety plan and lead agency model
- Leveraged country road safety investments resulting from GRSF capacity reviews
- Number of global, regional and national traffic injury surveillance systems & observatories
- Length of roads assessed and expected number of lives saved / injuries avoided resulting from engineering improvements

## Goal 2

### Scaled-up global road safety funding, coordination & advocacy mechanisms

The Facility works with partners across all sectors to build the strong coalition needed to advance the global road safety agenda.

#### Priority Activities

- 1. Harmonize, scale up, and strengthen road safety activities of the UN, multilateral and bilateral agencies -** The Facility leads the World Bank's participation in the UN Road Safety Collaboration (UNRSC) alongside key stakeholders from government, industry and civil society, and supports international & regional cooperation mechanisms to implement the recommendations of the Global Plan of Action.
- 2. Promote a harmonized, collaborative, and cost-effective approach to road safety across MDBs -** The Facility is committed to sharing skills and practices in the areas of road safety management capacity, road infrastructure safety, safety performance measures and scaling up road safety investments within the framework of the MDB Road Safety Initiative.
- 3. Support advocacy and implementation partnerships with the civil society, philanthropies and the private sector -** The Facility recognizes the value of building broad-based coalitions in advancing research, leveraging additional resources and elevating road safety as a policy priority.

#### Outcome Indicators

- Adoption of a common strategic and methodological framework by the partners of the UNRSC & MDB Initiative
- New resources for road safety mobilized by partners of the MDB Initiative
- Number of non-governmental actors mobilized around the UN Decade of Action targets

## Goal 3

### Mainstreamed road safety components in all World Bank -funded road infrastructure projects

The Facility ensures that road safety considerations become mandatory in all World Bank-funded road infrastructure projects.

#### Priority Activities

- 1. Build a cadre of professional staff in the World Bank, partner MDBs and in implementing agencies -** The Facility assists operational staff in building capacity to implement Safe System components in their projects, through the development of guidelines, training programs and certification processes.
- 2. Develop screening processes ensuring World Bank-funded road projects have safety components incorporated into their design -** The Facility works with World Bank Transport teams to undertake assessments of new projects at feasibility and preparation stage and monitors portfolio-level indicators.
- 3. Ensure success stories are shared and replicated -** The Facility's ambition is to build a global resource for knowledge, advocacy and success stories, linking people to good practices and the resources required to learn from mistakes and implement effective road safety interventions.

#### Outcome Indicators

- Number of World Bank operational staff trained to design and implement Safe System components
- Increased share of World Bank loan activity incorporate of a budgeted road safety component and safety audit mechanism
- Increased recognition of the Facility as a globally relevant resource and solutions broker for road safety

## UN Global Plan of Action

### Challenges

### Programs

#### Pillar 1: Road safety management

Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness.

In developing countries, setting up good road safety practice is a challenge due to a variety of issues including weak agency capacity, insufficient funding, and absence of political will. A functioning and competent lead road safety agency can play a critical role in establishing good road safety practices in these countries.



GRSF has developed an appraisal tool, the Road Safety Management Capacity Review, to assist in the assessment of a country's ability to effectively manage road safety. The review guides the process of shifting from weak to strong institutional management capacity by working with client governments to identify systematic gaps and prioritize investment areas in order to build up activities which advance the development of the lead agency.

#### Pillar 2: Safer roads and mobility

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of various road infrastructure agreements under the UN framework, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

Emerging economies are rapidly renovating and expanding their road networks to accommodate expanding vehicle fleets, intensified traffic mix and sustained growth in domestic trade. Yet, even newly built or rehabilitated roads can present risks when important safety considerations are omitted in the design, or left out in the construction & maintenance phases. Basic, well-known safety engineering measures on these roads can help mitigate these risks and will repay the additional investment.



GRSF is pioneering the use of Safety Ratings to provide an objective measure of the level of risk, and guide road engineers into safer design choices. The resulting safety investment programs specify the precise countermeasures that will be necessary, estimate the lives that will be saved and calculate a cost-benefit ratio to allow decision-makers to allocate resources effectively to secure a safe outcome.

### Pillar 3: Safer vehicles

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.

To ensure that explosive growth of motorization in LMICs does not further compound the existing burden of road crash trauma, adopting and enforcing stricter vehicle safety standards will be key. This concerns not only vehicle occupants but also applies to vulnerable road users, such as pedestrians and cyclists, who stand to benefit from vehicle front end designs that reduce the severity in injury in low-speed impacts.



GRSF has begun working alongside the automotive sector in identifying consumer information schemes that fully leverage the industry's distribution networks & advertising reach. The Facility will explore linkages with partners with relevant expertise, such as the Global New Car Assessment Program (Global NCAP)

### Pillar 4: Safer road users

Develop comprehensive programs to improve road user behavior. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors.

A crucial ingredient for success over the Decade of Action will be effective and efficient road policing in LMICs. Traditional technical assistance to police has fallen short in delivering sustained outcomes, frequently because of lack of oversight and poor public perception of traffic police forces.



GRSF places priority on helping countries create an enabling environment for effective road policing. GRSF is also supporting the development of RoadPOL as the first peer-to-peer capacity building program of its type to help LMICs improve their road police performance results.

### Pillar 5: Post-crash response

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims.

There remains an unmet demand to address road safety as a cross-sectoral concern that intersects the transport and education agenda. Lack of medical vehicles, trained staff and basic supplies cannot be ignored in designing multi-sectoral road safety interventions.



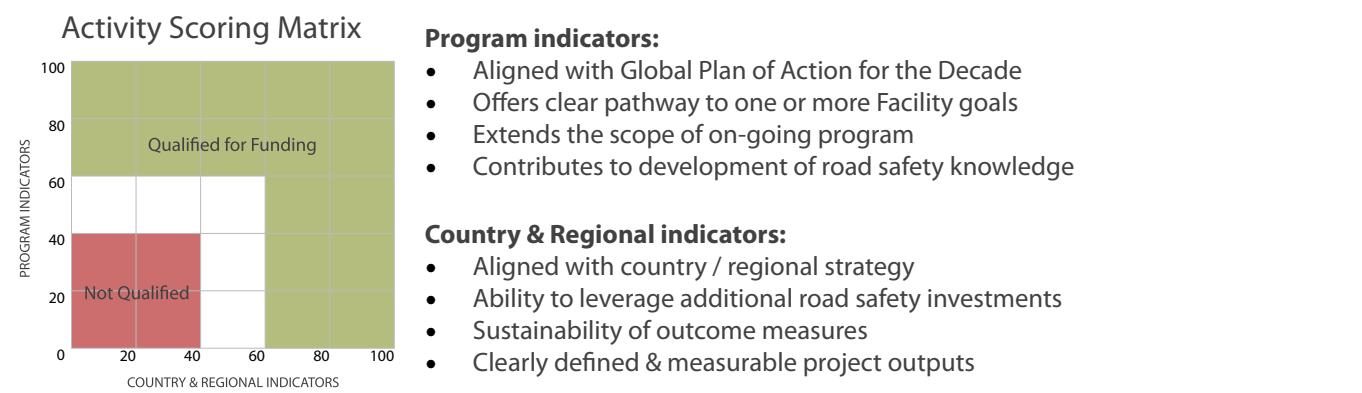
GRSF is championing multi-sectoral interventions by pooling expertise across the World Bank's transport and public health practices, facilitating the dialogue between Ministries of Health and Transport in client countries and developing health systems management components in World Bank projects.

# How GRSF Works

GRSF allocates funding in a manner which seeks to maximize road safety impact by country governments and partner organizations. Where existing or upcoming investment in road safety can be leveraged, GRSF endeavors to ensure the best possible conditions are in place for the activity to be sustainable over time.

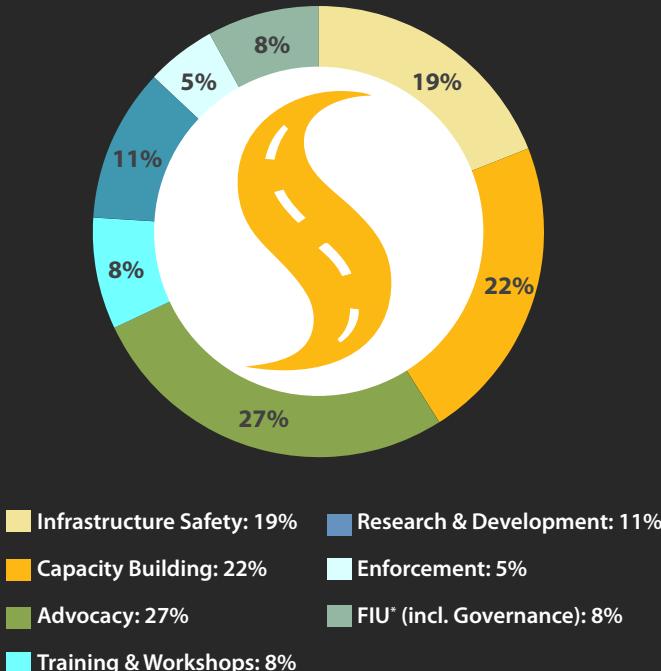
To achieve this leveraging effect, Facility resources are frequently mobilized in the early stages of development projects. GRSF monitors the World Bank's portfolio of active and "pipeline" projects, providing early-stage input and support in the design of road safety components that meet the requirements 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.



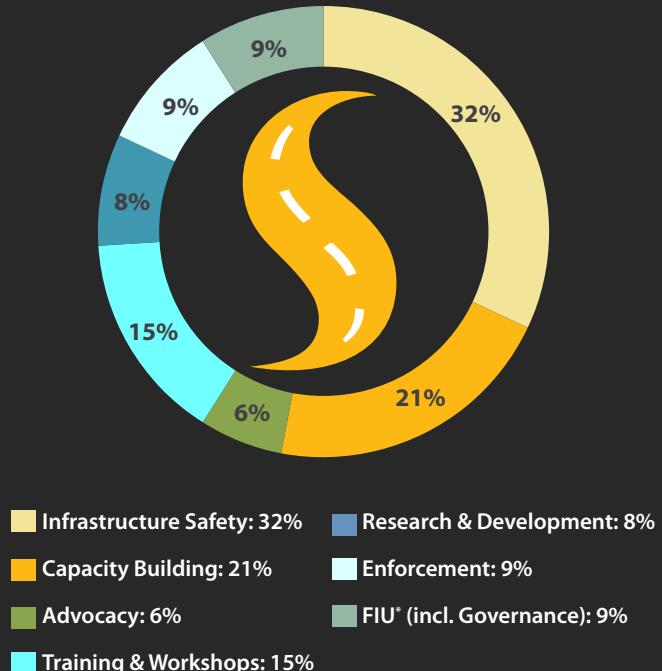
## Disbursements

Historic Disbursements: FY 06-12 By Activity



The Facility has allocated approximately US\$17.3 million in grant financing F13-FY15, based on pledged commitments.

Projected Disbursements: FY 13-15 By Activity



\* Facility Implementation Unit

# Monitoring Results

GRSF ensures effective delivery of outcomes through rigorous portfolio management and continuous monitoring of the impact of its activities through a comprehensive results framework.

**Capacity Building:** includes funding country capacity reviews, country advisory services around national plans, legislation and key risk factors, (All five Pillars of the Global Plan, with a focus on Pillars 1 & 3)

**Infrastructure Safety:** includes funding iRAP assessments and building of capacity and development of skills in Road Agencies for safe road design, road safety audits and impact assessments (Pillar 2)

**Advocacy:** support to the global road safety agenda through collaboration with UNRSC, WHO etc. Development of and partnerships with the road safety NGO community (Pillars 3, 4 & 5)

**Enforcement:** includes core program support to RoadPOL, the International Road Policing Organization, as well as support to technical reviews and exchange programs. (Pillar 4)

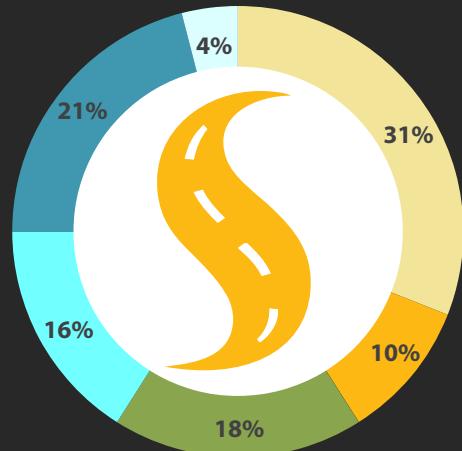
**Training and Workshops:** training initiatives for MDBs, member country and country based workshops supporting the development of road safety investment programs (all five Pillars, focus on Pillars 1 & 2)

**Research and Development:** includes support to the Road Traffic Injuries Research Network, and development of country data systems around the IRTAD model

**Facility Implementation:** covers staffing and administrative costs associated with running the Facility as well as support to the Facility Governance Structures – the Executive Board, Core Advisory Group and any independent evaluation to be undertaken.

and Facility overheads over the World Bank Fiscal Years FY06 – FY12 and expects to disburse approximately US\$10 million in

Historic Disbursements: FY 06-12 By Region



■ East Asia & Pacific: 31%

■ Europe & Central Asia: 16%

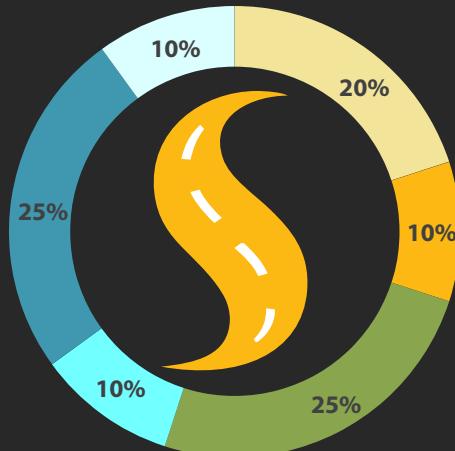
■ Latin America & Caribbean: 10%

■ South Asia: 21%

■ Sub-Saharan Africa: 18%

■ Middle East & North Africa: 4%

Projected Disbursements: FY 13-15 By Region



■ East Asia & Pacific: 20%

■ Europe & Central Asia: 10%

■ Latin America & Caribbean: 10%

■ South Asia: 25%

■ Sub-Saharan Africa: 25%

■ Middle East & North Africa: 10%

# Annex 1

## Operational and Governance Arrangements

To achieve its mission and goals, GRSF directs a portfolio of global, regional and country activities designed to have substantial impact. The following details the donor-approved core GRSF operational and governance arrangements.

### 1. Partnership Support

- 1.1. To manage the delivery of its activities the Global Road Safety Facility will capitalize on the experience and expertise of its implementation partners in ways that strengthen their operations, rather than build its own separate implementation capacity.
- 1.2. Governance arrangements for the Facility are structured to minimize administration costs and to streamline application processes to ensure the timely and efficient transfer of Trust Fund and Development Grant Facility funds to global, regional and country beneficiaries.
- 1.3. A Strategic Plan will be prepared by the Facility Implementation Unit (FIU) to set out the mission, goals, objectives and implementation priorities of the Facility and provide the partnership framework for dialogue, cooperation and action concerning its ongoing management and operation.

### 2. Facility Implementation Unit

- 2.1. The FIU is located in the Transport, Water, Information and Communication Technologies Department of the World Bank.
- 2.2. Financial management support is supplied by staff of the Transport, Water, Information, and Communication Technologies Department, and the Infrastructure Network.
- 2.3. Expert support staff may also be seconded from donor organizations.
- 2.4. Key responsibilities of the FIU include:
  - (i) Preparing and implementing calls for funding grant proposals, including application guidelines and relevant criteria.
  - (ii) Screening and evaluation of grant proposals to the Facility in accordance with the established criteria.
  - (iii) Approving proposals and deciding on fund allocations.
  - (iv) Preparing the annual Facility Business Plan.
  - (v) Managing and administering the Global Road Safety Trust Fund.
  - (vi) Maintaining databases on Facility activities.
  - (vii) Establishing and maintaining a Facility website.
  - (viii) Providing secretariat services to the Facility Executive Board and the Core Advisory Group.
  - (ix) Establishing and maintaining effective relations with Facility donors and partners.
  - (x) Preparing regular Facility performance reports.
  - (xi) Organizing and supporting donor fora, Facility partner and stakeholder consultative meetings.
  - (xii) Commissioning independent evaluations of Facility performance.
  - (xiii) Disseminating lessons learned on Facility supported good practices.
  - (xiv) Updating the Facility's Strategic Plan.

### 3. Facility Executive Board (FEB)

- 3.1. The FEB comprises donor representatives and the Bank. The FEB will be chaired by a donor representative on a rotational basis. The FEB will meet twice yearly or as otherwise designated.
- 3.2. The key responsibilities of the FEB will include:
  1. Advising the FIU on the Facility's mission and goals, and related performance measures.
  2. Mobilizing additional funding and resources for the Facility.
  3. Advising the FIU on operational directions for the Facility.
  4. Reviewing the Facility's Business Plans.
  5. Facilitating donor coordination of parallel activities financed outside of the Facility.
  6. Sharing international 'good practice' knowledge and experience gained in managing road safety problems.
  7. Reviewing the performance of the Facility and evaluating its impacts.
  8. Reviewing and advising on updates to the Facility's Strategic Plan.

### 4. Core Advisory Group (CAG)

- 4.1. The CAG provides independent advice to the FEB and the FIU.
- 4.2. The CAG will meet at least twice a year or as otherwise designated and its key responsibilities include:
  1. Providing advice to the FIU and FEB, as requested, on issues concerning the achievement of the Facility's mission and goals.
  2. Providing advice to the FIU and FEB, as requested, on the establishment of supplementary thematic advisory groups.
  3. Supporting the deliberations of supplementary thematic advisory groups.
  4. Supporting the conduct of Facility Donor forums.
  5. Supporting the conduct of Facility Consultative meetings.

GRSF utilizes multi-donor or single donor trust funds to carry out its activities. Contributions are in the form of cash and activities are regulated by standard World Bank procedures governing the use of Trust Funds as designated under the articles of the Bank's Administrative Manual.

# Annex 2

## GRSF Results Framework

GRSF Goals	Intermediate Outcomes	Outcome Indicators
1. Strengthened global, regional and country capacity to support sustainable reductions in road deaths and injuries in LMICs  <i>The Facility creates an enabling environment for the development of global, regional and country strategies, institutions and investments that improve road safety outcomes.</i>	1.1.1 A lead agency for road safety or coordinating body is identified. 1.1.2 A national road safety plan is adopted. 1.1.3 A legal framework addressing road safety is established.  1.2.1 New or increased national and sub-national road safety investments for which the Facility can show a contributory effect. 1.2.2 New or increased bilateral and multilateral investment in countries for which the Facility can show a contributory effect. 1.2.3 Number and type of new partners making direct or indirect investment in road safety in LMICs for which the Facility can show a contributory effect.  1.3.1 Number of new / revised knowledge products (manuals, training programs, guidelines, handbooks) developed with Facility support. 1.3.2 Number of new or strengthened knowledge networks established for which the Facility can show a contributory effort. 1.3.3 Number of LMIC injury assessment observatories developed with Facility support.  1.4.1 Number and type of infrastructure solutions developed as a result of Facility input or support. 1.4.2 Number of solutions integrated into World Bank lending activity (transport and/ or other sectors), the lending activity of other MDBs or the programming of bilateral donors. 1.4.3 Level of effectiveness (crashes avoided / lives & serious injuries saved) of infrastructure solutions.	Number of countries formally adopting a national road safety plan and lead agency model  Leveraged country road safety investments resulting from GRSF capacity reviews  Number of global, regional and national traffic injury surveillance systems & observatories  Length of roads assessed and expected number of lives saved / injuries avoided resulting from engineering improvements
2. Scaled-up global road safety coordination & advocacy mechanisms  <i>The Facility works with partners across all sectors to build the strong coalition needed to advance the global road safety agenda.</i>	2.1.1 Number of UN resolutions that address road safety issues for which the Facility can show a contributory effect.  2.2.1 Number of MDBs that subscribe to the road safety agenda as generally elaborated by the Facility. 2.2.2 Level of investment in road safety by regional MDBs. 2.2.3 New accords that set out respective roles and responsibilities among MDBs and / or multilaterals and the Facility.  2.3.1 New partnerships with non-governmental actors to deliver effective road safety messages and solutions through the use of existing Facility products and services. 2.3.2 Evidence of accrued road safety outputs as a result of delivery partnerships with non-governmental actors.	Adoption of a common strategic and methodological framework by the partners of the UNRSC & MDB Initiative  New resources for road safety mobilized by partners of the MDB Initiative  Number of non-governmental actors mobilized around the UN Decade of Action targets
3. Mainstreamed road safety components in all World Bank -funded road infrastructure projects  <i>The Facility ensures that road safety considerations become mandatory in all World Bank-funded road infrastructure projects.</i>	3.1.1 Knowledge products and training materials aimed at operational (e.g. Task Team Leaders) and regional (e.g. Country Directors) staff. 3.1.2 Number of WB operational staff undergoing road safety training and certification. 3.1.3 Number of training initiatives (workshops, e-learning, common certification programs) organized by the Facility or jointly with one or more MDB partners.  3.2.1 Share of World Bank loan activity incorporate of a budgeted road safety component. 3.2.2 Size of road safety component relative to overall project scale.  3.3.1 Number of communication / knowledge management deliverables developed with Facility support.  3.3.2 Number of WB staff affiliated with the GRSF-animated Community of Practice.	Number of World Bank operational staff trained to design and implement Safe System components  Increased share of World Bank loan activity incorporate of a budgeted road safety component and safety audit mechanism  Increased recognition of the Facility as a globally relevant resource and solutions broker for road safety

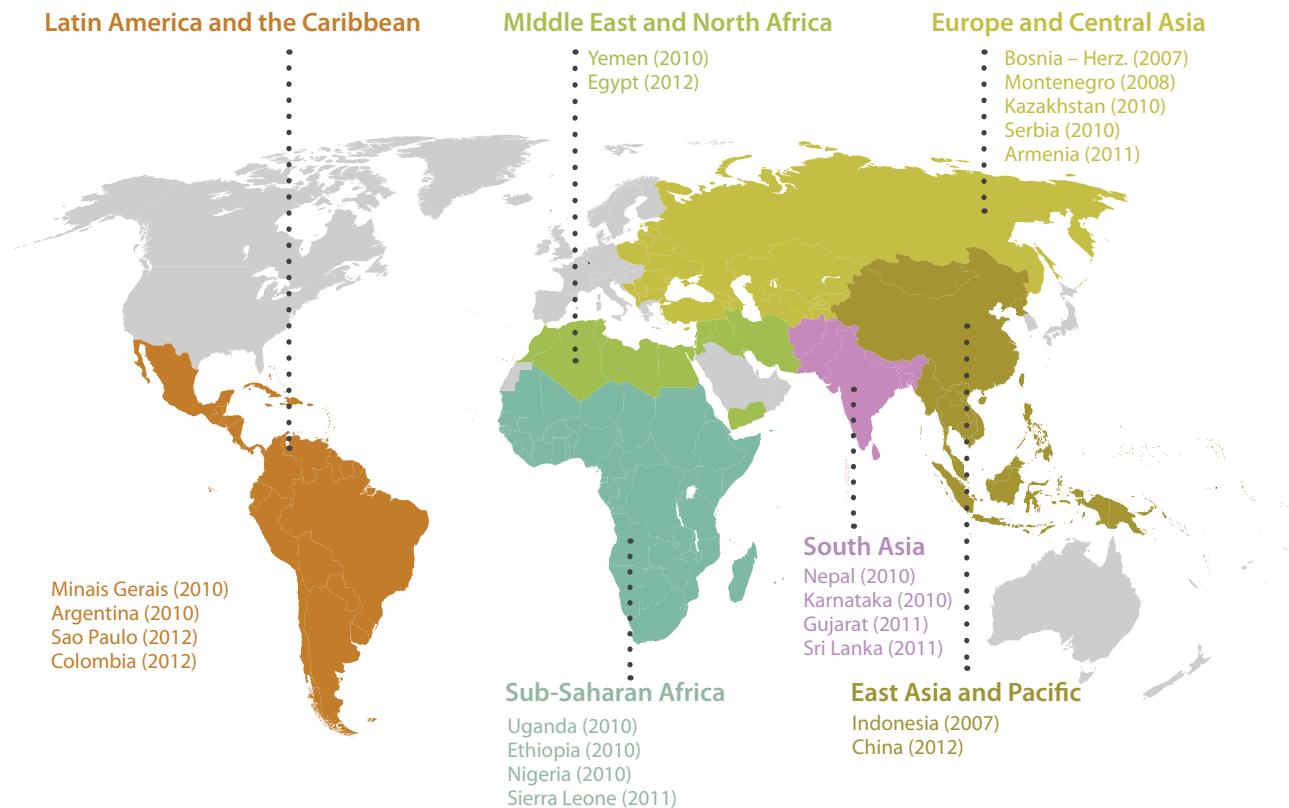
# Annex 3

Activity Summary FY06-12

## Activity Summary

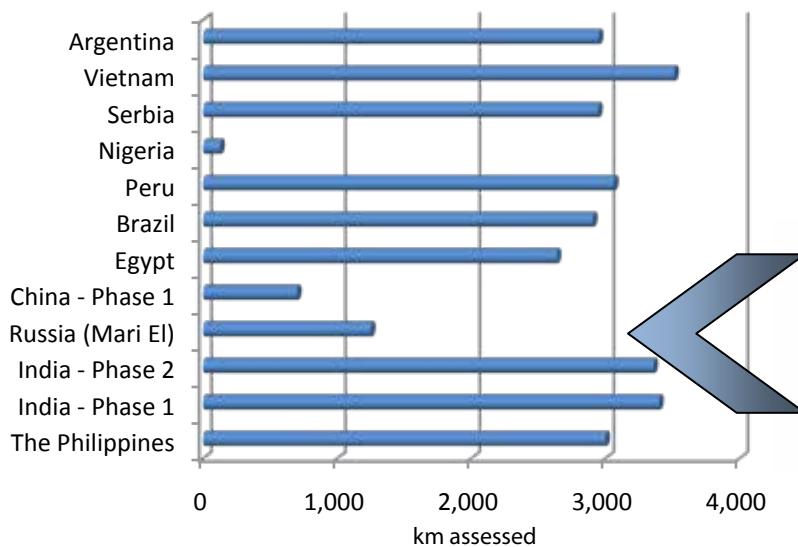
### Focus Area: Training & Capacity Building

Country Road Safety Management Capacity Reviews & Advisory Services across all WB regions



### Focus Area: Infrastructure Safety

30,000 km of roads systematically inspected for life-saving engineering improvements



82% of Mari El Republic's core road network rated high risk (1 or 2 Star) for car occupants



# Annex 3

## Activity Summary FY06-12

### Focus Area: Research and Development

#### *Promoting research capacity and the development of global road safety metrics*

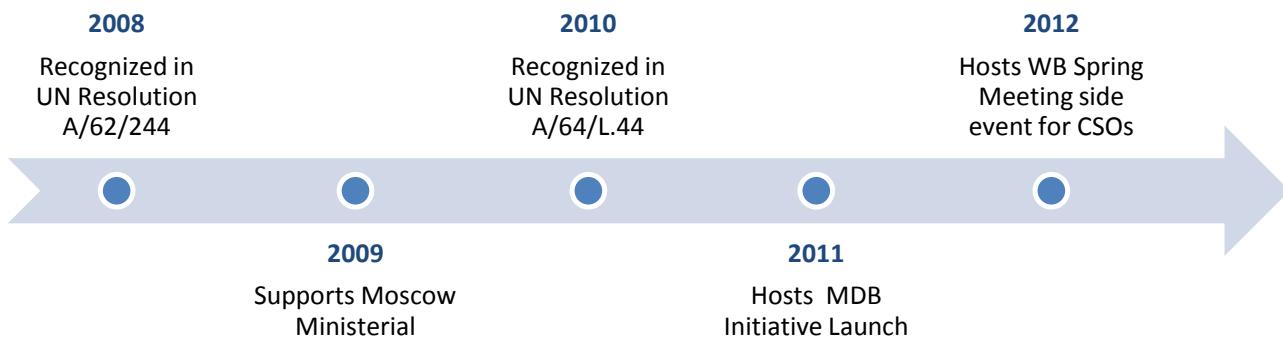
The Facility supports the development of global metrics to identify new ways to estimate road crash data in information-poor settings. As part of the 2010 Global Burden of Disease Injury Study, the Harvard School of Public Health was commissioned to develop an injury metrics framework in 18 countries. In partnership with IRTAD, the Facility also helped launch a major regional data collection observatory in Latin America in 2011.

The Facility is a contributing partner to the Road Traffic Injuries Researchers Network (RTRIN), a partnership of 660 individuals and institutions from 73 countries that collaborate to further research on the impact and causes of RTIs in LMICs, and which awarded 13 scholarships to researchers in LMICs in 2009-10.



### Focus Area: Global Advocacy

#### *Helping shape the global road safety agenda*



### Focus Area: Enforcement

#### *Improving the governance of road safety enforcement in LMICs*



## A Shared Approach to Managing Road Safety

November 2009

Joint Statement by the African Development Bank, Asian Development Bank, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank and the World Bank.

### Global call for action

1. We acknowledge the scale of the public health crisis arising from deaths and injuries on the roads of developing and emerging countries, the recommendations of the World Report on Road Traffic Injury Prevention[2], the global call for action from World Health Assembly Resolution WHA57.10 (Road safety and health) and UN General Assembly Resolutions 56/289, 60/5 and 62/244 (Improving global road safety).

### Systematic, multisectoral response

2. We recognize that a systematic, multisectoral response is required to address this global crisis including interventions that improve the safety of road infrastructure, vehicles, road user behavior and post-crash services, and we support the principles of the Safe System approach[3] aiming at (i) developing road transport systems prevention, reduction and accommodation of human error; (ii) taking into account social costs and impacts of road trauma in the development and selection of investment program; (iii) establishing shared responsibility for road safety among all stakeholders; (iv) creating effective and comprehensive management and communications structures for road safety; and (v) aligning safety management decision making with broader societal decision making to meet economic, human and environmental goals, and to create an environment that generates demand for safe road transport products and services. We recognize the relevance of this approach to all countries irrespective of their economic or road safety performance. More specifically, we note that a significant and sustained contribution to fatality reduction will come from road infrastructure safety improvements.

### Shared approach

3. We also recognize that our respective organizations expect to remain significantly engaged in the provision of road infrastructure in developing and emerging countries over the coming decade, and beyond, and we commit to share our organizational practices and knowledge to support (i) the strengthening of road safety management capacity of our clients; (ii) the implementation of safety approaches in the design, construction, operation and maintenance of road infrastructure projects, particularly to improve safe access and protection for vulnerable road users who represent a significant proportion of the people served by the projects we finance; (iii) the improvement of safety performance measures; and (iv) the mobilization of resources for road safety.
4. To achieve this approach we will share the complementary skills and practices we each develop in our respective operations in the areas of:
  - (i) Strengthening road safety management capacity
    - Help establish country-specific mechanisms for improving road safety management functions and safety practices aiming at achieving the sustainable, effective, and cost-efficient reduction of road casualties.
    - Create awareness for safety in order to achieve informed decisions by countries on the planning, design, construction, operation and maintenance of road infrastructure assets and networks.
    - Improve communications, cooperation, and collaboration among global, regional and country institutions in the area of road safety and facilitate the dissemination of up-to-date safety-related information.
    - Provide our staff development and training to facilitate the successful implementation of shared procedures, guidelines and related tools.

# Annex 4

## MDB Joint Statement

- Contribute to the training of transportation safety professionals in developing and emerging countries by financing efforts such as the development of road safety education programs, manuals and training materials promoting good practices related to road safety, to facilitate the implementation of improved road safety practices and procedures.

### (ii) Implementation of safety approaches in the planning, design, construction, operation and maintenance of road infrastructure projects

- Develop shared procedures, guidelines and related tools to implement a safety approach to the planning, design, construction, operation and maintenance of road infrastructure projects.
- Ensure that safety is integrated in all phases of planning, design, construction, appraisal, operation and maintenance of road infrastructure.
- Promote the adoption of good practice, proactive approaches to improve the safety of road infrastructure including the use of road safety audits, road safety inspections, and road safety impact assessments.
- Develop specific approaches to address the safety requirements of vulnerable road users (pedestrians, cyclists and motorcyclists), including a special focus on urban areas where a high proportion of trauma occurs.

### (iii) Improvement of safety performance measures

- Promote the establishment of sustainable management systems for road crash data collection, entry, verification, storage, retrieving and analysis, including GIS-based applications.
- Promote the use of good practice quantitative and qualitative indicators to measure safety results.
- Promote the development, piloting, and objective validation of innovative safety indicators, such as the safety rating of roads.

### (iv) Mobilization of resources for road safety

- Transfer road safety knowledge and experience across and within our organizations, and to our global, regional and country partners.
- Support the mobilization of additional domestic and external resources for road safety.
- Support the mission and goals of the Global Road Safety Facility in its promotion of innovative solutions to road safety issues.
- Establish as needed an expert technical group comprising staff from our respective organizations and international specialists to assist in the development of shared approaches to road safety.
- Identify, and pursue opportunities for scaling up road safety in countries strategies.





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