

The World Bank and Road Safety

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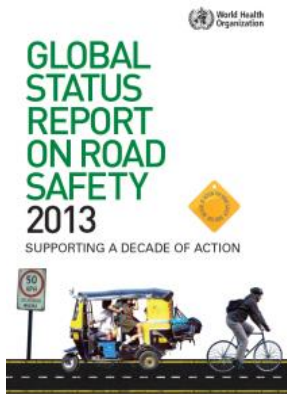
The World Bank Group



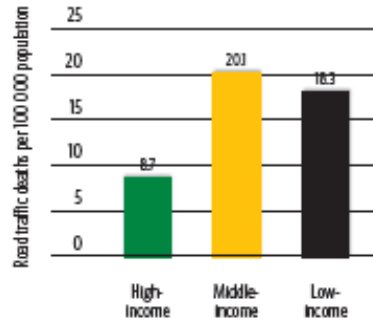
The Global Crisis (source Global Burden of Disease Report 2010)

#	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

The Global Crisis

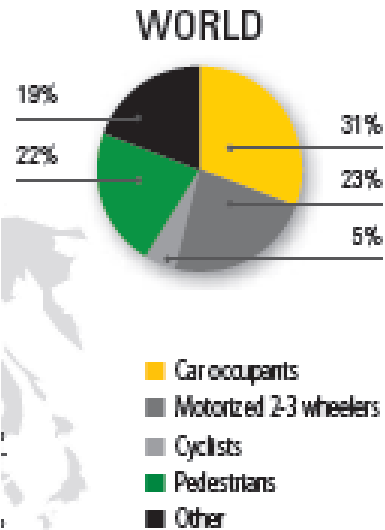


Road traffic death rates per 100 000 population, by country income status



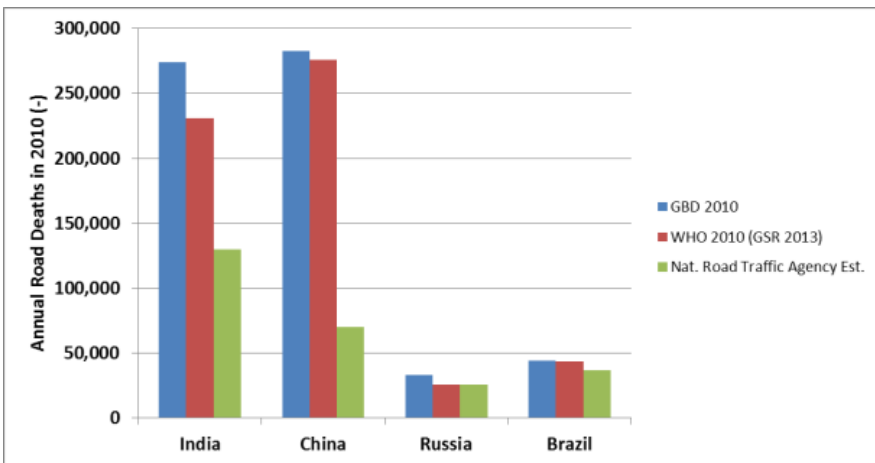
Low & Middle-Income Countries are hardest hit - fueled by rapid motorization and expansion of highway network

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



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

Harmonized Data Collection Systems: Massive underreporting in LMICs



The Global Crisis

Region	Fatalities 2010	Fatalities 2020	UN Decade Of Action Fatalities Target 2020	Lives To Be Saved During 2011-2020	Serious Injuries To Be Avoided During 2011-2020
East Asia & Pacific	313,317	646,000	323,000	1,640,000	16,400,000
Europe & Central Asia	85,979	97,000	48,500	243,000	2,430,000
Latin America & Caribbean	95,877	130,000	65,000	325,000	3,250,000
Middle East & North Africa	100,655	152,000	76,000	380,000	3,800,000
South Asia	275,569	590,000	295,000	1,475,000	14,750,000
Sub-Saharan Africa	248,130	365,000	182,500	937,000	9,370,000
TOTAL*	1,119,527	1,980,000	990,000	5,000,000	50,000,000

Global Plan's Implementation Still Essential

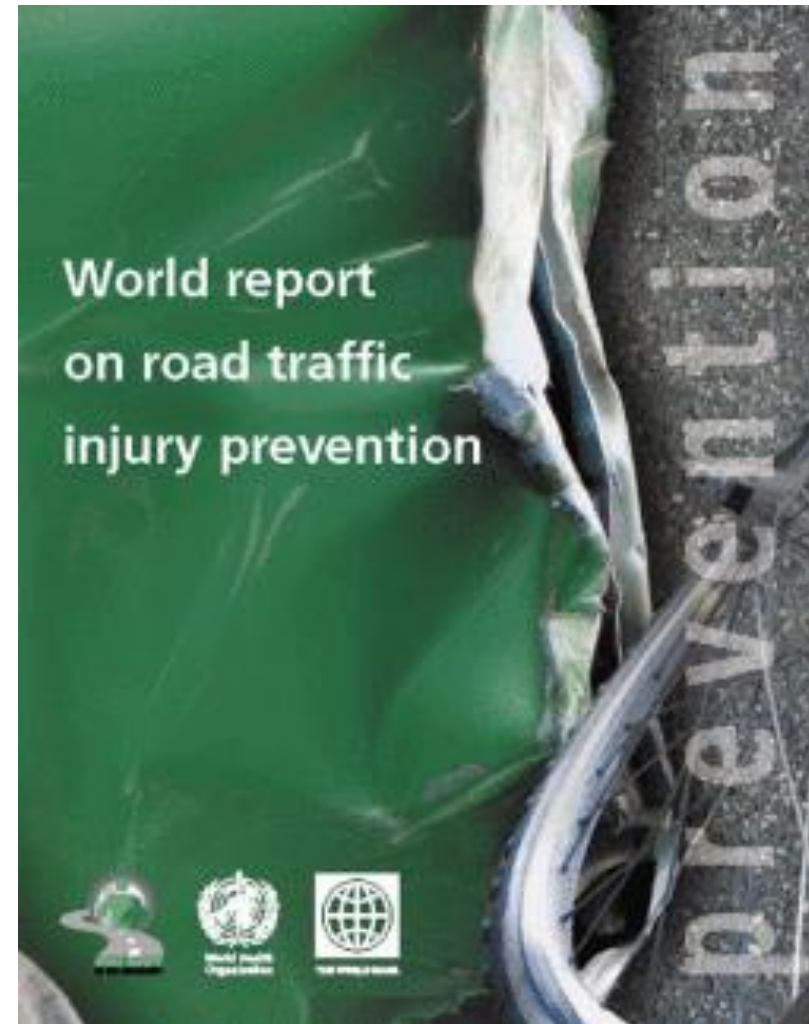


The World Report on Road Traffic Injury Prevention

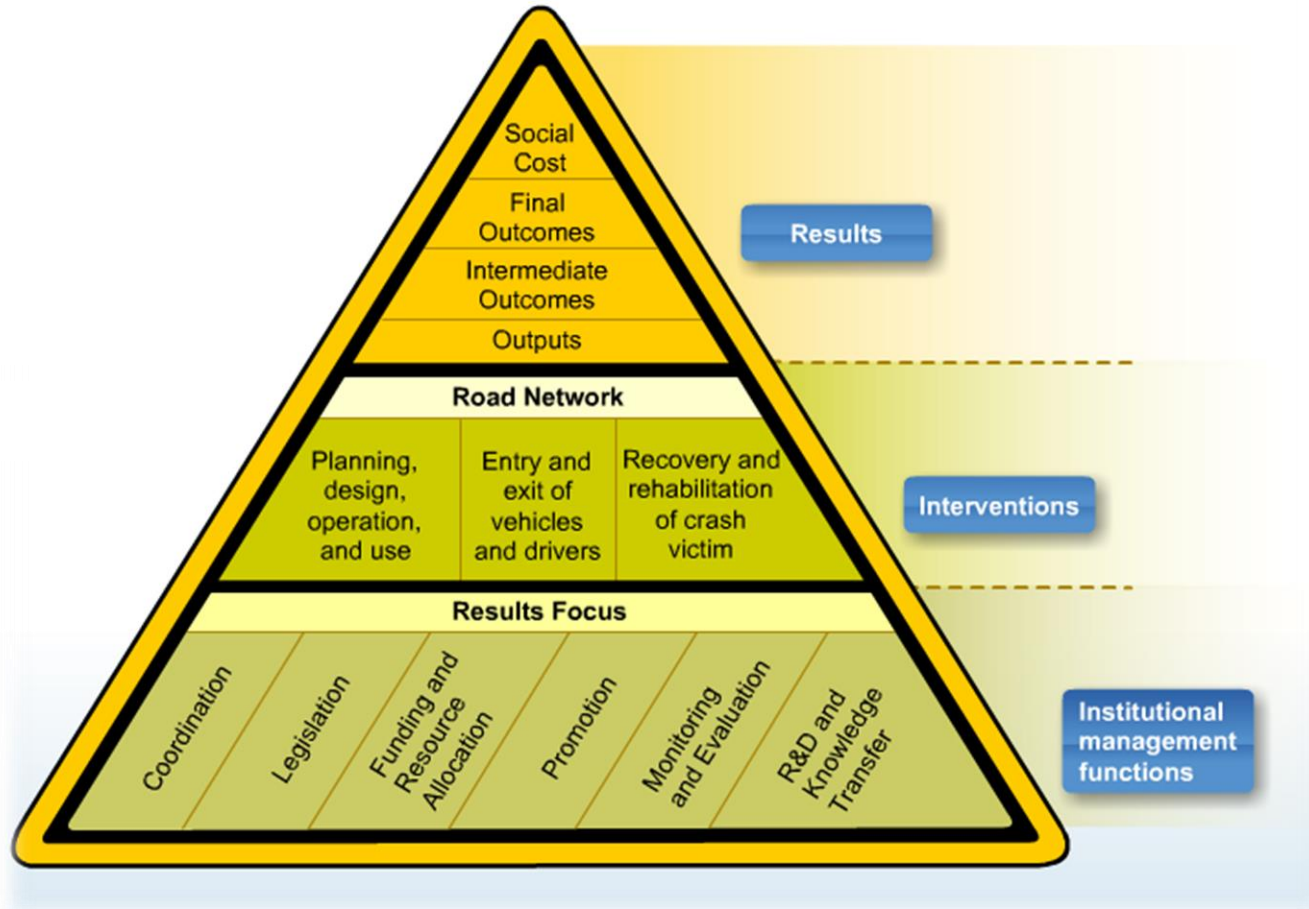
The first major, global report on road safety issued jointly by the World Bank and World Health Organization in 2004.

Recommendations of the World Report

1. Identify a lead agency in government to guide the national road traffic safety effort.
2. Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country.
3. Prepare a national road safety strategy and plan of action.
4. Allocate financial and human resources to address the problem.
5. Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions.
6. Support the development of national capacity and international cooperation.



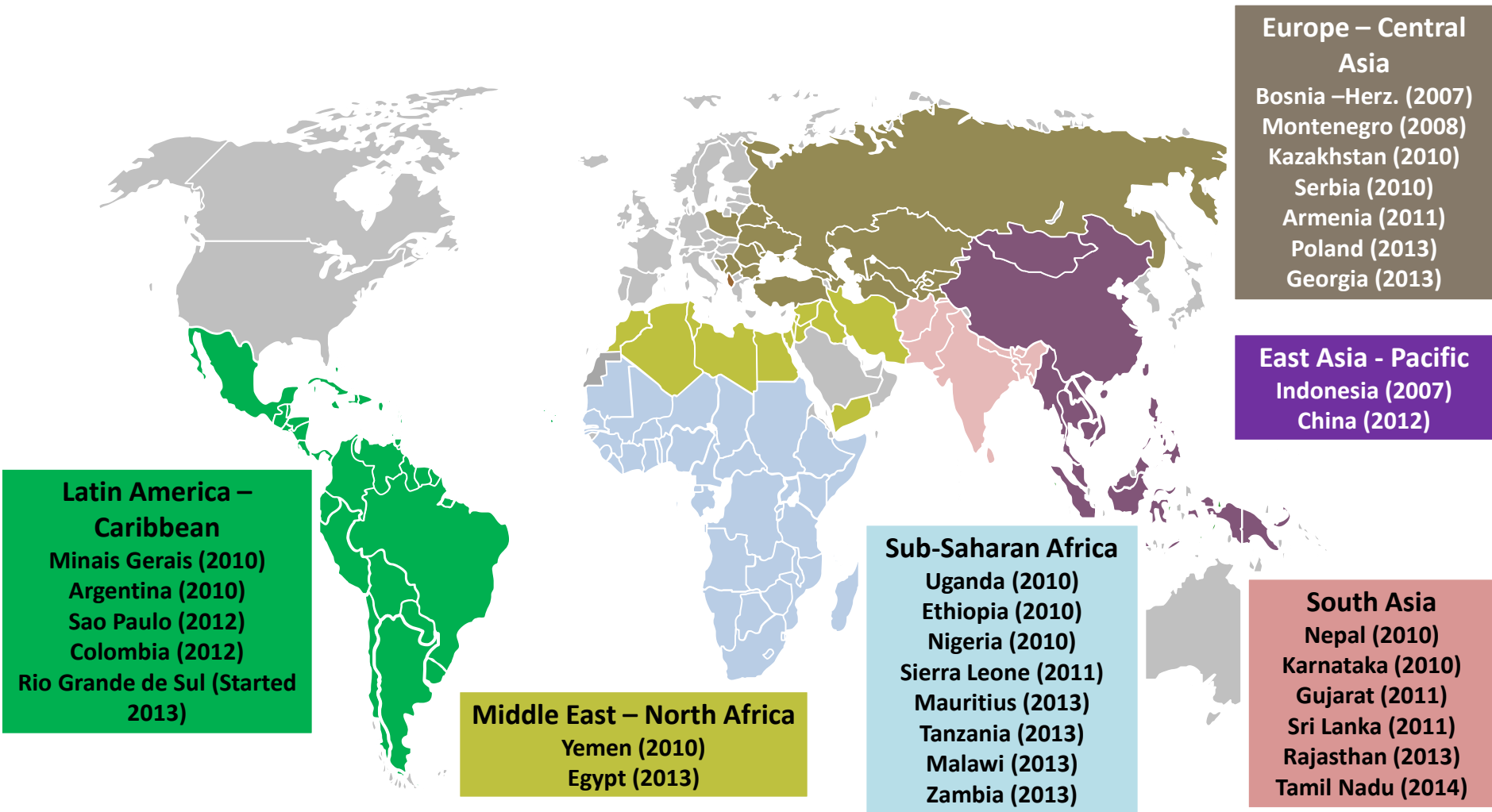
The Safe System Remains Highly Relevant



Priorities for Decade of Action (2015+)

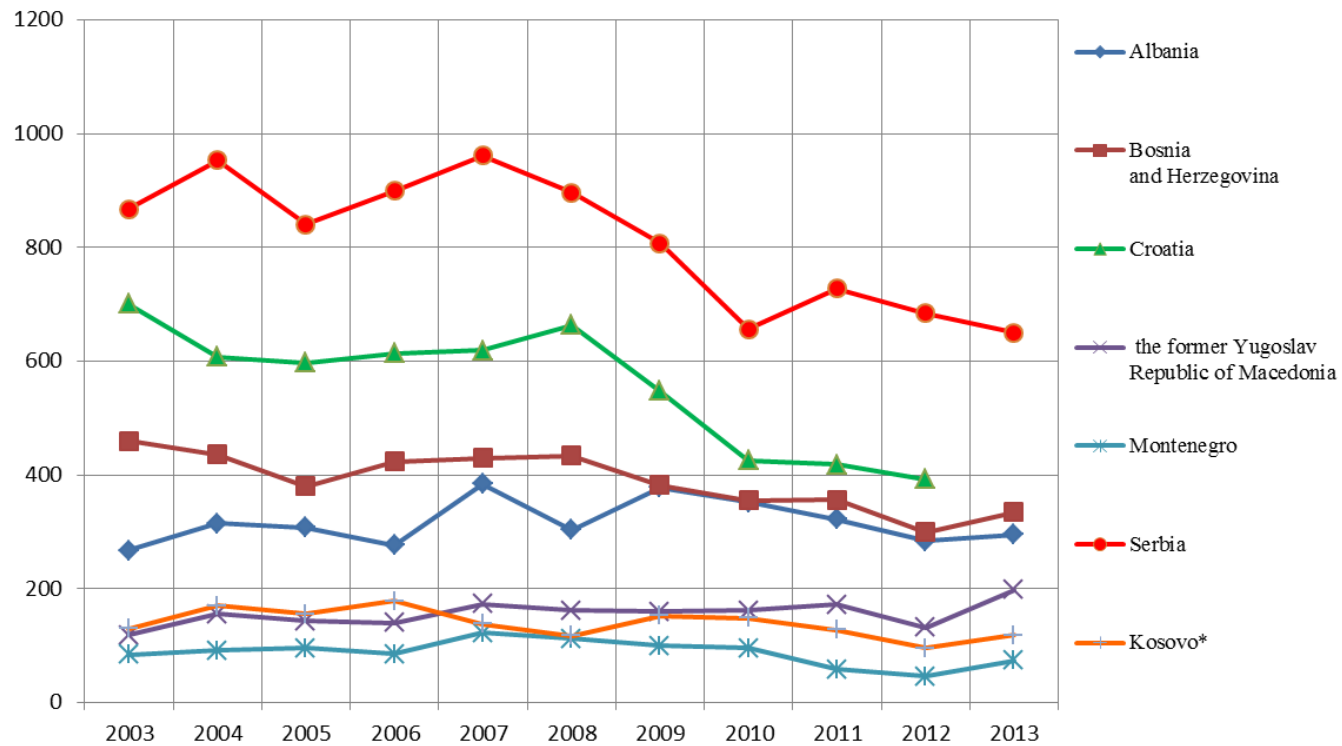
- Develop capacity to target high risk roads and apply engineering measures in mixed-traffic, mixed-speed road environments
- Support implementation partnerships with the civil society, philanthropies and the private sector
- Infrastructure and mobility needs (vehicle centric to mobility focus)
- Priority on urban transport planning
- Strengthen road safety institutions and focus on developing national level RS strategy
- Bolster multi-sectorial coordination
- Integration and sharing of data between police, transport and health

Road Safety Management Capacity Reviews



Number of fatalities – SEETO

SEETO Regional Participants - Number of Fatalities 2003 -2013

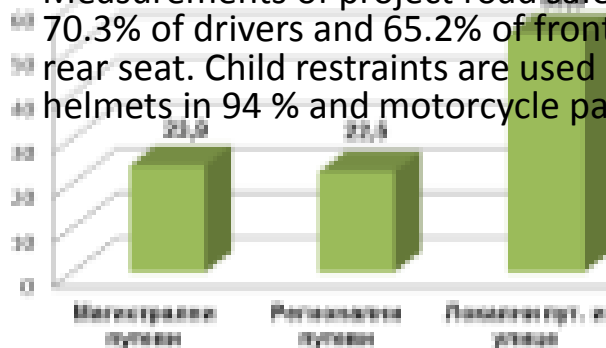


Serbia – the facts (official stats)

- In 2011, 3.85 people died per 10.000 motor vehicles (which is about 6 times more than in most developed countries) i.e. 10,07 persons per population of 100.000 people (about 3 times more than in most developed countries);
- Speeding and aggressive driving is the cause of 54.4% of deaths and 41.4% of injuries;
- Spatial distribution of traffic accidents with fatalities in 2010 shows that majority of these accidents happened on local roads and streets (53.6%)
- Commercial vehicles are less than 9.7% of vehicle fleet, but there are directly involved in about 25 % of all deaths and 12.6% of serious injuries;
- Pedestrians account for 23.9% of those killed in road crashes;
- Young drivers (19-25) are responsible for 12.9% of fatal and 15.4% of injury crashes;
- Young inexperienced drivers are low percentage of the driving population but are responsible for 10.3% of all road deaths during the last 2 years (2011 and 2012);
- Drink and driving was the cause of 6 % of deaths and 9.3% of total injuries in 2010;

Diagram 2.2.4 Spatial distribution of TA with fatalities in 2010

- Low usage of seatbelts in front and rear seats disabled while 50% of such deaths could
- Measurements of project road safety per 70.3% of drivers and 65.2% of front seat rear seat. Child restraints are used in 50% helmets in 94 % and motorcycle passengers



Source: JRTAD, Road Safety annual report 2011

Serbia – history and problems

History

- Road safety department in ministry (2004), better record of accidents (2009), road traffic safety law (2009), Road Traffic Safety Agency (2010), Ministry of health, road Safety Unit (2006), local road safety councils, national road safety coordination body (2011), draft national road safety strategy and action plan (2013)

Problems

- Management and road user behavior problems
- Administrative problems
- Physical problems (engineering)

Considering all what has been done and what has been achieved over the last decade it is obvious that the downward trend in fatal accidents to a great deal is a result of introducing new laws e.g. stipulating stronger penalties and higher fines for not obeying traffic rules. Traffic police has increased the traffic surveillance and law enforcement. During this period there has also been an economic downturn, which historically always affects road safety and thereby the number of accidents. However, the Republic of Serbia has started laying the foundation for a proper road safety management. The challenge is to tackle the remaining issues in a systematic way with well-coordinated actions and in collaboration with

Serbia – action plan

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

Action plan (identifies specific actions necessary to reduce the number of road deaths)

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

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

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

Most important targets:

- Reduction of deaths per 100.000 population (public risk) by about 50% from 10.07 in 2011 to around 5 by 2020;
- Reduction of the number of fatalities by 30 % from the 2011 figure by the year 2017;
- Reduction of seriously injured with 20% by 2017 compared to the number in 2011;
- Saving around 1000 lives that will otherwise be lost during the period (2011- 2020), if the Strategy and Program is not implemented.

In Conclusion....

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