

The World Bank and Road Safety Policy Leadership



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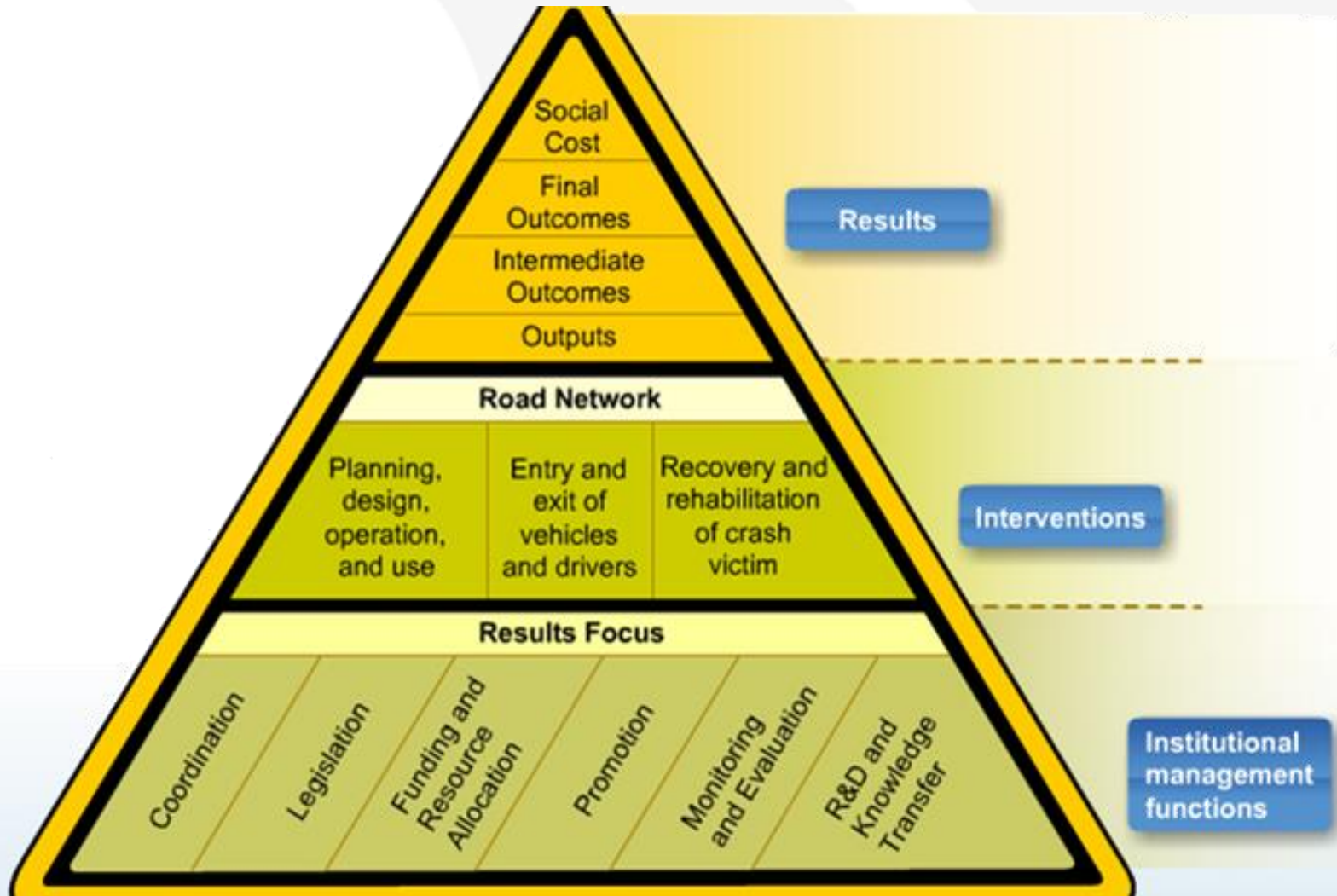
Policy Leadership: Conceptualizing a Vision



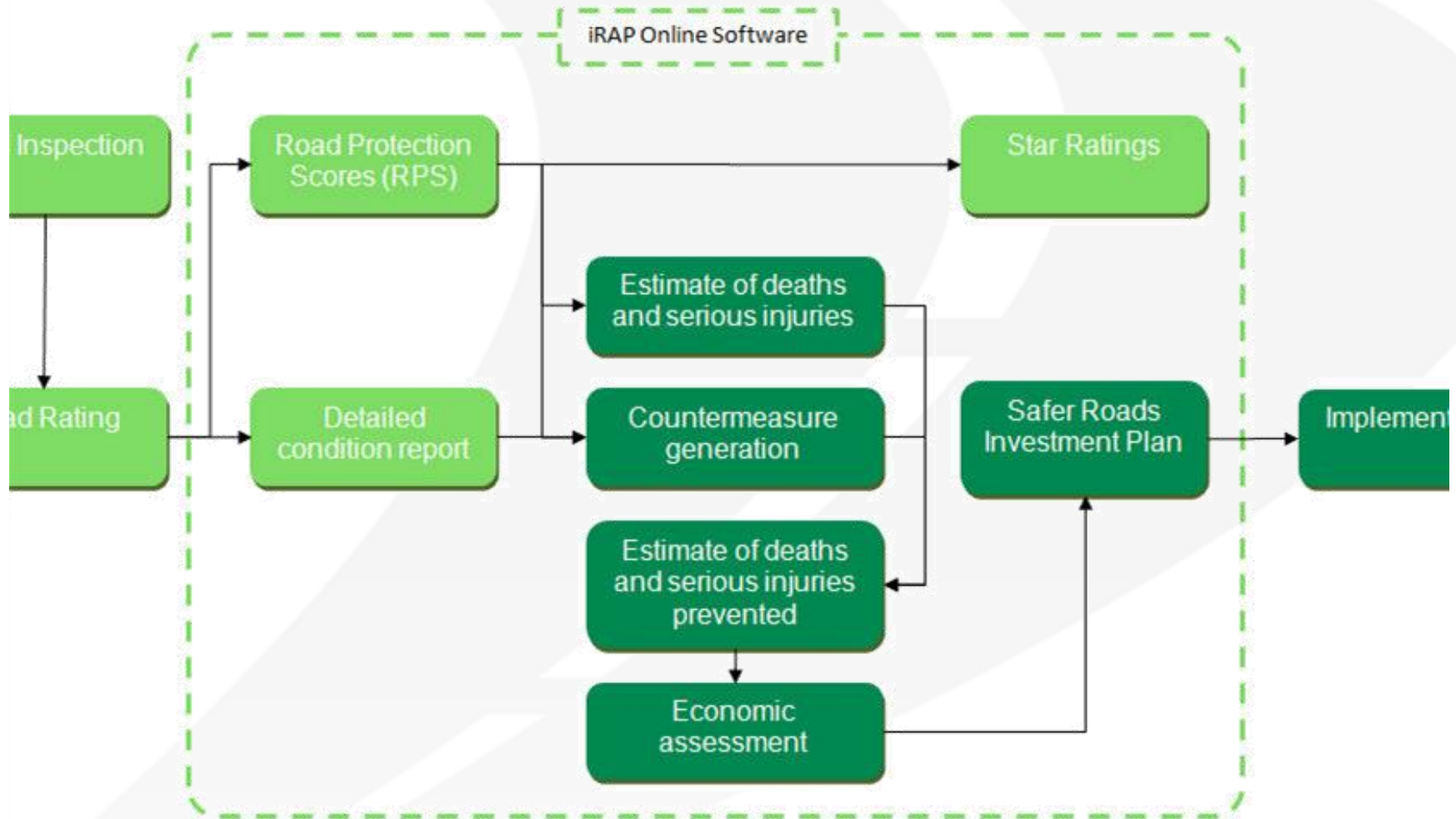
Key recommendations of the World Report on Road Traffic Injury Prevention include:

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

Vision and Testing Its Production



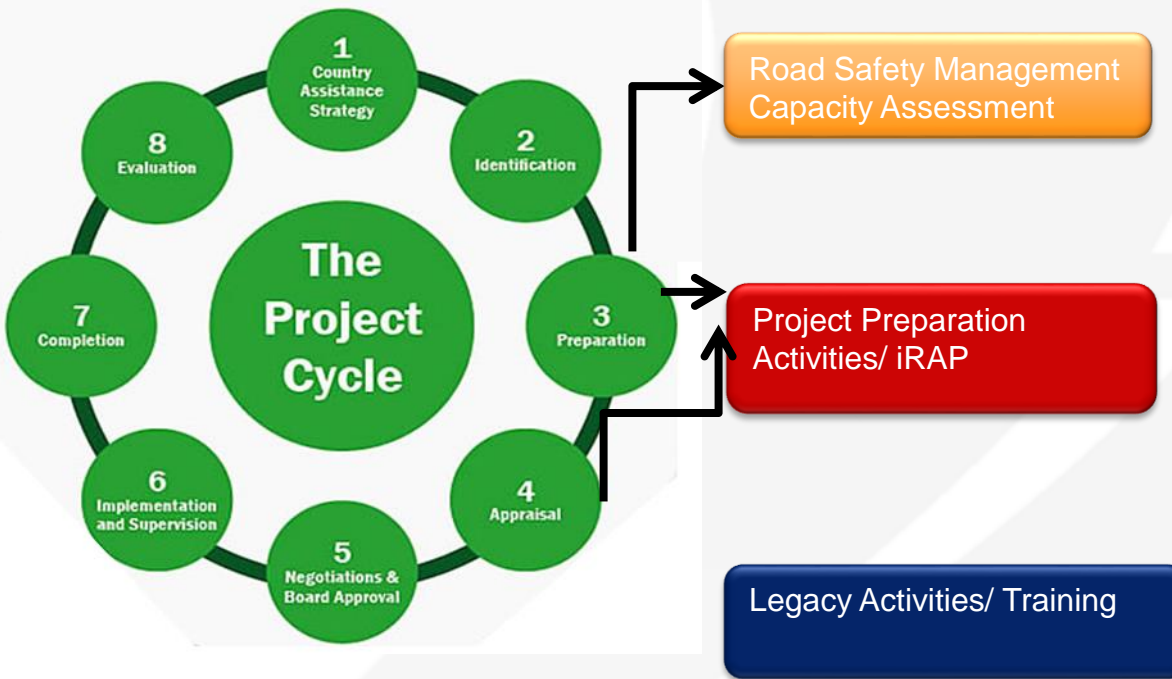
Gathering Global Implementing Partners With Vision



Investment Timing Matters for Outcomes

World Bank Project Cycle → GRSF Activities

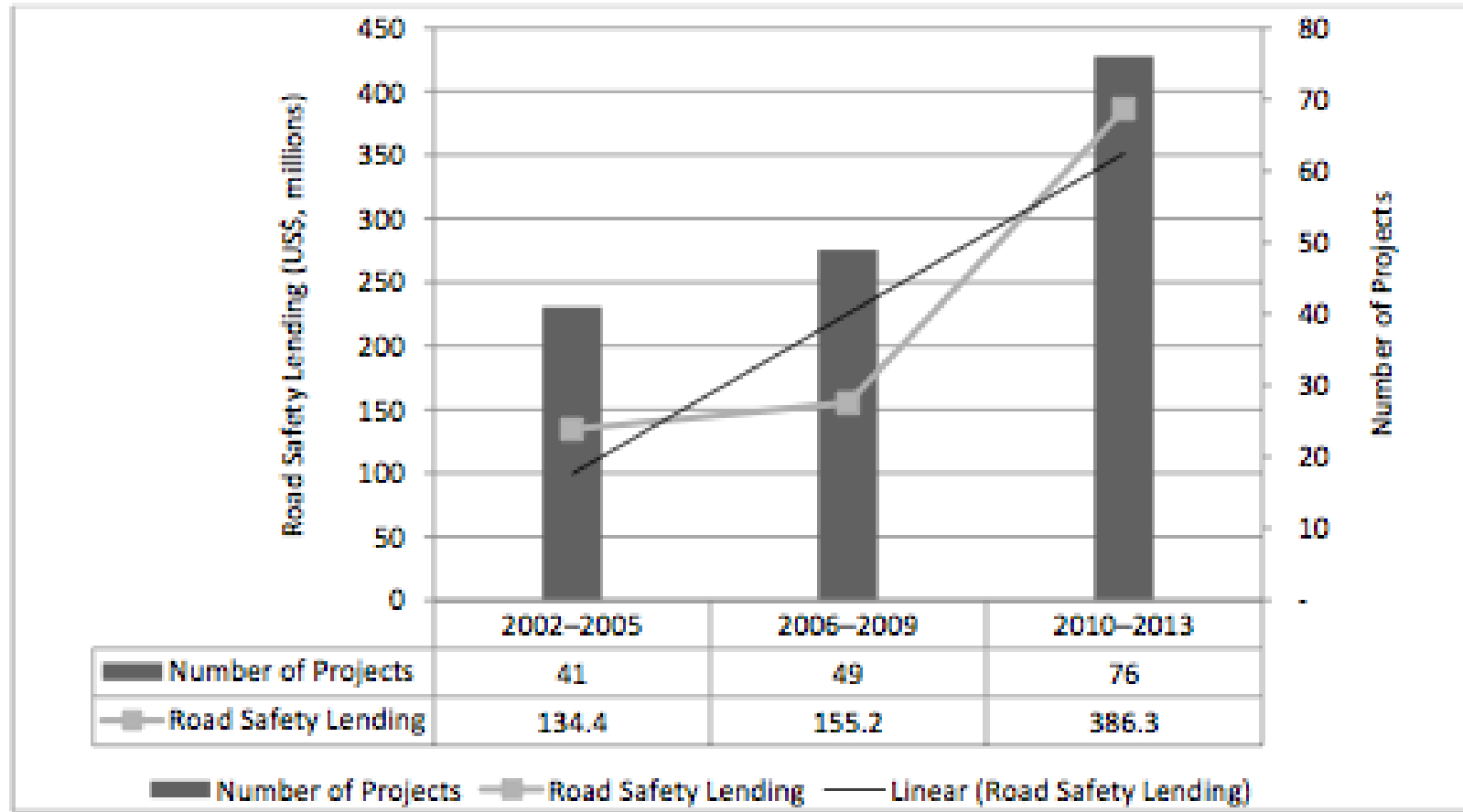
→ Country Deliverables



- Short, medium and long term RS
- Allocation of funds for prioritized activities
- Institutional set-up and coordination roles
- Infrastructure safety assessment (iRAP)
- Leveraging funds
- Capacity for multi-sector interventions
- Training and support
- Peer-based knowledge sharing and international expertise
- Revision of national standards and training programs
- Country ownership of initiatives

Resulting in Delivering New Business to the Client...

Figure 3.2. Road Safety Lending (approved FY2013)



...In Areas of Key Focus for the Decade...

Table 3.2. Distribution of Types of Intervention by Region (as a percentage of all Interventions)

Region	Infrastructure Safety Engineering	Vehicle Safety	Road User Behavior	Institutional Capacity Strengthening	Post-Crash Care
EAP	37	5	12	38	8
LCR	33	12	12	40	4
ECA	37	3	11	42	6
SAR	30	6	18	38	8
AFR	26	13	14	41	5
MNA ^a	29	14	14	29	14
All Countries	33	8	13	40	6
Low-Income Countries	30	8	12	46	4

Source: World Bank Business Warehouse and the study team's analysis.

i. Not statistically significant (based on only two projects).

...with changing ways to create sustaining Safe System projects (e.g. India's Second Karnataka State Highway Improvement Project)

Project Components:

1. Road Improvement Works: \$603 million
2. Highway Financing Modernization: \$374 million
3. Road Safety Improvement: \$14 million
4. Road Sector Policy and Institutional Development: \$11.8 million

Total Project Cost: Just over \$1 billion
Road Safety Component as Percent of Total Project Cost: 1.4%

Road Safety Component Activities:

1. Lead Agency Capacity Building (Including Monitoring & Evaluation)
2. Road Safety Capacity Building for Public Works Department
3. Improved Road Safety Engineering
4. Police Enforcement
5. Post-Impact Care
6. Educational & Safety Campaigns
7. Establishment of Road Safety Center for Excellence

Expected Outcome at End of Five-Year Project: 30% Reduction in Road Crash Related Fatalities.

2015 iRAP Innovation Workshop—the Journey Continues

+2015 and Beyond: Opportunities for Policy Leadership

+SDG's and Brazil Ministerial—What “Fundamentals” Change if Any?

+Reframing the Acceleration of Infrastructure Safety

+The iRAP Partnership Paradigm

<http://www.worldbank.org/grsf>