



global Transport Knowledge Partnership

Adrian Walsh

Road Safety Theme Champion

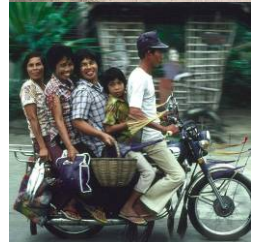




global Transport Knowledge Partnership

Adrian Walsh

My first Crash







It is a single car....







This is the driver!

My Dog - Boris Benz



Road Safety

A hazardous occupation



Operating in Asia and sub-Saharan Africa



The Need for Action Mobilising Resources

Global impact

Area impact

Future challenges

Strategies for application



Economic and Social Impact

***Road accidents significantly inhibit
economic and social development.***

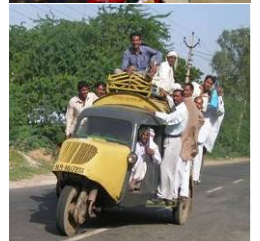


Economic and Social Impact

Road accidents significantly inhibit economic and social development.

They are associated with

- millions of premature deaths and injuries
- billions of dollars in medical costs
- strain in welfare service
- loss of productivity
- low economic growth
- poverty



Economic and Social Impact

'Road safety has not been given high priority during the development of current infrastructure due to the need for basic services and lack of funds.

There is a lack of integration of urban and rural roads with highway development programs'

ADB Web Site

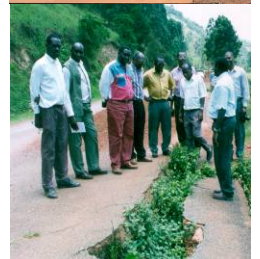


Lack of Capacity Poor Understanding

‘the fringe nature of road safety lobby groups, absence of international pressure, lack of adequate NGO intervention and the wrong perception of road use as “poor people issues” remain obstacles to the entrenchment of adequate and safe road infrastructure in Africa.

Osita Chidoka, Corps Marshal and Chief Executive, Federal Road Safety Commission Nigeria

Making Roads Safe: International Conference on Road Infrastructure Safety



Lack of Capacity Poor Understanding

Also the low level of human and technical capacity especially in the areas of safety engineering, driver testing as well as vehicle inspection, contribute significantly in combination with poor road infrastructure to rising fatality rates.'

***Osita Chidoka, Corps Marshal and Chief Executive,
Federal Road Safety Commission Nigeria***
*Making Roads Safe:
International Conference on Road Infrastructure Safety*



A Health Issue

Road crash deaths and injuries in low and middle-income countries are projected to be the 4th largest cause of premature death.

Road deaths are projected to be the second cause of health losses for men by 2030, and the leading cause for children (age 5 – 14) by 2015 and on to 2030



Table 1: Rank cause of death among young people under 25 around the world, 2002

Rank	< 1 year	1 to 4 years	5 to 9 years	10 to 14 years	15 to 19 years	20 to 24 years	All < 25 years
1	Perinatal conditions	Lower respiratory infections	Lower respiratory infections	Lower respiratory infections	Road traffic injuries	HIV/AIDS	Perinatal conditions
2	Diarrhoeal diseases	Childhood cluster diseases	HIV/AIDS	Road traffic injuries	Self-inflicted injuries	Road traffic injuries	Lower respiratory infections
3	Lower respiratory infections	Diarrhoeal diseases	Road traffic injuries	Drowning	Maternal conditions	Self-inflicted injuries	Diarrhoeal diseases
4	Malaria	Malaria	Childhood cluster diseases	HIV/AIDS	Lower respiratory infections	Maternal conditions	Childhood cluster diseases
5	Childhood cluster diseases	HIV/AIDS	Drowning	Tuberculosis	Interpersonal violence	Interpersonal violence	Malaria
6	Congenital anomalies	Perinatal conditions	Meningitis	Protein-energy malnutrition	Drowning	Tuberculosis	HIV/AIDS
7	HIV/AIDS	Protein-energy malnutrition	Fire burns	Fire burns	Tuberculosis	Lower respiratory infections	Congenital anomalies
8	Protein-energy malnutrition	Congenital anomalies	Tuberculosis	Self-inflicted injuries	Fire burns	Fire burns	Road traffic injuries
9	Syphilis	Drowning	Protein-energy malnutrition	Leukaemia	HIV/AIDS	War	Drowning
10	Meningitis	Road traffic injuries	Falls	Interpersonal violence	Leukaemia	Drowning	Tuberculosis

LEADING CAUSES OF DEATH, 2004 AND 2030

2004

2030

Disease or injury	Deaths	Rank	Rank	Deaths	Disease or injury
	(%)			(%)	
Ischaemic heart disease	12.2	1	1	14.7	Ischaemic heart disease
Cerebrovascular disease	9.7	2	2	12.1	Cerebrovascular disease
Lower respiratory infections	7.0	3	3	8.6	Lower respiratory infections
Diarrhoeal diseases	5.1	4	4	3.8	Lower respiratory infections
HIV/AIDS	3.6	5	5	3.6	Trachea, bronchus, lung cancers
TB	3.5	6	6	3.4	Diabetes mellitus
Trachea, bronchus, lung cancers	2.5	7	7	3.3	Hypertensive heart disease
Road traffic injuries	2.3	8	8	2.1	Stomach cancer
Premature and low birth weight	2.2	9	9	1.9	HIV/AIDS
	2.0	10	10	1.8	



Road traffic injuries

Road traffic injuries



WHO

Global status report on road safety

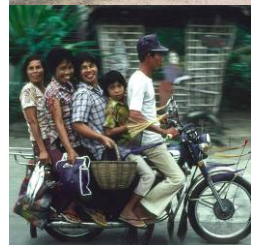
- to assess the status of road safety in all Member States according to implementation of a core set of road safety indicators, and using a standardized methodology
- to indicate the gaps in road safety nationally, and thus help to
- identify the key priorities for intervention to stimulate road safety activities at a national level





Mobilising Global Action

- **The World Report**
- **UN Action Plan** led by the World Bank
- **UN Regional Commissions** and UN agencies
- Countries to develop and implement **plans with ambitious targets**
- **Regional action plans** - Development banks
- **Donor support**



World Bank View

The concept of country development has broadened from a narrow focus on **income and spending** to include ***education and health, and social, cultural and political participation.***

As the absence of development, poverty must be understood from a similar perspective.

Poverty is now defined as the inability to achieve basic prescribed standards in most or all of these areas



Basis for Action

A Systems Approach

An approach which ensures that **a road system is designed to accommodate and compensate for human vulnerability and frailty.**

This requires an understanding of the system as a whole and the interaction between its elements, and the identification of priorities and potential for action to address the **five main risk factors:**

