

World Bank Global Road Safety Facility Facts and Figures 2006 – 2010



WORLD BANK GLOBAL
ROAD SAFETY FACILITY

Overview

This summary sheet provides excerpts from the World Bank Global Road Safety Facility Activities Report 2006-2010 (available at: <http://www.worldbank.org/grsf>). It presents a snapshot of Facility donor contributions and the allocation of Facility funds for the World Bank fiscal years 2006-2010.¹ It also presents preliminary estimates of the effective demand for Facility grants and their leveraging impact on country road safety investments.

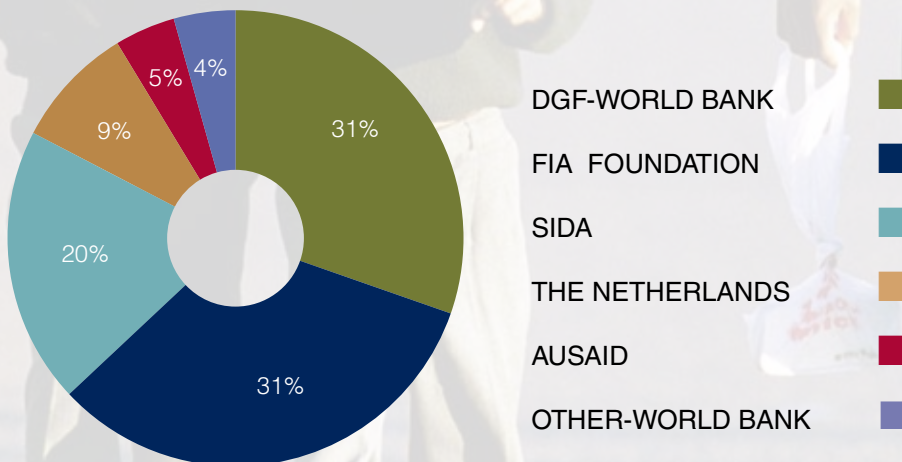
Facility Donor Contributions²

Total donor funding contributions (US \$ million) to the Facility are as follows:

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 ³
Total budget	\$15.9 million

*Estimates in US \$ @ January 16, 2009

FY06 - FY10 GLOBAL ROAD SAFETY FACILITY DONOR CONTRIBUTION



¹ World Bank fiscal years run from July 1 - June 30

² Unaudited

³ Not included in Table 1

⁴ Unaudited

⁵ As of January 2009

⁶ Projections as of January 2009



Allocation of Facility Funds⁴

Table 1 summarizes the allocation of funds to specific activities, in accordance with the Facility's mission and goals set out in its *Strategic Plan 2006 – 2015*.

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

Activities	All Funding Sources			%age
	Planned	Disbursed FY06 – FY09 ⁵	Projected FY09 – FY10 ⁶	
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%

Notes:

Capacity building includes, for example, 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.

Program delivery includes, for example, funding activities of the Global Road Safety Partnership and the World Health Organization in their focus countries.

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

Research and development includes, for example, 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 country data support initiatives of the International Road Traffic Accident Database (the IRTAD Group).

Advocacy includes, for example, funding the development of an association for country collaboration in Latin America and the Caribbean, the second Global Stakeholders' Forum in Geneva, and support for regional participation in the UN Global Road Safety Collaboration.

Training and workshops includes, for example, funding safety management training initiatives with Sub-Saharan Transport Policy Program (SSATP) member countries and country-based workshops supporting the preparation of road safety investment programs and projects.

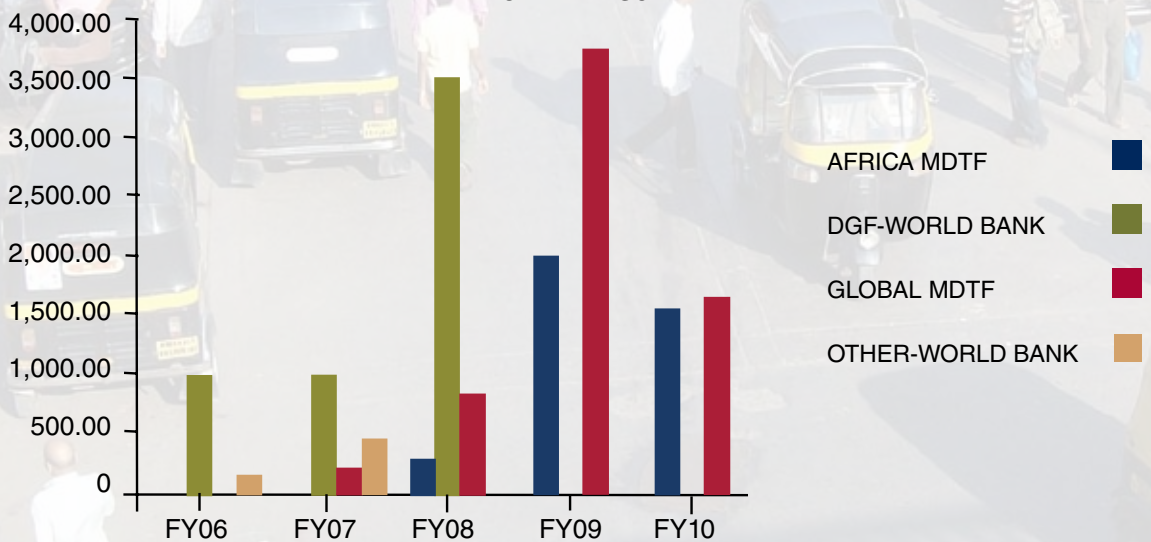
Facility Implementation Unit covers funding staff and administrative activities associated with supporting Facility operations.

Facility governance covers funding Facility Executive Board and Core Advisory Group meetings and the conduct of an independent evaluation of Facility operations.

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 to the end of FY10, as depicted in the following chart.



FY06 - FY10
GLOBAL ROAD SAFETY FACILITY
EXPENDITURE BY FISCAL YEAR



Effective Demand for Facility Services

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

Table 3 summarizes a preliminary estimate prepared by the Facility Implementation Unit of effective demand from countries in World Bank regions for the financial years FY09 and FY10. 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 Table 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.

Table 2: : Facility Country Activities FY06 – FY10

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 FY09-FY10
Vietnam	Active FY06 - FY09. Linked to World Bank investment operation
Yemen	Prospective FY09 – FY10

Effective Demand for Facility Services (continued)

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 across World Bank regions which would require a minimal funding of \$20 million per year to support Facility initiatives in accordance with its *Strategic Plan 2006 – 2015*.

Table 3: FY09 & FY10 Estimated Grant Funding Gap (\$ million)

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 ¹ survey and related IRF ² training workshop per World Bank region per year @ \$500,000 per country.	\$6.0 million
Research & development	One IRTAD ³ partnership, one HIGH ⁴ data survey, and one RTIRN ⁵ 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

Notes:

1. International Road Assessment Programme
2. International Road Federation
3. International Road Traffic Accident Database
4. Harvard Initiative for Global Health
5. Road Traffic Injuries Research Network



Progress to date

The Facility has successfully established a program of global, regional and country activities 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. Available donor funding has been fully allocated to achieve this mission and estimates of effective demand for Facility support indicate that additional and sustained donor support is required to achieve the Facility's mission and goals. This support will accelerate knowledge transfer, build country management capacity and leverage considerable investments in road safety.





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