Acknowledgements

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• the FIA Foundation for the Automobile and Society
• the World Bank Development Grant Facility
• the Government of the Netherlands
• the Swedish International Development Cooperation Agency (Sida)
• the Australian Agency for International Development (AusAID)

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MISSION
The Global Road Safety Facility will generate increased funding and technical assistance for global, regional and country level activities designed 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.
Foreword

The World Health Organization (WHO) and the World Bank jointly issued The World Report on Road Traffic Injury Prevention on World Health Day 2004, which was dedicated by the WHO to the improvement of global road safety. Since then it has been heartening to see the mobilization of global, regional and country efforts to address the widening road safety performance gap between poor and rich countries. However, more needs to be done to address the growing vulnerability of communities experiencing the negative impacts of rapid motorization and scaled-up road infrastructure provision.

To address this urgent priority the World Bank established the Global Road Safety Facility to generate increased funding and technical assistance for global, regional and country activities designed to accelerate and scale-up capacity building and results-focused initiatives in low and middle-income countries. The Facility is now in its planned growth phase of implementing a program of global, regional and country activities.

This Strategic Plan specifies the mission, goals, activities, governance arrangements, funding mechanisms and implementation priorities of the Facility, and it provides the formal partnership framework for dialogue, cooperation and action concerning its ongoing management and operation.

Achieving the Facility’s mission and goals will require sustained commitment. We must stay focused on results, be innovative and learn from our experience. Hence the Strategic Plan is a ‘living’ document that will be revised over time, to reflect changing circumstances and the findings of evaluations of its activities.

The Facility has been established with World Bank Development Grant Facility financing and donor contributions 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. We are now calling for additional support from our partners in the donor community to work with us to achieve the Facility’s mission and goals and to grow and consolidate its longer-term operations.

Jamal Saghir
Director
Energy, Transport and Water Department
Sustainable Development Network
The World Bank Group

January 2009
UN Resolution A/RES/62/244 commended the World Bank for its initiative in establishing the Global Road Safety Facility and acknowledged it as the first funding mechanism designed to support capacity building and provide technical support for road safety at the global, regional and country levels.
INTRODUCTION

Road safety is a development and public health priority in low and middle-income countries, with unacceptable health losses and associated negative economic and social impacts being incurred on their road networks. The road safety performance gap between poor and rich countries is widening, and this trend will continue unless new global, regional and country initiatives are taken to close it.1

Huge health losses from road traffic injuries in low and middle-income countries are projected over the coming decades. In 2002 health losses from road traffic deaths and injuries were ranked as higher than those from malaria and tuberculosis (at 8th, 9th and 10th respectively) and they are projected to become an even bigger problem by 2030 (where they are ranked 7th, 15th and 10th respectively). Under more optimistic assumptions about the performance of targeted health programs, health losses from road traffic deaths and injuries could become the 4th biggest source of health losses by 2030. More specifically, by 2030 health losses from road traffic deaths and injuries for men are projected to rank 2nd behind those from HIV/AIDS, and from 2015 to 2030 they will be the single biggest cause of healthy life years lost by boys and girls, aged 5 – 14.2

Road crashes disproportionately harm the poor and their consequences can plunge households into poverty. Pedestrians, cyclists, motorcyclists and public passenger transport passengers are especially at risk. Globally, regionally and nationally there are growing concerns about the scale and projected growth of these negative impacts. Urgent measures are being called for to reduce the growing vulnerability of communities experiencing intensified road infrastructure provision and rapid motorization, underscored by the launch in 2004 of the World Report on Road Traffic Injury Prevention by the WHO and the World Bank3 (refer Annex 1), and subsequent United Nations (UN) General Assembly and World Health Assembly (WHA) Resolutions addressing global road safety priorities (refer Annexes 2 and 3). In response to this call for action the World Bank established the Global Road Safety Facility to generate increased funding and technical assistance to target and overcome country safety management capacity weaknesses, in accordance with agreed principles and good practices. It supported this initiative through funding from the World Bank Development Grant Facility and is now seeking additional donor support to sustain funding in the longer term, in partnership with its founding donors the FIA Foundation for the Automobile and Society, the Government of the Netherlands, the Swedish International Development Cooperation Agency (Sida), and the Australian Agency for International Development (AusAID).

UN Resolution A/RES/62/244 commended the World Bank for its initiative in establishing the Global Road Safety Facility and acknowledged it as the first funding mechanism designed to support capacity building and provide technical support for road safety at the global, regional and country levels. There has also been a greater appreciation of the alignment of global road safety priorities with sustainable development goals. Responses to the global road safety crisis are now being integrated with broader initiatives concerning the global climate change agenda where there is an emerging recognition of the co-benefits of addressing road safety, congestion, local air pollution and energy security which all strongly increase the opportunities for reducing greenhouse gas emissions.4

Safety management capacity in low and middle-income countries is weak and even with accelerated knowledge transfer it will take a sustained long-term commitment to reverse the projected trends in health losses from road crashes. It is envisaged that once fully established the Facility will operate for at least a decade and this Strategic Plan 2006 – 2015 was developed in consultation with key road safety partners and stakeholders to mobilize and allocate the resources required to sustainably implement the World Report recommendations. The plan specifies the Facility’s mission, goals, activities, governance arrangements, funding mechanisms, and implementation priorities, and provides the formal partnership framework for dialogue, cooperation and action concerning the Facility’s ongoing management and operation. It is presented as a ‘living document’ that will require regular reappraisal and updating to respond to changing circumstances and the findings of evaluations of Facility activities.

1 World Bank projections indicate that between the years 2000 and 2020 road crash fatalities will increase by more than 80 percent in low and middle-income countries, but decrease by nearly 30% in high-income countries, unless new safety measures are taken. Refer to Kopits E & Cropper M (2003). Traffic Fatalities and Economic Growth. Policy Working Paper Number 3035. The World Bank, Washington, DC.
The World Report findings and recommendations and UN and WHA Resolutions promote the strengthening of global and regional road safety partnerships to support country initiatives, through improved coordination, advocacy, knowledge transfer, training, technical services, and research and development.
A DEVELOPMENT PRIORITY

The World Report findings and recommendations and UN and WHA Resolutions promote the strengthening of global and regional road safety partnerships to support country initiatives, through improved coordination, advocacy, knowledge transfer, training, technical services, and research and development. They make a powerful case for increased resources to strengthen road safety management capacity in low and middle-income countries through results focused strategies, strengthened institutional structures and scaled-up safety programs. In promoting these initiatives it is recognized that the successful uptake of increased global and regional support requires the parallel creation of ‘enabling’ policy and investment environments in the beneficiary countries.

There is also an emerging consensus on general principles that should guide and shape future country initiatives:

(i) Initiatives must be underpinned by strong government ‘ownership’ and multisectoral agency accountability for results.
(ii) Initiatives must be located in the country development context and aligned with related goals, to reinforce the linkages between improved health, empowerment, economic growth, poverty reduction and community wellbeing.
(iii) Initiatives must address as a priority the growing dangers faced by vulnerable, non-motorized road users, as well as motorized road users.
(iv) Initiatives must be cooperative, complementary, culturally appropriate and coordinated to achieve positive synergies and cross-impacts.
(v) Initiatives must be responsive to regional differences.
(vi) Initiatives must be evidence based, socially inclusive and address all elements of the safety management system (institutional management functions, interventions and results).
(vii) Initiatives must be innovative, deal in depth with problems encountered, and encourage a process of ‘learning by doing’ to generate institutional experience and further evidence to support their future roll-out nationwide.
(viii) Initiatives must be sustainable in the longer-term and not create ongoing dependencies on external assistance.

These general principles have shaped the core eligibility criteria for activities to be supported by the Facility, as set out in the discussion on Facility activities (pages 11-13).
Responses to the global road safety crisis are now being integrated with broader initiatives concerning the global climate change agenda where there is an emerging recognition of the co-benefits of addressing road safety, congestion, local air pollution and energy security which all strongly increase the opportunities for reducing greenhouse gas emissions.
Global and regional capacity to support safety management initiatives is fragmented and under-resourced, and efforts are now being made to improve this situation. UN General Assembly Resolution 58/289 (see Annex 2) invited the World Health Organization to act as a coordinator on road safety issues within the United Nations system, working in close cooperation with the United Nations regional commissions. This has resulted in the UN Global Road Safety Collaboration which is bringing together global and regional partners and stakeholders to share ideas and plan ways of improving road safety in low and middle-income countries. However, resources to support and sustain this initiative are limited and unless they can be substantially increased it will be difficult to transform this collaborative effort into effective action and improved results.

Safety management capacity weaknesses are also evident in low and middle-income countries in terms of their focus on results, their safety interventions and their institutional arrangements, as reflected by the findings and recommendations of the World Report and several decades of World Bank experience.

In low and middle-income countries a road safety results focus is usually absent. Targets are rarely set and little is known about the effectiveness of interventions, given the absence of reliable performance data. Agencies are rarely held to account for safety results that fall within their sphere of responsibility and influence.

Deficiencies are also evident in safety interventions. Standards and rules governing the safety of roads, vehicles and road users are often fragmented and not based on good practice. Likewise compliance regimes are often ineffective and unduly reliant on education alone to ensure that standards are met and rules abided by. Enforcement lacks purposeful direction and incentives to comply are weak. Improved road infrastructure safety is a high priority with greater attention needing to be paid to the protection of pedestrians, motor cyclists and other vulnerable users.

Institutional arrangements remain the biggest impediment to progress. Lead agencies have generally not been established to direct national road safety strategies. Coordination is often ineffective and hampered by limited agency accountability for achieving safety results. Funding and legislation are usually poorly matched to the task of improving road safety nationwide. Monitoring and evaluation of safety performance are at best superficial. Safety promotion and programs are often confined to special days of the year and are usually focused on road user responsibilities alone.

These systemic country capacity weaknesses present a formidable hurdle to the achievement of rapid progress and addressing them takes on the highest strategic priority.
<table>
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<tr>
<th>Facility Mission</th>
<th>Global Road Safety Facility</th>
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<td>Facility Goals</td>
<td>The Global Road Safety Facility will generate increased funding and technical assistance for global, regional and country level activities designed 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.</td>
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<td></td>
<td>1. Strengthen global, regional and country capacity to support sustainable reductions in road deaths and injuries in low and middle-income countries.</td>
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<td>2. Catalyze increased levels of road safety investment in low and middle-income countries.</td>
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<td>3. Accelerate safety knowledge transfer to low and middle-income countries.</td>
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<td>4. Promote innovative infrastructure solutions to improve the safety of mixed traffic, mixed speed road environments in low and middle-income countries.</td>
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Table 1 presents the mission and goals of the Facility.

The ultimate outcome sought by the Global Road Safety Facility is to catalyze an accelerated reduction in road deaths and injuries in low and middle-income countries. The potential savings in human suffering are huge. For example, World Bank estimates indicate that by 2020 over 2.5 million lives could be saved and 37.5 million hospitalizations and 175 million minor injuries avoided, if the fatalities per vehicle in these countries were reduced by a further 30%. Reaching such targets will require the achievement of related investment and knowledge transfer goals.

To increase country investment in safety, Facility activities support the shift from small, fragmented, one-off projects, to large, multisectoral projects which are the first step in a longer, sustained process of investing in improved safety results. This goal is aligned with the World Bank’s shift from ‘1st Generation Projects’ to ‘2nd Generation Projects’ which promotes a ‘learning by doing’ approach and anchors country capacity building efforts in systematic, measurable and accountable investment programs.

Country investments in ‘2nd ‘Generation Projects’ in turn create enabling environments for the cost-effective transfer of tools and procedures being developed by global and regional partners for application in low and middle-income countries. In these circumstances knowledge transfer activities supported by the Facility are grounded in well targeted programs and delivered within a robust results management framework.

Infrastructure innovations in high-income countries providing protective features such as traffic calming, roundabouts and low-cost median barriers offer proven potential for rapid and sustainable reductions in road deaths and injuries. The Facility places a high priority on programs that seek to adapt these measures to the circumstances encountered in low and middle-income countries and systematically implement them. In this regard it has entered into partnerships with the International Road Assessment Programme (iRAP) to promote the development of innovative infrastructure safety solutions, especially for vulnerable road users, and the International Roads Federation (IRF) to support related country training initiatives.

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Standards and rules governing the safety of roads, vehicles and road users are often fragmented and not based on good practice.
FACILITY ACTIVITIES

To achieve its mission and goals the Global Road Safety Facility is directing a portfolio of global, regional and country activities designed to have substantial impacts, rather than spreading Facility resources too thinly across many smaller activities. Funding allocations to end of World Bank Financial Year 2010 are summarized in Annex 4.

For activities to be eligible for consideration to receive Facility support the following core criteria must be met:

• proposed global and regional activities must be aligned and harmonized with other related Facility initiatives;
• proposed country activities must have official, written government endorsement prior to Facility consideration;
• proposed global, regional and country activities must support the implementation of the findings and recommendations of the *World Report on Road Traffic Injury Prevention.*

Activities are selected to promote and reinforce the efforts of key partners in the development arena. They seek to build improved leadership and knowledge management capacity across regions and within countries, and include the development of regional and country research capacity and the sponsorship of related research.

Global and Regional Activities

Examples of global and regional activities supported by the Facility include:

4. Data collection activities of the Harvard Initiative for Global Health, to improve inter-country comparative data on road deaths and injuries, as part of the Global Burden of Disease program.
5. Infrastructure safety rating activities of the International Road Assessment Programme (iRAP).
7. Development of a global traffic safety police network to engage and strengthen institutional leadership and processes for road policing in country police agencies.
8. Road safety management capacity safety management training initiatives with Sub-Saharan Transport Policy Program member countries.
9. Activities of other global organizations such as the International Roads Federation and the International Road Traffic Accident Database that deliver effective, evidence-based capacity building programs.

Activities are selected to promote and reinforce the efforts of key partners in the development arena. They seek to build improved leadership and knowledge management capacity across regions and within countries, and include the development of regional and country research capacity and the sponsorship of related research.
Knowledge management and training activities are designed to reinforce and complement those of existing professional networks and support global, regional and country capacity building initiatives in areas such as traffic safety law enforcement, safety engineering practices and commercial vehicle safety.

Regional activities are aligned with existing programs, where there are positive synergies. For example, Facility activities include a focus on the Africa region and where relevant they are designed to complement the activities of the Sub-Saharan Africa Transport Policy Program, and related cross-cutting public health programs (e.g. addressing HIV/AIDS, drug abuse, and road crash victim rehabilitation) that impact positively on road safety outcomes.

**Country Activities**

Examples of country activities supported by the Facility include:

1. Conduct of country safety management capacity reviews.
2. Strengthening of institutional structures and processes for road safety management, including ‘twinning’ arrangements and peer-to-peer reviews.
3. Preparation of national (and where appropriate, provincial and city) road safety investment strategies and demonstration programs for action.
4. Preparation of the necessary frameworks and business cases to support large-scale safety demonstration projects seeking development financing.
5. Funding of small-scale demonstration projects.
6. Knowledge management and training activities.
7. Research and development to support strategy implementation.

Country activities are viewed as integrated package. Activities 1 – 4 are aimed at accelerating country capacity to invest in improved road safety, and the conduct of activity 1 is a mandatory first step for countries seeking assistance from the Facility. Funding support for activities 5 – 7 is conditional on sustained government support and their alignment with a national, provincial or city safety strategy and related institutional reforms.

Country activities are expected to place a strong emphasis on supporting capacity building initiatives that are anchored in or are leading to systematic, measurable and accountable investment programs.

Multi-country activities will also be supported. For example, the Facility is reviewing development bank and private sector opportunities for safety investments in regional trade corridors traversing a number of countries in Africa willing to work in partnership on the safety priorities identified.

National agencies and related entities are the main recipients of country grants from the Facility, but global and regional partners are also eligible to seek support from the Facility for specific country and multi-country level initiatives.
It is not intended to replicate the implementation capacity of partner organizations within the Facility which has been designed to act as a ‘virtual’ platform and ‘clearing house’ for the funding and resources required to implement the World Report recommendations in low and middle-income countries.
The Global Road Safety Facility aims to mobilize support for its partners in ways that strengthen, extend and sustain their operations. It is not intended to replicate the implementation capacity of partner organizations within the Facility which has been designed to act as a 'virtual' platform and 'clearing house' for the funding and resources required to implement the *World Report* recommendations in low and middle-income countries. The Facility aims to provide the strategic leadership and financial management systems required to focus and sustain the collective efforts of all partners in this major public health initiative.

Governance arrangements for the Facility have been structured to minimize administration costs and to streamline application processes to ensure the timely and efficient transfer of Facility funds to global, regional and country recipients.

A Facility Implementation Unit (FIU) is located within the Bank for the day to day management of the Facility, and a Facility Executive Board (FEB) supports the FIU. A Core Advisory Group provides the FEB and FIU with independent advice and guidance, and supplementary Thematic Advisory Groups will be established as needed to augment this advisory process.

Donor’s Forums and Consultative Meetings are held to support these arrangements, usually as annual events where opportunities arise to meet with relevant groups. These meetings help to ensure that Facility operations are transparent and representative of regional and country interests and they also provide a platform to seek alignment with parallel activities of other partners and donors.

**Facility Implementation Unit**

The Facility Implementation Unit (FIU) is hosted, staffed and managed by the World Bank. This arrangement includes the provision of all related road safety, administrative, financial, legal, media and communications services. Expert support staff may also be seconded from donor organizations to the FIU, and in this regard the Swedish International Development Cooperation Agency is supporting a road safety specialist in the FIU seconded from the Swedish Ministry of Communications. Longer-term staffing requirements will be determined by the volume of external donor financing provided to the Facility, but it is intended to keep staff numbers as low as possible and to avoid any replication of implementation capacity that is being built in the wider partnership.

Key responsibilities of the Facility Implementation Unit include:

1. Preparing and implementing calls for funding grant proposals including application guidelines and relevant criteria.
2. Screening and evaluating grant proposals.
3. Preparing the Facility's Business Plans.
4. Administering the disbursement of Contribution funds, Development Grant Facility funds and any other funds received by the Bank for the Facility.
5. Maintaining data bases on Facility activities.
6. Monitoring the performance of Facility activities.
7. Establishing and maintaining a Facility website.
8. Establishing supplementary Thematic Advisory Groups as required.
9. Providing secretariat services to the Facility Executive Board, the Core Advisory Group and Thematic Advisory Groups.
10. Establishing and maintaining relations with Facility donors and partners.
12. Organizing and supporting Facility donor forums.
13. Organizing and supporting Facility partners’ and stakeholders’ consultative meetings.
15. Disseminating lessons learned on Facility-supported good practices.
16. Updating the Facility’s Strategic Plan.

The Facility Implementation Unit is hosted at the World Bank. In the longer-term consideration may be given to locating it elsewhere, if the Facility Executive Board considers that this offers improved efficiency and effectiveness.

**Facility Executive Board**

The Facility Executive Board (FEB) comprises representatives from the founding members (the World Bank, FIA Foundation for the Automobile and Society, Government of the Netherlands, Swedish International Development Cooperation Agency and Australian Agency for International Development). All future contributors providing more than $250,000 annually in funds and other resources to the Facility will automatically become members of the FEB; provided that membership of the FEB will be determined in accordance with rules and procedures agreed by the FEB. The FEB will be chaired by a donor representative on a rotational basis under rules and procedures agreed by the FEB, with the Government of the Netherlands as the initial chair. The FEB meets twice a year at times and locations determined by the FEB and decisions are taken by consensus.

Key responsibilities of the Facility Executive Board include:

1. Advising the Facility Implementation Unit (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.
5. Facilitating donor coordination of parallel activities financed outside of the Facility.
7. Reviewing the performance of the Facility and evaluating its impacts.
8. Reviewing and advising on updates to the Facility’s Strategic Plan.

**Core Advisory Group**

The Core Advisory Group (CAG) provides independent scientific advice to the Facility Executive Board (FEB) and the Facility Implementation Unit (FIU). The CAG meets at least twice a year, aligned with the planned FEB meetings, and keeps in regular contact with the FEB and the FIU as and when needed.

Chairmanship of the Core Advisory Group (CAG) is determined by the FIU and likewise CAG membership is determined by the FIU, as advised by the CAG chairman, to reflect the requirements of the Facility Executive Board and the Facility Implementation Unit. The number of CAG members will remain small mainly for budgetary reasons, but also to maintain cohesiveness. CAG decisions are taken by consensus.
When requested by the Facility Executive Board or the Facility Implementation Unit, the Core Advisory Group (CAG) will advise on the establishment of supplementary Thematic Advisory Groups and support their deliberations on specific safety themes requiring expertise to supplement the competencies of the CAG.

Key responsibilities of the Core Advisory Group include:

1. Providing advice to the Facility Implementation Unit (FIU) and Facility Executive Board (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 (TAGs).
3. Supporting the deliberations of supplementary TAGs.
4. Supporting the conduct of Facility Donor forums.
5. Supporting the conduct of Facility Consultative meetings.

Thematic Advisory Groups will meet when requested by the Facility Implementation Unit (FIU) and will be disestablished once their advisory task has been completed, as determined by the FIU. Their key responsibility will be to provide expert advice to the FIU or Facility Executive Board on issues concerning specific safety themes. It is envisaged that their work will be directed by the Core Advisory Group.

Donor forums

Donor forums will be held with invited donor organizations to mobilize additional funding and resources for the Facility and to facilitate donor coordination of parallel activities financed outside of the Facility. Forums will be planned by the Facility Implementation Unit and will normally be aligned with meetings of the Facility Executive Board and Core Advisory Group.

Consultative meetings

Consultative meetings will be held on a regular basis with invited Facility partners and stakeholders to seek regional and country input into the mission and goals of the Facility and its ongoing operational activities. Meetings will be planned by the Facility Implementation Unit and will normally be aligned with meetings of the Facility Executive Board and Core Advisory Group.

Facility Multi-Donor Trust Funds

A global multi-donor trust fund has been established to finance Facility activities globally, regionally and in countries. A separate multi-donor trust fund has been established to finance Facility activities in the World Bank Africa region. Additional multi-donor trust funds may be established for activities in other World Bank regions, to reflect the regional preferences of donors supporting the Facility.

Form of contributions

Contributions to the Facility are in the form of cash. In some cases contributions of in-kind resources may also be considered with the approval of the Facility Executive Board. These could include the availability of specialist agency staff from donor countries to support initiatives in recipient countries through agency twinning arrangements, and the participation of agency specialists in specific programs, projects and training and development initiatives. Some of these initiatives may be eligible for Facility support to cover travel, accommodation and daily expenses.
Trust fund agreement
Contributors enter into an Administrative Agreement with the World Bank for their financial contributions to the Facility, in accordance with a standard World Bank format for such agreements. Other forms of in-kind partnership contributions may be formalized through Memoranda of Understanding that set out the terms of the partnership agreement and mutual obligations.

Standard provisions
Standard provisions applicable to trust fund contributions set out agreed rules and procedures for the detailed management of donor contributions. These rules and procedures are the same for all trust funds established, irrespective of regional preferences. The provisions note that contributions may be used for any purpose that is permissible under this Strategic Plan, as it may be amended from time to time.

Targeted funding contributions
The Facility aims to secure annual donor contributions to conduct its global, regional and country activities. While the founding donor contributions are sufficient to support current Facility operations they need to be supplemented to sustain longer-term operations designed to achieve the Facility’s mission and goals.

An indicative 10-year budget and related action plan for the Facility has been presented in the report of the Commission for Global Road Safety chaired by Lord Robertson. The proposed budget and action plan have been reviewed by the Facility Implementation Unit and found to be comprehensive and manageable, and they provide a useful benchmark for ongoing dialogue with the donor community.

The Facility Executive Board is taking an active role in seeking additional funding support for the Facility.

Implementing the strategy
The activities of the Global Road Safety Facility are being implemented over three phases: a start-up phase which ended 30 June 2007 (World Bank Financial Year FY07), a growth phase ending FY10, and a consolidation phase ending FY15.

The Facility Executive Board will undertake a comprehensive review of progress at the end of the first two phases, to assess progress against the Facility mission and goals, and to make necessary adjustments to the Strategic Plan.

Implementation priorities include developing a results management framework to appraise Facility performance, and engaging with the donor community to seek additional funding commensurate with the scale of the public health crisis that the Facility is addressing.

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The activities of the Global Road Safety Facility are being implemented over three phases: a start-up phase which ended 30 June 2007 (World Bank Financial Year FY07), a growth phase ending FY10, and a consolidation phase ending FY15.
The World Health Organization (WHO) and the World Bank jointly issued the World Report on Road Traffic Injury Prevention on World Health Day 2004, which was dedicated by the WHO to the improvement of global road safety.
ANNEX 1

WORLD REPORT RECOMMENDATIONS

The World Health Organization (WHO) and the World Bank jointly issued the World Report on Road Traffic Injury Prevention on World Health Day 2004, which was dedicated by the WHO to the improvement of global road safety.

The World Report invites governments to assess the current status of road safety in their respective countries and makes the following strategic recommendations to assist this process. Low and middle-income countries lacking sufficient resources to fully apply these recommendations are encouraged to seek partnerships with international organizations and other entities to assist their implementation.

1. Identify a lead agency in government to guide the national road safety effort.

This recommendation stresses the importance of institutional leadership which derives from a designated legal authority that has the power to make decisions, manage resources and coordinate the efforts of all participating sectors of government.

Lead agencies can take different institutional forms, but they must be adequately funded and publicly accountable for their performance. They must also actively engage and collaborate with all groups in society that can contribute to improved safety outcomes. Their effectiveness is considerably enhanced by strong and sustained political support for the initiatives they promote.

2. Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country.

This recommendation complements the importance of the lead agency role and underscores the complexity of managing road network safety across institutional structures responsible for delivering and sustaining safety improvements. Before effective action can be taken institutional capacity to implement injury prevention measures must be appraised and weaknesses addressed.

High quality data on road safety performance is central to the process of identifying safety problems. As a high priority cost-effective data systems consistent with international standards for recording and classifying road deaths and injuries should be established as part of the capacity building process.

3. Prepare a national road safety strategy and plan of action.

This recommendation further underscores the institutional complexities that must be addressed at the country level by highlighting the multisectoral and multidisciplinary dimensions of an effective national road safety strategy. Such a strategy must cover the safety requirements of all road users and engage all stakeholders across government, the private sector, nongovernmental organizations, the media and the general public. It should also be linked to strategies in other sectors (e.g. environment, health, urban planning) and set ambitious safety targets, complemented by a national action plan setting out specific interventions to achieve them within specified timeframes.

In countries where safety management capacity is weak the preparation of an effective national road safety strategy and related plan of action must be staged, to first of all build the institutional capacity and knowledge necessary to sustain the delivery of a targeted action plan at the country level. This will require a progressively scaled up program of institutional strengthening and targeted interventions to reach a stage where national actions can be managed and sustained on a long-term basis.

4. Allocate financial and human resources to address the problem.

This recommendation complements the previous recommendation concerning the preparation of a national road safety strategy and the related institutional capacity required to underpin and sustain it. In countries where safety management capacity is weak new funding will have to be found for the required level of investment to meet ambitious targets. Without adequate funding and skilled people institutional structures and processes are ineffective and national action plans remain ‘paper’ plans.

Cost-benefit analysis has an important role to play in setting expenditure priorities for road traffic injury prevention, and training programs across a range of disciplines will be required to build the skills to develop and implement national road safety strategies. Participation in global and regional training networks and international conferences can help accelerate this knowledge transfer process and further strengthen country capacity.

5. Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions.

This recommendation summarizes the range of ‘good practice’ interventions that could be considered by all countries. Specific country-based actions should be based on sound evidence, be culturally appropriate, and form part of a targeted national road safety strategy. They should also be evaluated for their effectiveness.

However, it should be noted that a focus on interventions alone has proved to be ineffective in terms of addressing poor road safety performance at the country level. Attention must be paid to all elements of the road safety management system and in particular institutional ownership and accountability for results is paramount if sustainable improvements in road safety performance are to be assured.

6. Support the development of national capacity and international cooperation.

This recommendation calls for a substantial scaling up of international efforts to build a global and regional partnership focused on strengthening capacity at the country level to deal with the growing road safety crisis.

United Nations agencies, development banks, nongovernmental organizations, multinational corporations, philanthropic foundations and donor countries and agencies all have an important role to play in increasing support for global road safety to levels provided for other health problems of comparable magnitude.

Leadership, coordination and an ongoing process engaging relevant government ministers will be required to develop and endorse a global plan of action that is consistent with other global initiatives such as the Millennium Development Goals.
On 14 April 2004 the United Nations (UN) General Assembly held its first Plenary Session to address a report of the Secretary-General on the Global Road Safety Crisis.

More than 60 nations co-sponsored UN General Assembly Resolution 58/289 (Improving global road safety), which passed with unanimous consent.

The UN Resolution noted the World Report recommendations and invited the World Health Organization to coordinate road safety issues within the UN system, in close cooperation with the UN regional commissions.

The UN Resolution also underlined the importance of technical cooperation and financial and technical support to assist the capacity building efforts of low and middle-income countries.

On 26 October 2005 the UN General Assembly considered the progress report of the Secretary General on the achievements of the UN Road Safety Collaboration, a group of more than 40 agencies committed to tackling the Global Road Safety Crisis. A new UN General Assembly Resolution A/RES/60/5 (Improving global road safety) was passed with unanimous consent. The UN Resolution commended the initiatives taken since the previous resolution, reaffirmed its priorities and recommendations, and placed special emphasis on the importance of international cooperation in supporting road safety capacity building initiatives in developing countries and providing the financial and technical support associated with such efforts.

On 31 March 2008 the UN General Assembly further considered progress being made on the recommendations of its previous resolutions and a new General Assembly Resolution A/RES/62/244 (Improving global road safety) was passed, again with unanimous consent. This new resolution commended the World Bank for its initiative in establishing the Global Road Safety Facility, the first funding mechanism designed to support capacity building and provide technical support for road safety at the global, regional and country levels.

Copies of UN General Assembly Resolution 58/289 (Improving global road safety), UN General Assembly Resolution A/60/L.8 (Improving global road safety) and UN General Assembly Resolution A/RES/62/244 are attached.
Resolution adopted by the General Assembly

[without reference to a Main Committee (A/58/L.60/Rev.1 and Add.1)]

58/289. Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003 and 58/9 of 5 November 2003,

Having considered the report of the Secretary-General on the global road safety crisis,¹

Noting the recommendation contained in the report of the Secretary-General that a coordinating body be identified within the United Nations system to provide support in this field² and the recommendation that the United Nations regional commissions undertake certain activities,³

Convinced that responsibility for road safety rests at the local, municipal and national levels,

Recognizing that many developing countries and countries with economies in transition have limited capacities to address these issues, and underlining, in this context, the importance of international cooperation towards further supporting the efforts of developing countries, in particular, to build capacities in the field of road safety, and of providing financial and technical support for their efforts,

Commingled the initiative of the Government of France, the World Health Organization and the World Bank in launching the World Report on Road Traffic Injury Prevention in Paris on 7 April 2004, in observance of World Health Day, with the theme "Road safety is no accident", which contains a number of recommendations,

Also commending the United Nations regional commissions and their subsidiary bodies for responding to the above-mentioned resolutions and to the report of the Secretary-General,

1. Takes note of the recommendations contained in the World report on road traffic injury prevention,

¹ A/58/228.
² Ibid., paras. 44 (a).
³ Ibid., para. 44 (k).
2. Invites the World Health Organization, working in close cooperation with the United Nations regional commissions, to act as a coordinator on road safety issues within the United Nations system;

3. Requests the Secretary-General, in submitting his report to the General Assembly at its sixtieth session in accordance with resolution 58/9, to draw upon the expertise of the United Nations regional commissions, as well as the World Health Organization and the World Bank;

4. Underlines the need for the further strengthening of international cooperation, taking into account the needs of developing countries, to deal with issues of road safety.

84th plenary meeting
14 April 2004
Resolution adopted by the General Assembly
[without reference to a Main Committee (A/60/L.8 and Add.1)]

60/5. Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003 and 58/289 of 14 April 2004 on improving global road safety,

Having considered the report of the Secretary-General on the global road safety crisis,1

Commending the World Health Organization for its role in implementing the mandate conferred upon it by the General Assembly in its resolution 58/289 to act, working in close cooperation with the United Nations regional commissions, as a coordinator on road safety issues within the United Nations system,

Also commending the United Nations regional commissions and their subsidiary bodies for having responded to the above-mentioned resolutions and to the report of the Secretary-General by accelerating or expanding their road safety activities,

Noting with satisfaction the progress made by the United Nations Road Safety Collaboration as described in the report of the Secretary-General,2 as well as the road safety initiatives undertaken by relevant United Nations agencies and international partners,

Underlining the importance for Member States to continue using the World Report on Road Traffic Injury Prevention as a framework for road safety efforts and implementing its recommendations by paying particular attention to the five risk factors identified, namely, the non-use of safety belts and child restraints; alcohol; the non-use of helmets; inappropriate and excessive speed; and the lack of infrastructure,3

Welcoming the proposal of the Economic Commission for Europe to host the first United Nations Global Road Safety Week, in Geneva in April 2007, targeted at young road users, including young drivers,

1 A/60/181 and Corr.1.
2 Ibid., para. 32.
3 Ibid., para. 37 (f) and (g).
Also welcoming the proposal to designate the third Sunday in November as the World Day of Remembrance for Road Traffic Victims, in recognition of road traffic victims and their families’ loss and suffering,

Convinced that responsibility for road safety rests at the local, municipal and national levels,

Recognizing that many developing countries and countries with economies in transition have limited capacities to address these issues, and underlining, in this context, the importance of international cooperation towards further supporting the efforts of developing countries, in particular, to build capacities in the field of road safety and of providing the financial and technical support associated with such efforts,

1. Expresses its concern at the continued increase, in particular in developing countries, in traffic fatalities and injuries worldwide;

2. Reaffirms the importance of addressing global road safety issues and the need for the further strengthening of international cooperation, taking into account the needs of developing countries, by building capacities in the field of road safety, and providing financial and technical support for their efforts;

3. Encourages Member States and the international community, including international and regional financial institutions, to lend financial, technical and political support, as appropriate, to the United Nations regional commissions, the World Health Organization and other relevant United Nations agencies for their efforts to improve road safety;

4. Invites the United Nations regional commissions, relevant United Nations agencies and international partners to continue the existing road safety initiatives, and encourages them to take up new ones;

5. Encourages Member States to adhere to the 1949 Convention on Road Traffic and the 1968 Convention on Road Traffic and Convention on Road Signs and Signals, in order to ensure a high level of road safety in their countries, and also encourages them to strive to reduce road traffic injuries and mortality in order to achieve the Millennium Development Goals;

6. Stresses the importance of the improvement in the international legal road traffic safety norms, and welcomes in this regard the work of the Working Party on Road Traffic Safety of the Inland Transport Committee of the Economic Commission for Europe in the elaboration of a substantial package of amendments to the 1968 Conventions on Road Traffic and Road Signs and Signals;

7. Invites Member States to implement the recommendations of the World Report on Road Traffic Injury Prevention, including those related to the five main risk factors, namely, the non-use of safety belts and child restraints, the non-use of helmets, drinking and driving; inappropriate and excessive speed; as well as the lack of appropriate infrastructure;

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* Ibid., para. 37 (a).
* Ibid., vol. 1042, No. 15705.
* Ibid., vol. 1091, No. 16743.
8. Also invites Member States to establish a lead agency, on a national level, on road safety and to develop a national action plan to reduce road traffic injuries, by passing and enforcing legislation, conducting necessary awareness-raising campaigns and putting in place appropriate methods to monitor and evaluate interventions that are implemented;

9. Invites the United Nations regional commissions and the World Health Organization to organize jointly, within their resources as well as with voluntary financial assistance from concerned stakeholders from government, civil society and the private sector, the first United Nations Global Road Safety Week to serve as a platform for global and regional, but mainly national and local, activities to raise awareness about road safety issues and to stimulate and advance responses as appropriate for these settings, and to convene a second road safety stakeholders' forum in Geneva as part of the Global Road Safety Week to continue work begun at the first forum held at United Nations Headquarters in 2004;

10. Invites Member States and the international community to recognize the third Sunday in November of every year as the World Day of Remembrance for Road Traffic Victims as the appropriate acknowledgement for victims of road traffic crashes and their families;

11. Requests the Secretary-General to report to the General Assembly at its sixty-second session on the progress made in improving global road safety;

12. Decides to include in the provisional agenda of its sixty-second session the item entitled “Global road safety crisis”.

38th plenary meeting
26 October 2005
Resolution adopted by the General Assembly

[without reference to a Main Committee (A/62/L.43 and Add.1)]

62/244. Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004 and 60/5 of 26 October 2005 on improving global road safety,

Having considered the note by the Secretary-General transmitting the report on improving global road safety,¹

Noting with appreciation the adoption on 23 May 2007 of World Health Assembly resolution 60.22 on emergency care systems,²

Underlining the importance for Member States to continue using the World Report on Road Traffic Injury Prevention as a framework for road safety efforts and implementing its recommendations by paying particular attention to five of the main risk factors identified, namely, the non-use of safety belts and child restraints, the non-use of helmets, drinking and driving, inappropriate and excessive speed and the lack of appropriate infrastructure, and by paying particular attention also to the needs of vulnerable road users such as pedestrians, cyclists and motorcyclists, and users of public transport, and improving post-crash care for victims of road crashes,

Commending the World Health Organization for its role in implementing the mandate conferred upon it by the General Assembly to work with the United Nations regional commissions to coordinate road safety issues within the United Nations system, and the progress of the United Nations Road Safety Collaboration as a coordination mechanism whose members are providing Governments and civil society with good-practice guidelines to support action to tackle the major road safety risk factors,

Recognizing the work of the United Nations regional commissions and their subsidiary bodies in increasing their road safety activities and advocating for increased political commitment to road safety, and in this context also recognizing

¹ A/62/257.
the continuing commitment of the Economic Commission for Europe to global action in the elaboration of safety-related global technical vehicle regulations and amendments to the Convention on Road Traffic and the Convention on Road Signs and Signals, resolution 63/9 of 23 May 2007 of the Economic and Social Commission for Asia and the Pacific, in which the Commission encouraged members to continue to act upon recommendations contained in the Ministerial Declaration on Improving Road Safety in Asia and the Pacific, the Accra Declaration of African Ministers responsible for transport and health of 8 February 2007, the Declaration of San José on road safety of 14 September 2006 and resolution 279 (XXIV) of 11 May 2006 of the Economic and Social Commission for Western Asia on follow-up to implementation of components of the Integrated Transport System in the Arab Mashreq, including follow-up on road safety,

Commending the World Bank for its initiative in establishing the Global Road Safety Facility, the first funding mechanism designed to support capacity-building and provide technical support for road safety at the global, regional and country levels, welcoming the financial assistance given to the Facility by the Governments of Australia, the Netherlands and Sweden, and by the FIA Foundation for the Automobile and Society, and encouraging more financial contributions to the Facility,

Commending also the World Health Organization and the United Nations regional commissions for organizing, in collaboration with the other members of the United Nations Road Safety Collaboration, the first United Nations Global Road Safety Week in April 2007, during which hundreds of events were held all over the world, including the World Youth Assembly for Road Safety and the second Stakeholders’ Forum for Global Road Safety, in Geneva, which helped to draw attention to the fact that road traffic crashes have become the leading cause of death among young people aged between 10 and 24,

Taking note of all national and regional initiatives to improve awareness of road safety issues, including the second European Road Safety Day, to be observed on 13 October 2008,

Also taking note of the report of the Commission for Global Road Safety, Make Roads Safe: A New Priority for Sustainable Development, which links road safety with sustainable development and which calls for increased resources for road safety, a new commitment for road infrastructure assessment and a global ministerial conference on road safety under the auspices of the United Nations,

Expressing its concern at the continued increase in road traffic fatalities and injuries worldwide, in particular in developing countries,

Reaffirming the need for the further strengthening of international cooperation and knowledge-sharing in road safety, taking into account the needs of developing countries,

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2 Ibid., vol. 1093, No. 16743.
4 E/ESCAP/63/13, chap. IV.
1. **Invites** Member States to actively participate in the development of the global road safety status report being prepared by the World Health Organization;

2. **Invites** all Member States to participate in the projects to be implemented by the United Nations regional commissions to assist low- and middle-income countries in setting their own national road traffic casualty reduction targets, as well as regional targets;

3. **Reaffirms** the importance of addressing global road safety issues and the need for the further strengthening of international cooperation, taking into account the needs of developing countries by building capacities in the field of road safety and providing financial and technical support for their efforts;

4. **Encourages** Member States to continue to strengthen their commitment to road safety, including by observing the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year;

5. **Invites** the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration, to promote multisectoral collaboration by organizing, when appropriate, United Nations Global Road Safety Weeks, including Stakeholders’ Forums for Global Road Safety;

6. **Encourages** organizations in both the private and the public sector with vehicle fleets, including agencies of the United Nations system, to develop and implement policies and practices that will reduce crash risks for vehicle occupants and other road users;

7. **Welcomes** the offer by the Government of the Russian Federation to host and provide the necessary financial support for the first global high-level (ministerial) conference on road safety, to be held in 2009, to bring together delegations of ministers and representatives dealing with transport, health, education, safety and related traffic law enforcement issues, to discuss progress in implementing the recommendations of the *World Report on Road Traffic Injury Prevention* and the General Assembly resolutions on improving global road safety, and provide an opportunity for Member States to exchange information and best practices;

8. **Decides** to include in the provisional agenda of its sixty-fourth session the item entitled “Global road safety crisis”, and requests the Secretary-General to report to the General Assembly at that session on the progress made in improving global road safety.

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*87th plenary meeting
31 March 2008*
Annex 3

WORLD HEALTH ASSEMBLY RESOLUTION

On 22 May 2004 the 57th World Health Assembly (WHA) unanimously adopted Resolution WHA 57.10 (Road safety and health).

The WHA Resolution noted the launch of the World Report and considered that the public health sector and others should actively participate in programs for the prevention of road traffic injuries.

The WHA Resolution urged Member States to mobilize their public health sectors by appointing focal points for the prevention and mitigation of the adverse consequences of road crashes, and among other things it recommended Member States to explore the possibilities to increase funding for road safety, including through the creation of a fund.

The WHA Resolution also accepted the United Nations (UN) General Assembly invitation to the World Health Organization to coordinate road safety issues within the UN system.

A copy of Resolution WHA 57.10 (Road safety and health) is attached.
Road safety and health

The Fifty-seventh World Health Assembly,

Recalling resolution WHA27.59 (1974), which noted that road traffic accidents caused extensive and serious public health problems, that coordinated international efforts were required, and that WHO should provide leadership to Member States;

Having considered the report on road safety and health;¹

Welcoming United Nations General Assembly resolution 58/9 on the global road-safety crisis;

Noting with appreciation the adoption of resolution 58/289 by the United Nations General Assembly inviting WHO to act as a coordinator on road safety issues within the United Nations system, drawing upon expertise from the United Nations regional commissions;

Recognizing the tremendous global burden of mortality resulting from road traffic crashes, 90% of which occur in low- and middle-income countries;

Acknowledging that every road user must take the responsibility to travel safely and respect traffic laws and regulations;

Recognizing that road traffic injuries constitute a major but neglected public health problem that has significant consequences in terms of mortality and morbidity and considerable social and economic costs, and that in the absence of urgent action this problem is expected to worsen;

Further recognizing that a multisectoral approach is required successfully to address this problem, and that evidence-based interventions exist for reducing the impact of road traffic injuries;

Noting the large number of activities on the occasion of World Health Day 2004, in particular, the launch of the first world report on traffic injury prevention,²

1. CONSIDERS that the public health sector and other sectors – government and civil society alike – should actively participate in programmes for the prevention of road traffic injury through injury surveillance and data collection, research on risk factors of road traffic injuries, implementation and evaluation of interventions for reducing road traffic injuries, provision of prehospital and trauma

¹ Document A57/10.

care and mental-health support for traffic-injury victims, and advocacy for prevention of road traffic injuries;

2. URGES Member States, particularly those which bear a large proportion of the burden of road traffic injuries, to mobilize their public-health sectors by appointing focal points for prevention and mitigation of the adverse consequences of road crashes who would coordinate the public-health response in terms of epidemiology, prevention and advocacy, and liaise with other sectors;

3. ACCEPTS the invitation by the United Nations General Assembly for WHO to act as a coordinator on road safety issues within the United Nations system, working in close collaboration with the United Nations regional commissions;

4. RECOMMENDS Member States:

(1) to integrate traffic injuries prevention into public health programmes;

(2) to assess the national situation concerning the burden of road traffic injury, and to assure that the resources available are commensurate with the extent of the problem;

(3) if they have not yet done so, to prepare and implement a national strategy on prevention of road traffic injury and appropriate action plans;

(4) to establish government leadership in road safety, including designating a single agency or focal point for road safety or through another effective mechanism according to the national context;

(5) to facilitate multisectoral collaboration between different ministries and sectors, including private transportation companies, communities and civil society;

(6) to strengthen emergency and rehabilitation services;

(7) to raise awareness about risk factors in particular the effects of alcohol abuse, psychoactive drugs and the use of mobile phones while driving;

(8) to take specific measures to prevent and control mortality and morbidity due to road traffic crashes, and to evaluate the impact of such measures;

(9) to enforce existing traffic laws and regulations, and to work with schools, employers and other organizations to promote road-safety education to drivers and pedestrians alike;

(10) to use the forthcoming world report on traffic injury prevention as a tool to plan and implement appropriate strategies for prevention of road traffic injury;

(11) to ensure that ministries of health are involved in the framing of policy on the prevention of road traffic injuries;

(12) especially developing countries, to legislate and strictly enforce wearing of crash helmets by motorcyclists and pillion riders, and to make mandatory both provision of seat belts by automobile manufacturers and wearing of seat belts by drivers;
(13) explore the possibilities to increase funding for road safety, including through the creation of a fund;

5. REQUESTS the Director-General:

(1) to collaborate with Member States in establishing science-based public health policies and programmes for implementation of measures to prevent road traffic injuries and mitigate their consequences;

(2) to encourage research to support evidence-based approaches for prevention of road traffic injuries and mitigation of their consequences;

(3) to facilitate the adaptation of effective measures to prevent traffic injury that can be applied in local communities;

(4) to provide technical support for strengthening systems of prehospital and trauma care for victims of road traffic crashes;

(5) to collaborate with Member States, organizations of the United Nations system, and nongovernmental organizations in order to develop capacity for injury prevention;

(6) to maintain and strengthen efforts to raise awareness of the magnitude and prevention of road traffic injuries;

(7) to organize regular meetings of experts to exchange information and build capacity;

(8) to report progress made on the promotion of road safety and traffic injury prevention in Member States to the Sixtieth World Health Assembly in May 2007.

Eighth plenary meeting, 22 May 2004
A57/VR/8
The Commission for Global Road Safety was established in 2006 on the initiative of the FIA Foundation for the Automobile and Society to examine the response of the international community to the growing road safety epidemic, and to make policy recommendations aimed at promoting greater political and financial support for road injury prevention.
The Commission for Global Road Safety was established in 2006 on the initiative of the FIA Foundation for the Automobile and Society to examine the response of the international community to the growing road safety epidemic, and to make policy recommendations aimed at promoting greater political and financial support for road injury prevention. The Commission for Global Road Safety is chaired by Lord Robertson of Port Ellen, the former NATO Secretary General. The Commission includes members from each of the Group of Eight (G8) countries and a member from each of the World Regions. It reported in June 2006, publishing its report “Make Roads Safe: A New Priority for Sustainable Development”. The key recommendations of the report are outlined below.

Summary of key recommendations

• New road infrastructure is essential for the achievement of the Millennium Development Goals, but new roads must be safe. At a minimum 10% of all road infrastructure projects funding should be committed to road safety. This principle should be rigorously and consistently applied by all bilateral and multilateral donors.

• The G8 countries should work with the Africa Infrastructure Consortium to invest at least 10% of the total cost of planned road infrastructure into safer roads and a stronger regional capacity to develop national road safety plans.

• An Action Plan for global road safety is needed to develop sustainable road safety capacity in low and middle-income countries. The Action Plan should be managed by the new Global Road Safety Facility, hosted by the World Bank.

• The Action Plan should be effectively resourced by means of a ten year commitment of US $300 million, of which US $200 million could be contributed by donor governments and US $100 million from other sources.

• A Ministerial Conference on Global Road Safety should be held in 2008 under the auspices of the UN, bringing together Transport and Infrastructure, Health and Interior Ministers.

• A Global Road Safety Charter should be created, through which stakeholders can pledge their support to the implementation of the World Report and progress to reversing the rising toll of road traffic deaths and injuries.

• To encourage a sustained reduction in global traffic deaths and injuries, the Commission recommends that governments in low and middle-income countries should adopt their own national road traffic casualty reduction targets. These targets should be ambitious but achievable and supported by use of key performance indicators, such as levels of seat belt and helmet use, and supplemented by regional road safety targets where appropriate.

The way ahead

Since the launch of its report the Commission for Global Road Safety has made considerable progress with its Make Roads Safe campaign and in particular UN General Assembly Resolution A/RES/62/244 supported the Commission’s call for the first ever global ministerial conference on road safety which is scheduled to be held in Moscow in November 2009. The Commission is now pressing for a decade of sustained global action between 2010 and 2020\textsuperscript{12} with the aim of halving the forecast death toll by 2020. It plans to produce and launch its second report at a major Make Roads Safe event in Rome in May 2009.

Table 1 summarizes the allocation of funds to specific activities in World Bank Financial Years 2006 - 2010, in accordance with the Facility's mission and goals.13

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

<table>
<thead>
<tr>
<th>Activities</th>
<th>Planned FY06 – FY0914</th>
<th>Disbursed FY06 – FY0914</th>
<th>Projected FY09 – FY1015</th>
<th>%age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity building</td>
<td>3,789</td>
<td>897</td>
<td>2,892</td>
<td>24%</td>
</tr>
<tr>
<td>Program delivery</td>
<td>3,405</td>
<td>2,690</td>
<td>715</td>
<td>22%</td>
</tr>
<tr>
<td>Infrastructure safety</td>
<td>2,266</td>
<td>1,174</td>
<td>1092</td>
<td>15%</td>
</tr>
<tr>
<td>Research &amp; development</td>
<td>1,619</td>
<td>650</td>
<td>969</td>
<td>11%</td>
</tr>
<tr>
<td>Advocacy</td>
<td>1,542</td>
<td>1,294</td>
<td>248</td>
<td>10%</td>
</tr>
<tr>
<td>Training &amp; workshops</td>
<td>1,447</td>
<td>200</td>
<td>1,247</td>
<td>9%</td>
</tr>
<tr>
<td>Facility Implementation Unit</td>
<td>898</td>
<td>368</td>
<td>530</td>
<td>6%</td>
</tr>
<tr>
<td>Facility governance</td>
<td>439</td>
<td>171</td>
<td>268</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>15,405</strong></td>
<td><strong>7,444</strong></td>
<td><strong>7,961</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

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** include, 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.

14 As of January 2009.
15 Projections as of January 2009.
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