



Upscaling Support and Developing A Shared Approach

2011 - 2015



European Bank
for Reconstruction and Development



MDB'S ROAD SAFETY INITIATIVE



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INTRODUCTION



On 11 November 2009, ahead of the First Global Ministerial Conference on Road Safety in Moscow, seven Multilateral Development Banks (MDBs)¹ issued a Joint Statement on a Shared Approach to Managing Road Safety in the context of harmonizing policies for road safety operations. On 19 April 2011, our institutions launched the MDB Road Safety Initiative to scale up our support for the UN Decade of Action for Road Safety, 2011–2020 (UNDoA) and to develop a shared program of engagement in our client countries. CAF development bank of Latin America joined in April 2012.

MDBs support the global call for action from World Health Assembly Resolution WHA57.10 (Road safety and health), UN General Assembly Resolutions 586/289, 60/5, 62/244, 64/255, and 66/260 (Improving global road safety).

Since issuing the Joint Statement, the MDBs have, collectively and individually, been scaling up their support for road safety. This includes increased loan and grant financing for road safety investments, and technical assistance for strengthening road safety capacity, policies and institutions in client countries as well as awareness events. 2015 marks the mid-term of the UN Decade of Action on Road Safety and progress needs to be intensified and accelerated to meet the Decade goal of stabilizing and reducing road traffic deaths.

The UN's recently approved **2030 Agenda for Sustainable Development** has underscored the importance of addressing road safety. As part of Sustainable Development Goal (SDG) 3 ("ensure healthy lives and promote well-being for all at all ages"), a global target has been established to "by 2020 halve global deaths and injuries from road traffic accidents" (Target 3.6). In Development Goal 11 ("Make cities inclusive, safe, resilient and sustainable"), a global target has been established to: "by 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons".

In order to realize these targets, a major effort will be needed to address road safety in middle-income and developing countries through targeted action and significant expansion of the financing provided for road safety programs.

The MDBs Road Safety Initiative report aims to identify lessons learned, and define strategies and lines of action for the remaining of the Decade.

¹ African Development Bank (AfDB), Asian Development Bank (ADB), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), Inter-American Development Bank (IADB), Islamic Development Bank (IsDB), and World Bank.

WHAT DID WE COMMIT TO DO?

The construction of safer roads is one of the key pillars of the UN Decade of Action for Road Safety, comprising both the review of opportunities for improved safety in the planning, design, construction, operation and maintenance of road infrastructure projects through and the implementation of infrastructure safety improvements.

The total annual investment in road infrastructure worldwide is over USD 3 trillion². Roads built today are durable assets whose lifespan typically span several decades, and therefore the quality of the infrastructure built nowadays will determine the scale of the problem over the next decades.

Although the large Multilateral Development Banks (MDBs) represent

a very small percentage of the total investment in road infrastructure (USD 11 billion in 2013³), the MDBs have a crucial role because their finance is targeted to low and middle-income countries where crashes and injuries rates are higher. These countries are rapidly renovating and expanding their road networks to accommodate growing domestic trade and mobility needs, but typically based on old design standards.


Furthermore, the road networks in such countries are typically accommodating all types of road users with limited priority to safety and concern for vulnerable road users. The new roads in such countries have enormous potential to stimulate economic growth and lift standards of living, yet can also present risks when key safety considerations are omitted in the design or construction phases.

2 ITF has estimated that OECD countries spend 0.45% of the GDP in transport infrastructure

<http://www.internationaltransportforum.org/Pub/pdf/13SpendingTrends.pdf>. The figure quoted in the text is just an estimation based on a similar percentage of investment in other countries.

3 Available from <http://www.adb.org/sites/default/files/institutional-document/154603/mdb-wgst-progress-report-2013-2014.pdf>





Considering the MDBs' development agenda, their ability to leverage public and private sector funds, and their strong ties with national road authorities, the MDBs acknowledged their responsibility in delivering road infrastructure with higher road safety standards. Ahead of the First Global Ministerial Conference on Road Safety in Moscow, the MDBs agreed to jointly leverage country and regional road safety programs to help accelerate knowledge transfer, strengthen institutional capacity and scale up road safety investment, in particular for road infrastructure safety improvements as a key component of the Safe System Approach⁴

To foster this approach the MDBs agreed to share complementary skills and practices that each bank has developed in the areas of:

- I. Implementing safety approaches in the planning, design, construction, operation, and maintenance of road infrastructure projects;
- II. Strengthening road safety management capacity;
- III. Improving safety performance measures; and
- IV. Mobilizing more and new resources for road safety.

⁴ A more forgiving road transport system that takes human fallibility and vulnerability into account.

THE RESULTS SO FAR



By 2011, prior to the launch of the UNDoA the MDBs' Road Safety Initiative: "A Development Priority" was launched⁵. In the following years, the group met periodically sharing their individual road safety plans, procedures, training programs and finding ways to upscale the investments in road safety, as well as defining road safety indicators.

In May 2014, at the 2nd Annual Meeting of the Working Group on Sustainable Transport (WGST), the Heads of Transport Sectors from the eight MDBs recognized that, as an integral part of achieving sustainable transport, the MDBs actions on road safety needed to be accelerated. To this end, the work of the MDBs Road Safety Initiative falls under direct guidance of the MDB-WGST.

Since 2011, and in the context of the work plan agreed in the MDB Road Safety Initiative, the MDBs have scaled up their activities in road safety to ensure that roads are designed with highest standards and to build capacity in their countries of operation, thus bringing a demonstration impact beyond the financing of specific projects.

In particular, activities undertaken since 2011 have included:

- 🔔 The update of policies and / or strategies in order to strengthen the approach on road safety;
- 🔔 The mandatory request of road safety audits on road projects;
- 🔔 The recruitment of road safety

- 🔔 specialists to provide the necessary know-how across our operations;
- 🔔 The delivery of training, technical assistance and knowledge products to build capacity in the countries of operation.
- 🔔 The organization of awareness events, to help make road safety a priority.
- 🔔 Advocacy and mobilization of additional donor and country resources to deliver road safety.
- 🔔 Assistance to obtain grant funding for the above activities.

In 2011, very few of the projects were subject to road safety specific screenings and audits. As a result of the enhanced focus on road safety, all the projects financed by MDBs in 2014 are subject to review to include road safety components such as audits and inspections, and other project deliverables where appropriate.

The MDB Road Safety Initiative has demonstrated that, whilst there are notable differences in their individual mandates, a collaborative approach through the combination of technical assistance, enhanced safeguards and finance can deliver safer roads in low and middle income countries.

Road projects are generally prepared and implemented over long time spans. The MDBs' increased focus on road safety in recent years will thus not fully materialise before projects are completed over the coming years. The efforts will also need to be followed up and further supported by continued road safety audits, impact assessments, and continued training of key personnel at the responsible authorities.

⁵ http://siteresources.worldbank.org/INTTOPGLOROASAF/Resources/WB_GRSF_MDB_web.pdf

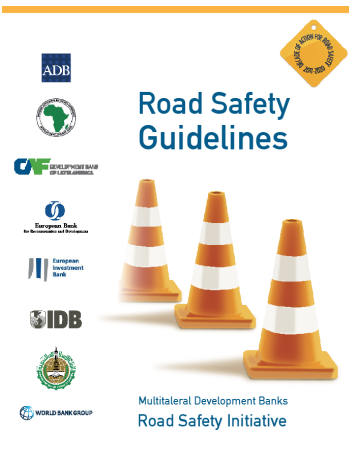
MDBs are also starting to request road safety after project completion and strive to ensure that the raised safety standards also applied to other future road development projects. The MDBs have therefore created a potential for actual long-term fatality and injury reductions on MDB financed projects, with an expected spill-over effect on other projects.

Whilst a basis for future injury reductions on general road infrastructure projects has been established, further work is needed to support the goal of the Decade of Action and now the SDG target for safety. An important condition for this is to increase demand from recipient countries. So far there has been a lack of demand for road safety projects, which has limited the number and scope of road safety investments. The development of in-country awareness and capacity together with additional funds for demonstration projects and better data availability is considered key to create the needed demand amongst the clients in the second half of the decade of action.

ADOPTION OF COMMON GUIDELINES. The most common and feasible road safety activities conducted by the MDBs are road safety audits and inspections, identification of risky locations, technical assistance and capacity building, and overall road safety ratings of road networks. All MDB's are requiring road safety audits for all projects of major importance they are funding.

In 2013, the MDBs agreed to produce an overall the Road Safety Guidelines to ensure better awareness and integration of road safety in MDB financed projects and programme appraisals. The Guideline also aims to provide a reasonably consistent approach to this.

The Guidelines forms part of the MDBs' joint effort to share tools and procedures on road safety. Each MDB has different approaches and levels of development on road safety, and the document was therefore prepared to allow each MDB to apply their specific policies and strategies⁶.



6 http://publicaciones.caf.com/media/40517/1._road_safety_guidelines.pdf

The guidelines are recommended for use in projects that generate road safety risks, such as new construction, rehabilitation or upgrading of interurban and urban roads and mass transit and public transport. It provides a platform for MDBs to promote, assist, and request for road safety specific information in infrastructure projects, such as:

- 🚧 Road Safety Impact Assessments (RSIA) which include crash data analysis for a single road, road network or area, identification of crash problems, contributing factors and target groups, and establishment of benchmarks for later performance monitoring of a given project.
- 🚧 Establishment of an effective road crash data reporting and management system to enable targeted road safety work in the future.
- 🚧 Evaluation of the safety ratings of existing road networks and strengthening of capacity for periodic Road Safety Inspections (RSI) of the road network (black spots, spatial analysis in urban areas and hazardous road sections).
- 🚧 Application of recognized design standards which are in line with the Safe System Approach.
- 🚧 Inclusion of road safety specialists in the project planning/design team.
- 🚧 Road Safety Audits (RSA) from feasibility level to opening of the completed project, carried out by independent, certified road safety auditors, and on post – opening of the project.
- 🚧 Inclusion of cost - efficient and evidence based road safety solutions for existing roads.
- 🚧 Inclusion of road safety specifications in the tender documents and focus on provisions for road safety in the terms of reference for supervision consultants.
- 🚧 Application of the required activities, standards etc. in projects where a national road safety plan exists.
- 🚧 Inclusion of road safety impacts in the formal economic evaluation roads and transit projects.

The guidelines also suggest a simple two-stage procedure for evaluating a project to be financed: i) an initial road safety screening of a country or city; and ii) an assessment of specific projects, and has references of the evaluation for each type of project.



A summary of MDBs achievements and gaps are presented in Table 1.

TABLE 1 ACHIEVEMENTS AND GAPS

ACHIEVEMENTS	GAPS
<p>Upscaling road safety awareness. The nature and magnitude of the road crashes problem is now recognised and given attention by MDBs. (Appendix 1)</p> <p>The main focus for road safety awareness now needs to be on beneficiaries and clients to create better recognition of the problem and more demand for funding for safety.</p>	<p>Mainstreaming road safety in MDBs. All MDBs still need further work to fully mainstream road safety the projects they finance e.g. through systematic consideration of road safety impacts as part of the economic appraisal.</p> <p>Inclusion of Road Safety in MDBs country partnership strategies and sector strategies. The countries' strategies are the first step to dialogue with countries, and the first step in positioning road safety in countries. While some countries have included road safety in their partnership strategy with MDBs, many countries still need further encouragement.</p>
<p>Strengthening road safety management capacity. MDBs have increased their efforts to build their internal capacity as well as the capacity of beneficiaries and clients. This has been done through road safety capacity reviews, training and specific studies and projects. Furthermore, all MDB's have participated in the development of road safety policies, plans, guidelines and road safety manuals.</p>	<p>National, Regional and Urban Road Safety strategies and Plans need to be developed and implemented. Most of the countries have national road safety plans, but these plans are often not supported by sufficient funding and action. Additional follow up in the implementation of the strategies is needed, Urban and regional road safety plans are very scarce. Urban mobility plans still privilege mobility from safety. This needs to change in order to achieve SDG 11.</p>
<p>Implementation of safety approaches in the planning, design, construction, operation and maintenance of road infrastructure projects. MDB's Road Safety Guidelines⁷ was launched as a first step toward a more coordinated approach to road safety. Joint road safety activity have also materialised in the field via cooperation between MDBs, both on overall level and on project level.</p>	<p>Not enough quality and insufficient implementation of the recommendations of road safety audits and inspections. This is a new procedure for most countries, and there is a need for development of national procedures, which in some cases needs legal changes, training, hands-on experience etc., which needs longer time to materialize.</p>
<p>Improving safety performance indicators. A comprehensive set of indicators to track progress on road safety has been developed for all MDBs. The indicators can be applied depending on the nature and scope of projects.</p>	<p>Support in data collection. Good quality data is needed to formulate plans and to measure their effectiveness. Many countries lack of good data collection and analysis, which is a basic requirement for targeted road safety work.</p>
<p>Scale up MDB resources spent on road safety. The MDB's have increased the funding through technical cooperation and loans.</p>	<p>Mobilizing more and new resources for road safety. More road safety components in transport projects, stand-alone road safety projects are needed.</p>
<p>Knowledge sharing. MDBs have been actively sharing road safety activities, research and knowledge; and is often the catalyst in knowledge sharing activities.</p>	<p>Lack of capacity. Lack of capacity is often due to lack of awareness among authorities and stakeholders. National road design standards are often far from the Safe System Approach, and may also be in conflict with the recommendations of safety audits, which make it difficult for authorities to follow audit recommendations.</p>

⁷ <http://scioteca.caf.com/handle/123456789/412>
<http://scioteca.caf.com/handle/123456789/413>



CHALLENGES AND THE WAY FORWARD

At the beginning of the Decade, only a few MDB had a Road Safety Action Plan, and not all MDBs included road safety considerations in road transport projects. Since the launch of the Initiative in 2011, MDBs have collectively and individually progressed mainstreaming road safety in their transport portfolio and in raising awareness on the importance of building safe roads. However, the MDBs also recognize that in order to realize the global targets, major effort is needed to address road safety in developing countries, including through establishing an improved understanding of the problem, applying targeted safety measures, and significantly expanding the financing provided for road safety programs. In the second half of the UNDoA, MDBs action plan will focus increasingly on the following topics:

- I. Encourage an increase in commitment on road safety from politicians, decision makers and civil society involvement.** As there are many stakeholders in road safety, it is important to encourage stakeholder to work together in partnership to achieve a common goal of reducing traffic fatalities and serious injuries.
- II. Promote capacity building in countries and cities.** Continue promoting capacity building in countries and cities, training, awareness, data collection, and developing manuals and tools for road safety so member countries are empowered to formulate and implement road safety plans.
- III. Promote adoption of corporate road safety plans.** In order to spread road safety, the promotion of road safety plans for transportation companies (passengers and cargo) exposed to road safety risks is crucial. The preparation of Road Safety Management Systems in line with ISO 39.001 certification has proved to be effective, together with training and other business-driven initiatives.
- IV. Professionalization of road safety audits.** Road Safety Audits are only effective if prepared by experienced professionals and followed up by competent staff from the responsible authority, design, supervision and contractors' teams. Therefore there is a need for good road safety audit training, also for key-personnel at the responsible authorities, and definition of clear procedures. More countries will also be ready to develop their own certification procedures for road safety auditors, which can increase national ownership.
- V. Low cost solutions for hazardous roads.** On existing road networks there is a need to identify remedy and fund low cost solutions on the most risky sections and locations.
- VI. Urban road safety plans.** Fatalities in urban areas is a growing problem and mobility plans often lack road safety foresight. There is a need to promote safe mobility plans that prioritize safety for all road users.
- VII. Promote vulnerable users safety.** The development of road safety initiatives has been traditionally linked to road investments; however, other sectors financed by MDBs such as urban transport or logistics are very exposed to road safety risks. MDBs need to pay more attention to these sectors, with special attention to vulnerable users' needs and safety
- VIII. Applied Research.** MDBs need to gather evidence on which types of road safety investment are effective in client country contexts. New funding for road safety is being structured to scale up road safety demonstration projects and technical assistance.

Appendix 1:

INITIATIVES IN THE PERIOD 2011-2015

Progress on the Joint Statement. The MDBs have made progress in all four categories defined in the Joint Statement signed on 2009. The content and main results under each category of the agreed are as follows:

“(I) STRENGTHENING ROAD SAFETY MANAGEMENT CAPACITY

- Help establish country-specific mechanisms for improving road safety management functions and safety practices aiming at achieving the sustainable, effective, and cost-efficient reduction of road casualties.
- Create awareness for safety in order to achieve informed decisions by countries on the planning, design, construction, operation and maintenance of road infrastructure assets and networks.
- Improve communications, cooperation, and collaboration among global, regional and country institutions in the area of road safety and facilitate the dissemination of up-to-date safety-related information.
- Provide staff development and training to facilitate the successful implementation of shared procedures, guidelines and related tools.
- Contribute to the training of transportation safety professionals in developing and emerging countries by financing efforts such as the development of road safety education programs, manuals and training materials promoting good practices related to road safety, to facilitate the implementation of improved road safety practices and procedures.”

To strengthen Road Safety management capacity the MDB'S have done:

Road Safety Plans: Since 2010 the MDBs have been sharing road safety plans, programs, and experiences that have been useful for upscaling road safety in all organizations. All MDBs have road safety plans or have changed their procedures and policies to mainstream road safety in road projects.

TABLE 2 ROAD SAFETY PLANS IN MDBS

MDB	ROAD SAFETY PLAN	YEAR
ADB	Sustainable Transport Operational Plan, Road Safety Action Plan	2010
		2012
AfDB	Mainstreaming Road Safety in AfDB's Operations: Action Plan	2010
CAF	Road Safety Action Plan Internal Road Safety Guidelines for Transport and Road project	2011
		2015
EBRD	Transport Strategy revised to include a strong focus on road safety EBRD's Environmental and Social Policy was revised to include requirements on road safety audits and other aspects	2013
		2014
EIB	EIB Transport Lending Policy requirement for road safety audits/ inspections on the Trans-European road network (TEN T) and all road projects outside EU EIB Action Plan for Road Safety EIB Road Safety Guidelines	2011
		2014
		2015
laDB	Road Safety Strategy and Action Plan 2010-2015	2011
IsDB	IsDB Transport Policy under preparation (2016-2020) and will include road safety as one of its pillars	2015
WB	Transport Strategy: "Safe, clean and affordable transport for development" Global Road Safety Facility Second Strategic Plan	2009
		2010

Human Resources. ADB, AfDB, CAF, IDB, and WB have specialists staff dedicated to support road safety in their operations, while other banks have employed consultants.

Knowledge sharing and partnership. The MDBs have made progress in improving their overall cooperation and collaboration with global, regional and country institutions in the area of road safety. The MDBs play an important role in facilitating the dissemination of experience and safety related information.

Capacity Reviews and Data Sharing. The World Bank funded by the Global Road Safety Facility (GRSF) has carried out Road Safety Management Capacity Reviews in a number of countries to identify road safety issues, challenges and opportunities to build capacity. These activities were conducted for example in Brazil, India, China, Russia, Poland, Tanzania, Malawi and Ukraine. In Latin America, in particular through support to the Ibero-American Road Safety Observatory, the GRSF and World Bank have promoted harmonization on data stands. The methodology from the GRSF capacity reviews has also been used in the joint MDB Road Safety Guidelines.

FIGURE 1 STRENGTHENING ROAD SAFETY MANAGEMENT'S CAPACITY

CAPACITY REVIEWS	Countries
TRAINING	Internal MDB'S - Clients - Engineers - Civil society
AWARENESS EVENTS	Internal MDB'S - Clients - Countries and cities
INTELLECTUAL CONTRIBUTIONS	Countries and regions road safety studies - Manuals - toolkits

Training. All MDBs have conducted road safety training, with road safety audit as one of the most frequent topics. The training activities have both addressed the needs in MDB countries of operation and the need for internal training of MDB staff. Some examples are:

TABLE 3 TRAINING CONDUCTED BY MDBS

MDB	ROAD SAFETY PLAN
ADB	Regional Train-Trainer Workshop Urban road safety training event, in conjunction with ADB Transport Forum Road safety audit training Sustainable Rural Road Safety training for Developing Nations
AfDB	Internal Road Safety Training for AfDB & WB staff members in collaboration with GRSF Training of road safety professionals on the use of Road Safety Manuals
CAF	Road safety audits training Engineers training in safe infrastructure
EBRD	Training in occupational road safety and ISO 39.001 certification for large operating fleets companies Pedestrians training Training on Road Safety and Road Safety Audits for Road Agencies Support on the development of university programme with University of Cranfield and EASST
EIB	Internal training courses in the application of EU Directive 2008/96/EC on Road Infrastructure Safety Management
IsDB	The IsDB Arab Union of Land Transport training programs to truck drivers across the Arab countries to improve road safety by applying engineering developed by the International Road Transport Union. Projects related road safety trainings in African Countries (to members of IsDB project management units and personnel of Road Safety Agencies).
WB	Capacity building training for lead agencies and other country stakeholders Staff training Conducting training for MDB partners (African Development Bank)

AWARENESS CAMPAIGNS AND EVENTS. All MDBs have promoted and funded awareness events for communities, clients and stakeholders to foster better understanding and awareness of the road safety problem and ways to prevent injuries and fatalities.

TABLE 4 AWARENESS AND CAMPAIGNS CONDUCTED BY MDBS

MDB	EVENT
ADB	<ul style="list-style-type: none"> • Asia Pacific Road Safety: Bridging the Road Safety Gap • Asia Pacific Road Safety: Improving Road Safety for our Children • Safe Roads, Practical Road Safety Solutions
AfDB	<ul style="list-style-type: none"> • Consultations with clients and stakeholders on road safety requirements on Bank financed projects during project preparations; • Road safety sensitization of local communities, schools and construction workers as part of Bank financed Road Projects
CAF	<ul style="list-style-type: none"> • Road Safety Congresses and Workshops • In partnership with the Ibero-American Road, Safety Observatory (OISEVI), with financial support from the Global Road Safety Facility (GRSF) of the World Bank, hosted the First Motorcycle and Road Safety Forum "For a safer coexistence." • Work related Road safety events and urban transport events
EBRD:	<ul style="list-style-type: none"> • Local communities, schools, and stakeholder´s awareness campaigns • Capacity Building amongst Civil Society Organizations and local NGOs
EIB:	<ul style="list-style-type: none"> • Clients: Dialogue and presentation of road safety audit requirements and recommendations to convey knowledge and awareness to clients and responsible authorities. • Road safety campaigns on roads at project completion
IaDB	<ul style="list-style-type: none"> • Road Safety weeks in Paraguay, Ecuador, Panamá, Bolivia, Dominican Republic, Colombia, El Salvador. • Road Safety Congresses • Vulnerable Users Campaign in Uruguay (2012) • Blue Helmet Campaign in Haiti (2012). • 3rd Regional Policy Dialogue's Transport Network Meeting, in Miami (2013) • Road Safety Walk in Dominican Republic (2014) • The IDB financed a pilot project called "Calles Seguras" in Costa Rica in 2014-2015, with the participation of the Road Safety Council (COSEVI) and Sesame Workshop, in order to reach kids, their parents, and teachers with key messages about traffic safety. • The IDB, (International Automobile Federation (FIA) and MTV has supported the Project "Luz Amarilla" in 2014 and 2015, a video competition designed for young people and traffic accident victims, to create road safety messages. • IDB supported the "Caminos Escolares" Initiative in Argentina in order to tackle accidentally between children in their school way. Road Safety measures and the best paths for students were identified, such as "friendly stores" where students could search for help in case of accidents.
IsDB	<ul style="list-style-type: none"> • Road Safety Workshops
WB	<ul style="list-style-type: none"> • Regional dialogues on Road Safety Solutions • Supporting the Global Alliance of NGO´s for Road Safety • UN Global RS week´s events • IRAP, Innovation workshop and support • Supported the Global Burden of Disease team for Road Safety GDB calculations • Africa Road Safety Corridors Initiative (ARSCI) in partnership with Total.

ROAD SAFETY KNOWLEDGE PRODUCTS. Each MDB has produced manuals and studies promoting good practices to facilitate the implementation of improved road safety practices and procedures (Appendix 1)

- *Asian Development Bank (ADB)* has produced: road safety guidelines for Asia and the Pacific Region, and a train the trainer road safety compendium for ASEAN countries.
- *African Development Bank (AfDB)* has developed road safety manuals to incorporate the Safe System Approach in projects' life-cycle, and carried out a regional road safety study to examine the progresses and challenges of road safety at regional and country levels.
- *CAF –development bank of Latin America-* formulated a Manual for safe Motorcyclist Plans and applied it in Buenos Aires and Costa Rica.
- *European Investment Bank (EIB)* has prepared internal guidelines to integrate road safety into EIB road operations inside and outside the European Union, based on the principles set out in the Directive 2008/96/EC on Road Infrastructure Safety Management.
- *Inter-American Development Bank (IaDB)* has released a *Road Safety online Toolkit* as well developed *nine publications, including the road safety analysis by country.*
- *Islamic Development Bank (IsDB)* together with the International Road Transport Union (IRU) and the Arab Union of Land Transport (AULT) funded a study that included pre-feasibility study of a future League of Arab States Truck Accident Causation (LASTAC).
- *World Bank (WB) - GRSF Revised Road Safety Management Guidelines; launched a new Partnership with the Road Traffic Injuries Research Network (RTIRN) and funded ten studies in eight countries as well as publications -Transport Notes on Road Safety for Data Collection in Latin America and Road Safety in the Middle East.*

“(II) IMPLEMENTATION OF SAFETY APPROACHES IN THE PLANNING, DESIGN, CONSTRUCTION, OPERATION AND MAINTENANCE OF ROAD INFRASTRUCTURE PROJECTS

- Develop shared procedures, guidelines and related tools to implement a safety approach to the planning, design, construction, operation and maintenance of road infrastructure projects.
- Ensure that safety is integrated in all phases of planning, design, construction, appraisal, operation and maintenance of road infrastructure.
- Promote the adoption of good practice, proactive approaches to improve the safety of road infrastructure including the use of road safety audits, road safety inspections, and road safety impact assessments.





- Develop specific approaches to address the safety requirements of vulnerable road users (pedestrians, cyclists and motorcyclists), including a special focus on urban areas where a high proportion of trauma occurs.”

To implement safety approaches in road infrastructure project the MDB's have been working in:


ROAD SAFETY COMPONENTS IN ROAD AND TRANSPORT PROJECTS. Since 2010, MDBs has been increasing the investments for specific road safety components in roads and transport projects.

 *ADB.* Road safety audits have been the main evaluation on ADB's lending portfolio, with an investment estimated in US\$13.8 million in the period 2011 – 2015.


 *AfDB* introduced road safety audit in all its projects at design, construction (pre-opening) and post-opening stages. Between 2011 and 2015, the total investment in road safety is estimated at US\$ 213 million, which constitutes 3.28% of the total AfDB's investments in road projects. AfDB is also part of the Africa Transport Policy Program (SSATP) program. A new component (pillar C) is being developed and will focus on Road Safety for the period 2015 – 2019, with a budget of USD 6 million.

 *CAF* has conducted over 100 road safety audits in road projects, and the number of transport projects that include some road safety components are also increasing.


 *EBRD* has invested US\$ 2.5 billion in road construction and rehabilitation across a total of 29 loans in the period 2011-2015. EBRD has increasingly incorporated technical cooperation and road safety audits to the project preparation of its investments in the road sector, with the aim of scaling up the amount of road safety components associated to the project. This was boosted by the approval of the new EBRD's Environmental and Social Policy in 2014. As per the new Policy Requirements, all projects in the road sector need to take into consideration the EU requirements and, in particular, the clients are requested to undertake a road safety audit for each phase of the project and routinely monitor incident and accident reports to identify and resolve problems. All road projects are now subject to road safety audits, compared to hardly 10% at the beginning of the Decade of Action.

 *EIB* has invested more than 2.5b EUR out of a total of 65b EUR invested in road projects since 2011 (3.34% of the total project cost). 850m EUR of this amount were directly loan financed by EIB, leveraging the remaining investments through national and other sources. More than 75 out of 90 mayor transport projects were subject to road safety audits.

Road safety audits are also a requirement on road projects labelled as sustainable road transport projects.

 *IADB* financed US\$ 194.1million between 2009 and 2013, in road safety related activities out of a total of US\$ 7.2billion investment projects subject to road safety (road and urban transport projects only)⁸. Furthermore, *IaDB* approved three road safety projects in Jamaica, Argentina and Colombia.

 All *IsDB* financed road projects include road safety components as part of the civil works. *IsDB* ensures that either an Independent Road Safety Audit is carried out as part of the consultancy services under its projects, or that consultants financed by *IsDB* include road safety components as part of the project design. *IsDB* also funds road safety awareness and sensitizations campaigns for road users (including local communities) through *IsDB* project management units and local road safety authorities in African countries.

 *WB*. Capacity building, infrastructure, post-crash care and road user behaviour has been the priority components of the World Bank's lending estimated investments since 2011, for a total amount of US\$970 million.

“(III) IMPROVEMENT OF SAFETY PERFORMANCE MEASURES

- Promote the establishment of sustainable management systems for road crash data collection, entry, verification, storage, retrieving and analysis, including GIS-based applications.
- Promote the use of good practice quantitative and qualitative indicators to measure safety results.

⁸ These figures do not include the counterpart financing provided by the countries. The activities include two main areas: 1. Institutional Strengthening: Technical strengthening, Policy and Planning, Data collection and processing, etc., and 2. Civil Works, including, among others: Implementation of countermeasures to eliminate critical spots, Speed calming measures, Signs and marks, Safety barriers, Improvement of intersections, Infrastructure for vulnerable users (pedestrian and bicycles), Implementation of maintenance programs with specific road safety considerations.



- Promote the development, piloting, and objective validation of innovative safety indicators, such as the safety rating of roads.”


The MDBs have analyzed a range of quantitative and qualitative road safety indicators that will promote the use of road safety good practice to measure safety results. The indicators aim to: (i). Contribute to strengthening of road safety management capacity, (ii). Support resource mobilization for road safety, (iii). Contribute to the improvement of safety performance measures, (iv). Promote the implementation of state-of-the-art road safety approaches in the planning, design, construction, operation, and maintenance of infrastructure projects, and (v). Harmonize, scale-up, and strengthen the road safety activities of the UN and multilateral agencies. Each of these purposes has a comprehensive set of objectives, with at least one performance indicator associated.


“(IV) MOBILIZATION OF RESOURCES FOR ROAD SAFETY


- Transfer road safety knowledge and experience across and within our organizations, and to our global, regional and country partners.
- Support the mobilization of additional domestic and external resources for road safety.
- Support the mission and goals of the Global Road Safety Facility in its promotion of innovative solutions to road safety issues.
- Establish as needed an expert technical group comprising staff from our respective organizations and international specialists to assist in the development of shared approaches to road safety.
- Identify, and pursue opportunities for scaling up road safety in countries strategies.”
- The most important mobilization of resources by the MDB’s one:

RESOURCE MOBILIZATION FOR ROAD SAFETY. All MDBs have applied various avenues to enhance resources such as increased technical assistance, enhanced road safety components in MDB investments, and human resources in each bank. MDBs are also working towards creating a special road safety fund accessible to all MDBs.




TECHNICAL COOPERATION. Since 2010 all MDBs have provided technical assistance with the objective to promote road safety in countries and Regions.

 *ADB* approved 57 technical assistance projects, and invested US\$47.2 million to promote safe design, capacity building, and road safety audits. This also includes standalone technical assistance in road safety for Association of Southeast Asian Nation (ASEAN) member countries, Central Asia Regional Economic Cooperation (CAREC) member countries, and South Asia Sub-regional Economic Cooperation (SASEC) member countries.


 *AfDB* provided technical supports for its regional member countries for institutional capacity building and human resource development in road safety. These include: road safety pilot project in Tanzania to build human and institutional capacity through learning by doing; Grant provided for Tunisia for road safety management capacity review and development of national road safety strategy and action plan with corresponding short-term, medium and long-term time-bound measurable targets; and technical assistance for Kenya to establish road safety units under road agencies. In other countries, such as Ghana, Togo and Burkina Faso. *AfDB*'s technical supports also include capacity building in emergency medical services.

 *CAF* has funded around US\$ US\$1.5 million in technical cooperation and pilot projects in support of CAF Road Safety Action Plan, which aims to promote road safety awareness events, pilot projects for motorcyclist safety, capacity building in cities and countries. In *CAF*, technical cooperation's on urban planning, urban mobility and promotion of non-motorized transport have started to include road safety assessments.



-  *EBRD* has prioritized technical cooperation assignments alongside its investments in the road sector. For this purpose the Bank has raised over USD 1 million from its donors to carry out demonstration projects in the Kiev – Chop Highway and engaged stakeholders on similar projects in Ukraine, introduction of the ISO 39001 in Montenegro, Serbia and Macedonia, as well as supporting the development of road safety strategies and training in Russia, Western Balkans, Moldova and Ukraine. EBRD has also engaged private sector to leverage resources in Ukraine or Azerbaijan, and has organized several seminars with private sector and the civil society to bring the private sector to this challenge. These have included: a meeting of the Commission for Global Road Safety, round table on Advocacy for Road Safety in partnership with EASST, a Study Tour to learn the model of the successful initiative Driving for Better Business.
-  *EIB* is supporting the Ukrainian authorities with modernisation of the national design standards to reflect the Safe System approach. The assistance also includes development of national road accident analysis and safety audit capacity. The core highway network, which is undergoing rehabilitation with support from EIB and other MDBs, will be used for case studies. Furthermore, road safety campaigns will be implemented to raise awareness of road users and authorities. EIB is funding the project through the Eastern Partnership Technical Assistance (EPTA) Trust Fund. EIB also facilitates access to grants from regional funds for road safety components to supplement loan financed road safety measures in EIB countries of operation. The regional funds include among others the Eastern Partnership Technical Assistance Trust Fund, the EU-Africa Infrastructure Trust Fund, the Latin American Investment Facility, Asia Investment Facility, and the FEMIP Trust Fund. The grants typically cover capacity building, road safety analyses and audits, and campaigns.
-  *laDB* has made a total of US\$ 1.95 million through technical cooperation that promoted road safety programs in the region since 2010. The technical cooperation provided support to road safety weeks,

studies, road safety education for children, training on road safety, observatories, road safety events and design of Road Safety National Plans. In addition, laDB approved a total of US\$ 1.25 million technical cooperation to support the adoption of WP.29⁹ by Latin America and the Caribbean (LAC) countries through studies, discussion groups and conferences, and a total of US\$ 0.46million in technical cooperation to support the Latin NCAP¹⁰ program.

 *IsDB* has an on-going technical cooperation with the International Road Transport Union (IRU) and the Arab Union for Land Transport (AULT) with focus on road safety in Arab countries.

 *WB* Global Road Safety Facility (GRSF) has disbursed more than US\$6.9 million in in 2014 and 2015, (leveraging US\$500 million in World Bank road safety lending), dedicated to management capacity reviews, network surveys using International Road Assessment Program (iRAP), Research and Development global agenda, training, global advocacy and increasing *WB*'s road safety portfolio. Interventions to assess and enhance the safety of road infrastructure were undertaken for example in India, China, Egypt, Malawi, and Brazil.

Special Fund. MDBs are working together to strengthen, develop and adapt their approaches to supporting road safety in developing countries. To this end, MDBs are developing an applied research program to identify effective approaches for MDBs to support road safety in developing countries, and assist in take-up of such approaches within MDB operations, together with capacity building in developing countries.

⁹ World Forum for Harmonization of Vehicles Regulations

¹⁰ www.latinncap.org

Appendix 2:

LIST OF KNOWLEDGE PRODUCTS PRODUCED BY MDB'S

Asian Development Bank (ADB)

Improving Road Safety in Asia and the Pacific

<http://www.adb.org/documents/improving-road-safety-asia-and-pacific>

Road Safety Guidelines for Asia and the Pacific Region

<http://www.adb.org/sites/default/files/publication/29532/road-safety-guidelines.pdf>

ADB Road Safety Action Plan

<http://www.adb.org/sites/default/files/publication/29696/road-safety-brochure.pdf>

ASEAN Road Safety Strategy: Arrive Alive

<http://www.adb.org/publications/arrive-alive-asean-regional-road-safety-and-action-plan-2005-2010>

Commitment to Enhancing Road Safety in CAREC

<http://www.carecprogram.org/uploads/events/2015/027-SOM-September/Key-Documents/2015-SOM-September-Road-Safety.pdf>

African Development Bank (AfDB)

The AfDB carried out a regional road safety study to examine the progresses and challenges of road safety at regional and country levels, and identify gaps and determine areas for effective interventions, *“Road safety in Africa: the Assessment of Progresses and Challenges in Road Safety Management System.”*

AfDB also developed road safety manuals to incorporate the Safe System Approach throughout the life-cycle of a road infrastructure: design, construction and operation. The manuals combine international best practices with a pragmatic approach for use in African countries. Each manual provides a step-by-step process for practitioners and addresses important issues of capacity building and embedding the processes in Road Agencies.

- New Roads and Schemes: Road Safety Audit <http://www.afdb.org/fr/documents/document/road-safety-manuals-for-africa-new-roads-and-schemes-road-safety-audit-51937/>
- Existing Roads: Proactive Approaches <http://www.afdb.org/en/documents/document/road-safety-manuals-for-africa-existing-roads-reactive-approaches-51936/>

- Existing Roads: Reactive Approaches
<http://www.afdb.org/en/documents/document/road-safety-manuals-for-africa-existing-roads-proactive-approaches-51935/>

CAF- Latin American Development Bank

CAF –development bank of Latin America- developed a Manual for safe Motorcyclist Plans and applied it in Buenos Aires and Costa Rica. *Manual for Road Safety Plans for Motorcyclist*. <http://scioteca.caf.com/handle/123456789/566#>

CAF also documented the conclusions of the First Motorcycle and Road Safety Forum “For a safer coexistence.” <http://scioteca.caf.com/handle/123456789/818>

European Bank For Reconstruction And Development (EBRD)

The EBRD supported the development of a University Programme on Road Safety with the University of Cranfield (UK) and EASST (Eastern Alliance for Safe and Sustainable Transport), which produced: Road Safety Standards and Guidance Report (Ukraine) [LINK]

European Investment Bank

The EIB has prepared internal guidelines to integrate road safety into EIB road operations inside and outside the European Union, based on the principles set out in the Directive 2008/96/EC on Road Infrastructure Safety Management. The guideline covers five procedures, with main emphasis on the first three in EIB operations:

- I. Road Safety Impact Assessment (RSIA)
 - II. Road Safety Audit (RSA)
 - III. Road Safety Inspection (RSI)
 - IV. Accident data management
 - V. Network ranking and management
- Furthermore, the guidelines suggest how road safety projects or components can be developed on a case-by-case basis.

EIB’s Innovative Industries program also provides funding for research and development involving new technologies for active and passive safety systems used in cars, commercial vehicles, and motorcycles.



Inter-American Development Bank (IaDB)

IaDB released the Road Safety Toolkit (online)

<http://www.iadb.org/es/temas/transporte/guia-bid-de-seguridad-vial/guia-bid-de-apoyo-a-proyectos-de-seguridad-vial,4018.html>

IaDB also produced diagnosis of road safety situation in Latin America and the Caribbean (LAC) countries in 2009 and updated it in 2013.

<https://publications.iadb.org/handle/11319/3502>

<https://publications.iadb.org/handle/11319/3685>

In addition, IsDB also produced the following publications:

- Road Safety Country Analysis: current situation, best practices, SWOT analyses, and action plan for short, medium and long term.
<http://iadb.libguides.com/seguridadvial>
- The Costs of Road Injuries in Latin America, 2013
<https://publications.iadb.org/handle/11319/6011>
- Research and case studies in road safety (CIFAL/UNITAR).
<https://publications.iadb.org/handle/11319/6476>
- Towards a Latin America free of casualties due to lack of road safety: The case of Brazil. "An analysis of road casualties in Brazil focusing on road traffic conditions and road accidents' characteristics" <https://publications.iadb.org/handle/11319/5351>
- Child Restraint Systems: Situation in Latin America and the Caribbean
<https://publications.iadb.org/handle/11319/7250>
- Best regional practices for vehicle, infrastructure, human and institutional factors. (Edition phase).

Islamic Development Bank (IsDB)

The IsDB together with the International Road Transport Union and (IRU) and the Arab Union of Land Transport (AULT) funded the study that included a pre-feasibility study of a future League of Arab States Truck Accident Causation (LASTAC). LASTAC study is currently being considered for replication in other Arab countries. *Safer and More Efficient Road Transport in the Arab World*.

World Bank (WB)

The World Bank has (through the Global Road Safety Facility) issued Revised Guidelines on Road Safety Management Capacity Reviews and their application to Safe System projects:

<http://siteresources.worldbank.org/INTTOPGLOROASAF/Resources/2582140-1371235287855/Road-Safety-Management-Guidelines-EN.pdf>

The Bank has also issues technical notes in roads safety, such as data collection in Latin America and road safety in the Middle East Region:

- <http://siteresources.worldbank.org/INTTOPGLOROASAF/Resources/TN-MENA-Road-Safety-Dahdah-and-Bose-revised-print.pdf>
- <http://documents.worldbank.org/curated/en/2014/04/19456163/measuring-road-safety-performance-through-regional-observatory-latin-america>

The WB launched its Partnership with the Road Traffic Injuries Research Network RTIRN and funded ten studies in eight countries as well as other publications listed:

- Bangladesh: “Situation analysis and effects of small-scale infrastructural measures for traffic calming and protection of vulnerable road users at rural black spots on the N2 highway in Bangladesh”
- The Gambia: “Epidemiology of injuries presenting to Edward Francis small teaching hospital and Serrekunda general hospital”
- India: “Estimating risk to road users & impact of active traffic calming measures on vehicular speed in highway work zones”
- India: “Highway Road Crashes and Deaths in India: Analysis of Pattern, Determinants and Outcomes in Kolar District, India”
- Cameroon: “Drink Driving in Commercial Vehicle Drivers in Cameroon: Exploring the Nexus of Availability and Use”
- South Africa: “Research proposal: Pedestrian safety at roundabouts: a comparative study”
- Uganda: “Motorcycle related injury in Kampala: A case control study among the riders”
- Sri Lanka: “Establishing the foundation for Age- and Disability-friendly Road Safety Policies in Sri Lanka”
- Tanzania: “Factors associated with road traffic injuries in Tanzania”
- India: “The impact of road traffic injury: a mixed methods study in north India”
- Transport for Health: the Global Burden of Disease from Motorized Road Transport.
- PIARC’s Road Safety Manual and Study of Mengzi, China’s School Transport Safety.
- Transport Notes: Measuring Road Safety Performance through Regional Observatory in Latin America, and Road Traffic Injuries
- A Public Health Crisis in the Middle East and North Africa.



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