

## **A Commitment to the Shared Approach to Managing Road Safety**

### **Second Joint Statement by the African Development Bank, Asian Development Bank, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank, Development Bank of Latin America, and the World Bank<sup>1</sup>**

#### **In Response to the Global Call For Action**

1. On 11 November 2009, ahead of the First Global Ministerial Conference on Road Safety in Moscow, the member Multi-lateral Development Banks (MDBs)<sup>2</sup> 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* and to develop a shared program of engagement in our client countries.

2. Today, we wish to again draw attention to the scale of the public health crisis arising from deaths and injuries on the roads of developing and emerging countries, the need for implementation of the recommendations of the *World Report on Road Traffic Injury Prevention*,<sup>3</sup> and upholding of the global call for action from World Health Assembly Resolution WHA57.10 (*Road safety and health*) and UN General Assembly Resolutions 586/289, 60/5, 62/244, 64/255, and 66/260 (*Improving global road safety*).

3. We also want to express concern that considerably more resources are needed for road safety in order to achieve the ambitious Decade goal, especially in low and middle-income countries where the target for the period 2011–2012 is to save 5 million lives and prevent 50 million serious injuries. We call upon the international community to join us in establishing a new MDB Road Safety Incentive Fund (RSIF) to help our member countries catalyze and leverage the much-needed additional resources for road safety.

#### **Progress in Scaling-up Support and Developing Shared approach**

4. Collectively and individually, in our respective institutions and regions, we have been scaling up our support for road safety between 2009 and 2012. This is reflected in increased loans and grants for road safety and expanded road safety interventions and institutional management functions. We have been focusing on the following four key areas:

##### **A: Strengthening Road Safety Management Capacity**

5. One of our important initial focuses has been on strengthening our internal road safety capacity and raising awareness about road safety. We have established our internal road safety expert groups to share best practices, coordinate efforts, and establish partnerships to road safety work. We are building up links and networks across our institutions through regular quarterly MDG road safety working group meetings and common road safety webpage. We are providing regional member countries with support for road safety training. For example, IsDB is

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1 The findings, interpretations, conclusions and agreements reached in this statement do not necessarily reflect the views of members of the governing bodies of the organizations party to the statement or the governments they represent.

2 The Development Bank of Latin America (CAF) joined in April 2012.

3 M. Peden, et al. 2004. *World Report on Road Traffic Injury Prevention*. Geneva: World Health Organization (WHO).

providing grants to train the *Arab Union of Land Transport* to improve road safety in Arab countries by applying engineering standards developed by the *International Road Transport Union*. In line with their respective organizational and certification policies, the MDBs are providing training for staff and regional member countries in different regions.

6. We are developing guidelines and action plans to guide the scaling up of support for road safety. ADB,<sup>4</sup> AfDB, and CAF have established *Road Safety Action Plans*. European Investment Bank (EIB) is developing a comprehensive Transport Lending Policy that would require all road projects to be subject to road safety audits in line with the principles of the EU Road Safety Directive 2008/96/EC. IDB has issued its Road Safety Strategy and Action Plan 2010-2015<sup>5</sup> and launched related regional initiatives such as Latin NCAP.<sup>6</sup> World Bank has issued and implemented *Country Guidelines for the Conduct of Road Safety Management Capacity Reviews and the Specification of Lead Agency Reforms, Investment Strategies and Safety System Projects* to assist developing countries in creating qualitative and quantitative road safety investments plans.<sup>7</sup> These action plans are helping MDBs to build up technical and managerial capacity in road safety, both within their institutions and in developing member countries.

7. We are expanding our road safety work in the areas of country policy advisory work, studies, researches, and publicity campaigns. For example, ADB is providing member countries of the Association of Southeast Asian Nations with support for preparation of road safety plans and road safety training. IDB has commissioned Harvard University to develop a methodology for monetizing the *Costs of Road Injuries*. EIB and EBRD are also providing loans to the car industry to assist manufacturers in Research and Development to design safer and more environmentally friendly cars. IDB is implementing annual “Road Safety Weeks” in several Latin American countries; and EBRD is partnering with the private sector to conduct public awareness campaigns on critical road safety themes, such as wearing seat-belts.

#### **B: Implementing safety approaches in the planning, design, construction, operation, and maintenance of road infrastructure projects**

8. Building on existing road safety interventions, we are taking proactive approaches to identify and incorporating road safety in the project cycle to increase our lending to specific road safety components and establish standalone road safety investment projects. We are promoting road safety audits and inspection. We are deepening country dialogue to develop and implement road safety demonstration projects to be undertaken in countries with high potential for success.

#### **C: Improving Result Based Safety Performance Measures**

9. We are developing a result-based framework for measuring and monitoring MDB road safety operations and performances. We are developing performance measures and monitoring reporting system for road safety projects. To harmonize road safety data collection from agencies in Latin America and the Caribbean, the Latin American Regional Data Observatory was launched in March 2012 as an extension of the OECD/ITF IRTAD database. Partners include the World Bank, IADB, CAF, DGT (Spain), Argentina, Mexico, and the OECD.

<sup>4</sup> <http://www.adb.org/publications/road-safety-action-plan-overview>

<sup>5</sup> <http://www.iadb.org/en/topics/transportation/about-the-strategy,6726.html>

<sup>6</sup> <http://www.iadb.org/en/topics/transportation/latinncap,6803.html>

<sup>7</sup> [http://siteresources.worldbank.org/.../Resources/traffic\\_injury\\_prevention.pdf](http://siteresources.worldbank.org/.../Resources/traffic_injury_prevention.pdf)

## **D: Mobilizing more and new resources for road safety.**

10. The road safety lending and technical assistance (TA) of the eight MDBs has risen in the last two years. Scarce resources dictate that our priority focus should be given on more dangerous roads; we identify them through a series of road safety rating projects to star-rate safety on country networks. These inspections produce a comprehensive investment plan with countermeasures to ensure safety on the networks with follow-on financing to be picked up through development bank projects, through normal country road building or maintenance budgets, or other means. These include the *Dar es Salaam Morogoro Road Safety Pilot Project* financed by AfDB and the *Mesoamerica Road Safety Programme* financed by IDB. ADB is financing TAs to prepare standalone road safety pipelines to Bangladesh; Bhutan, Nepal, and PRC. The World Bank is preparing specific road safety projects in India and Russia. In addition, we are undertaking vulnerable road user-friendly design in our projects. ADB is financing bus rapid transit and non motorized transport projects in four cities. CAF is financing piloting motorcycle road safety programmes in three cities to address the safety needs of vulnerable road users. In total, we are leveraging a total of **US\$700** million in new road safety investment.

### **Urgent Needs**

11. Over the period 2010–2020, it is estimated that more than \$315 billion will be required for road safety infrastructure investments alone in our member countries in order to result in \$1.5 trillion in economic benefits.<sup>8</sup> Most of this funding will have to be provided by developing country governments and the private sector. However, the international community also has a vital role to play. This includes helping countries to develop effective management and communication structures and policies for road safety, financing demonstration projects and disseminating best practices, supporting capacity development, and helping to introduce innovative mechanisms for scaling up road safety programs including increased private sector participation.

12. We have considerable lending and some TA resources that can support road safety, but the requests for such assistance from our member countries are unlikely to scale up quickly unless grant funding is made available to undertake demonstration projects that can show and document that road safety investments are technically feasible and offer our member countries high attractive economic and financial returns. This will also help establish basic road safety absorption capacity through initial capacity development support.

13. The scale and complexity of the road safety challenge in our member countries is enormous, and far more resources are needed for road safety if fatalities are to be stabilized and then reduced, as envisaged by the Decade goal. We are making road safety a centre and urgent priority in our development assistance. We therefore wish to convene a dialogue with international community to establish such grant facilities in the form of a RSIF to be managed by our MDBs to provide scaled-up financing to build up road safety capacity and demonstrate the attractiveness of road safety investments so that this will lead to our member countries utilizing our lending to achieve the major scaling up of road safety programs needed. The programs will create regional and national level road safety investments packaged with multi-sector interventions sufficiently large enough needed to achieve rapid the Decade goals. The initial start-up program would be implemented over a three year period with a funding estimate of US \$65 million for the operational regions covered by the eight MDBs in the Initiative.

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<sup>8</sup> McInerney, R., B. Turner & G. Smith. 2012. “*A World Free of High Risk Roads.*” International Road Assessment Programme.

14. To achieve the Decade goal, there is an urgent need to create a transformational change in our road safety interventions and institutional capacity management. We today called on donors to provide RSIF to take concrete steps and joint actions towards achieving the Decade goals.