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Europe & Central Asia

Regional Workshop on Advancing Road Safety: Road Safety Audit and Road Safety Inspection implementation practices

World Bank support in improving Road Safety (Western Balkan)

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Content of the presentation

- ∅ Development institution - Why are we so committedly supporting Road Safety improvements
- ∅ World Bank lending and grant (GRSF) support to Road Safety
- ∅ Support to the road safety agenda in the Western Balkan including RSA / RSI
- ∅ Good case study – Serbia
- ∅ Conclusions



➤ Road Safety, continuing global crisis

1.35 million die from road traffic crashes and 50 million people seriously injured **every year**

Road traffic fatality is the **leading cause of death** for children and young adults 5–29 years of age

More than half of the fatalities are **vulnerable road users**: pedestrians, cyclists, and motorcyclists

93% of traffic fatalities occur in **LMICs**

75% of FSIs globally are **men**

Why should governments invest in road safety?

- Road traffic fatalities and injuries impose high socioeconomic costs, exacting a toll on human health and wellbeing, result in lost productivity, property damage, legal and judicial costs, out-of-pocket expenses, and public healthcare expenditures.
- Economic costs of road traffic fatalities and injuries in LMICs have been estimated to range between the equivalent of **2-6 % of country GDP**.

- WBG analyses indicate that sharply reducing the number of road traffic fatalities and injuries over time would enable countries to achieve increases in economic growth and national income **between 7 to 22 % of the GDP per capita over 24 years**, while simultaneously achieving substantial population welfare gains.
- Experience over the last 50 years evidence this is achievable

World Bank support - committed partner



- Support through lending projects (IBRD/IDA) and grants (GRSF) across the world
- The Global Road Safety Facility (GRSF) is a global multi-donor fund hosted by the World Bank since 2006. Its mission is to help governments develop their scientific, technological, managerial and delivery capacities for road safety and scale up road safety delivery in low- and middle-income countries (MLIC).
- During the last decade, WB and GRSF catalyzed more than **US\$2.35 billion** (as of 2021) in road safety financing of transport projects

World Bank's GRSF (2021 data)

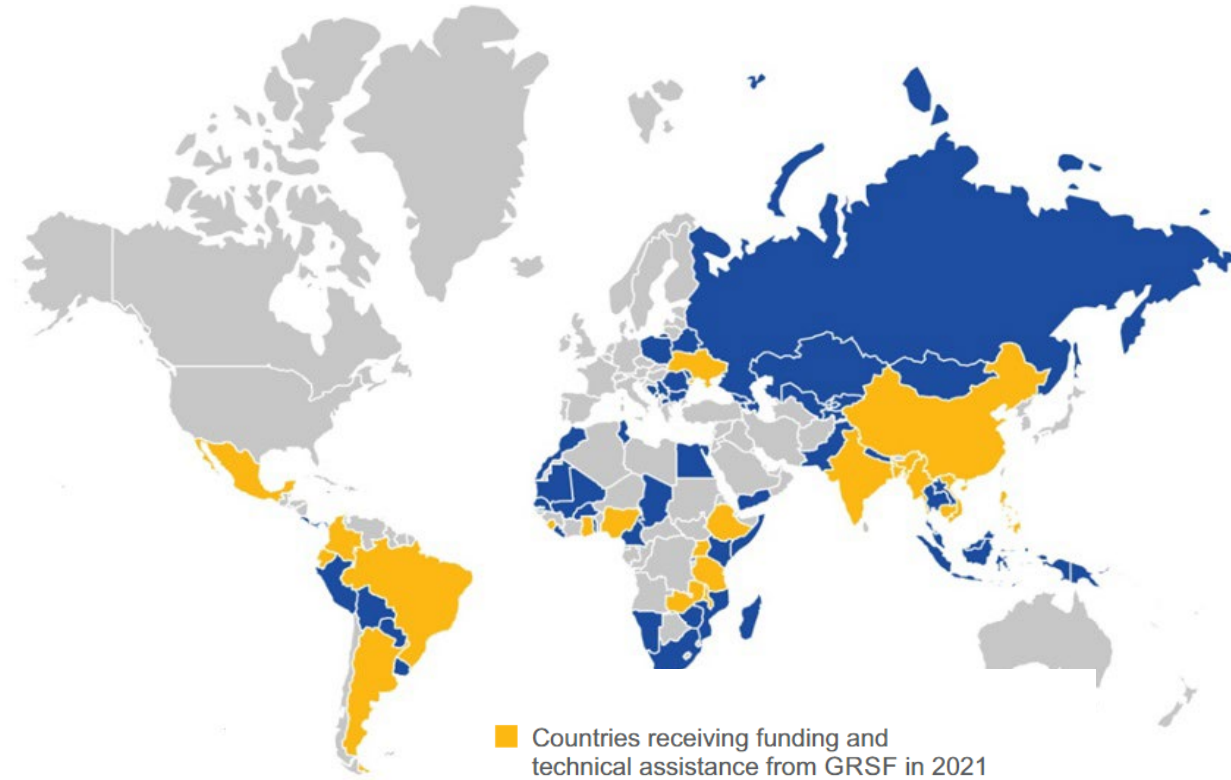
Funded several country management capacity reviews, safety assessments of **40,000 km +** of roads

Provided training for **17,000 +** professionals

Developed and disseminated numerous evidence-based global knowledge products

Since its inception, the GRSF has received total donations of **\$75.4 million.**

GRSF work has expanded to **84 countries**



- Countries receiving funding and technical assistance from GRSF in 2021
- Countries receiving funding and technical assistance from GRSF since inception



What Does the Evidence Tell Us?



- ❑ Assessments of road safety performance in good practice countries reveal that the benefits of targeted road safety interventions considerably exceed their costs.
- ❑ Three broad categories of intervention have systematically resulted in the bulk of the safety gains made:
 - (1) intensive police enforcement of unsafe road user behaviors to reduce speeding and drink driving and increase the wearing of safety belts and helmets,
 - (2) **safety engineering of road environments to improve their protective qualities**, and
 - (3) vehicle safety improvements.
- ❑ Rapid post-crash access to the emergency medical system and trauma care and longer-term rehabilitation services have also proved to be crucial.
- ❑ Many other interventions make small but significant contributions.

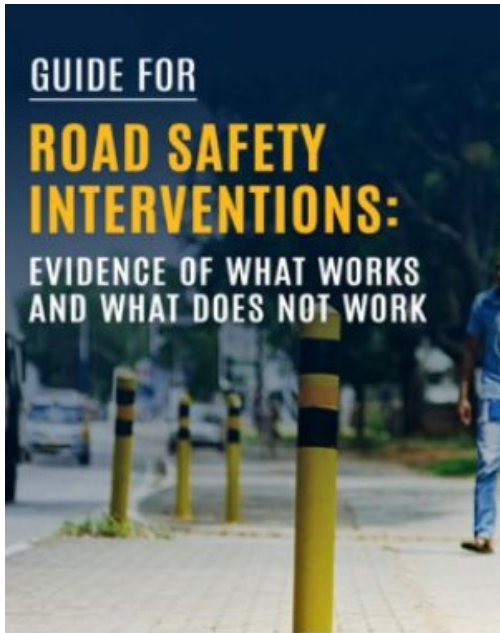
Importance of road safety coordination



However, it is also important to recognize that assessments of performance in good practice countries have identified core institutional management functions critical to the sustained and successful delivery of these interventions.

The vital lead agency contribution to improving the effectiveness, efficiency and inclusiveness of these institutional management functions has been highlighted.

Road Safety: Knowledge to Operations- Guidelines



- Limited budgets – need to invest in interventions that will produce the biggest reductions in fatal and serious injury
- Bring together the evidence on effective interventions to improve road safety, but also to warn about interventions that are not as effective as we might expect
- The Design guide is useful for those designing roads and roadside features
- Will be very useful for Public Works departments and consultants engaged in design
- Will be helpful for local guidance or trying to adapt guidance from other countries to local conditions.
- Good data is required to effectively manage road safety activity and investment decisions
- Not only Crash data but guide review of other Road Safety data

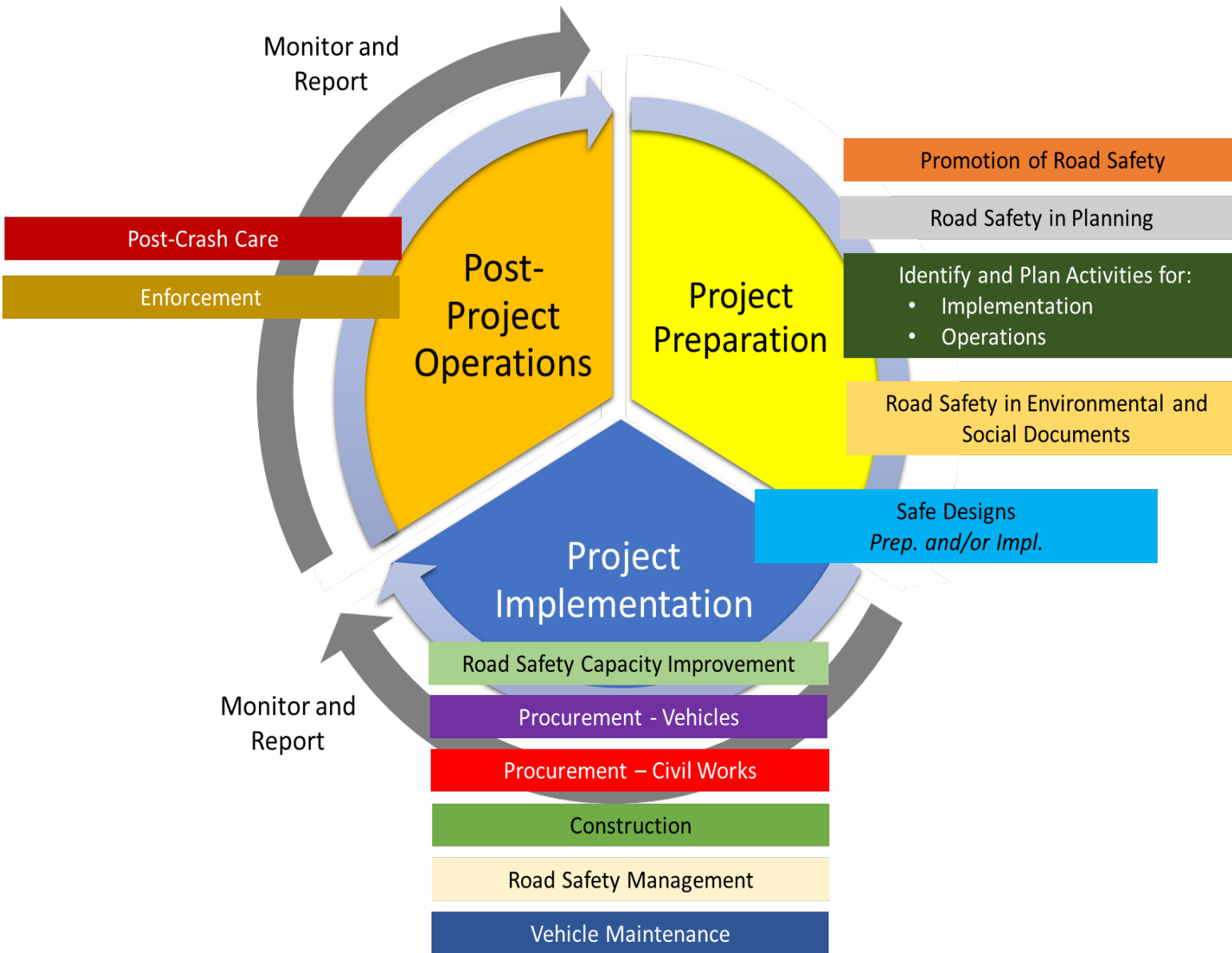
<https://www.roadsafetyfacility.org/publications/integrating-safety-road-design>



RSA / RSI

Western Balkan and
Case study Serbia

Cross cutting theme, part of each road project

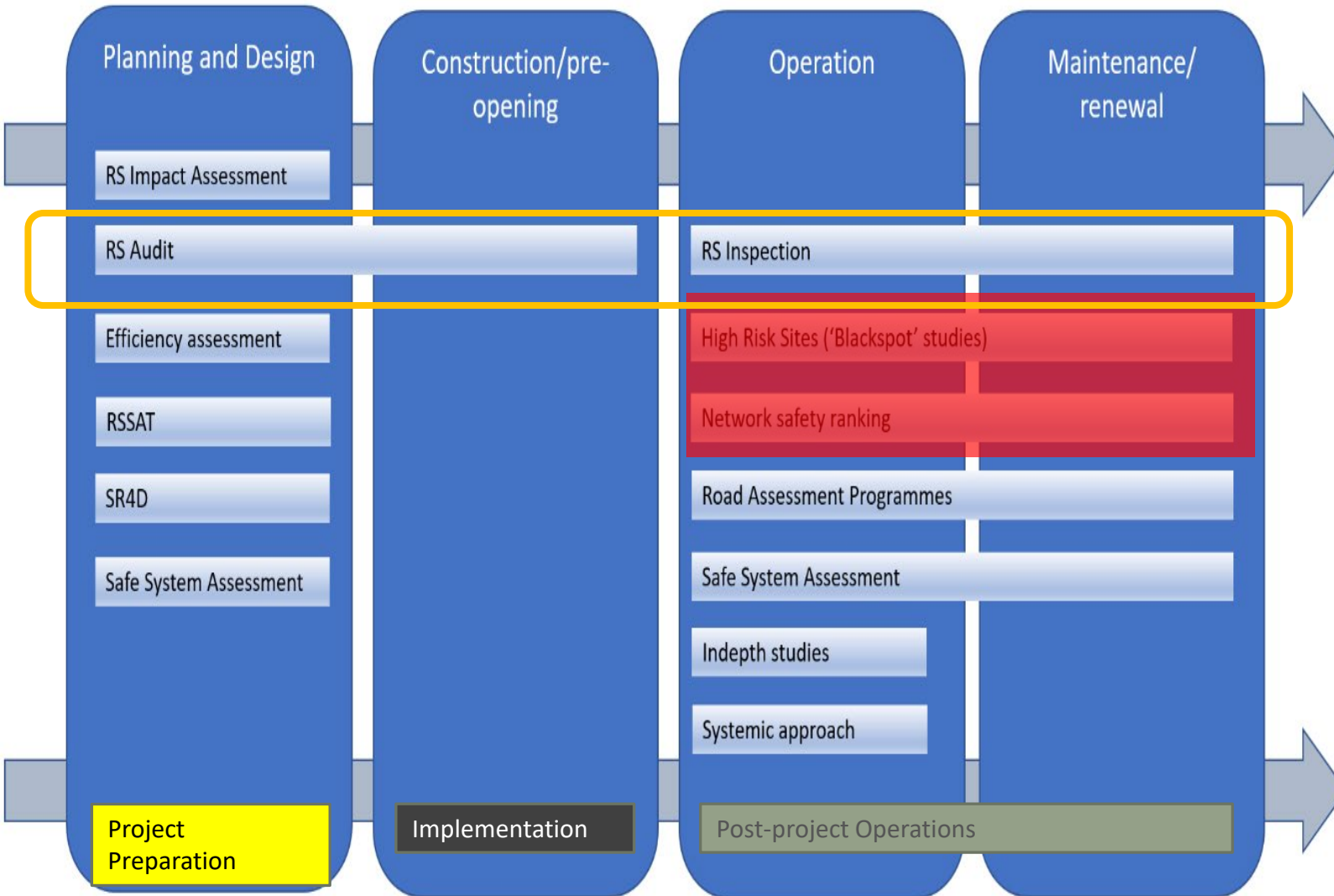


INSTITUTIONAL
& CAPACITIES

POLICIES AND STRATEGIES

ENGINEERING

PROJECT INDICATORS



The tools

Infrastructure safety management:
 A systematic approach to improve road infrastructure safety by applying strategies and tools to all phases of planning, design, construction and operation of road infrastructure

WB Transport engagement in Western Balkan with road safety interventions

Albania

- Finished: Result-based road maintenance and safety project
- Building Resilient Bridges project

Bosnia and Herzegovina

- Finished: Federation Road Sector Modernization project
- In preparation: Safe Integrated and Sustainable Infrastructure

Macedonia

- Finished: National and Regional Roads Rehabilitation project
- Local Roads Connectivity Project

Serbia

- Finished: Road rehabilitation and Safety Project
- Finished: Corridor X Highway project
- Finished: Enhancing Infrastructure SOE efficiency
- Local Infrastructure and Institutional Development Project

Albania

- TA support to the IMRC secretariat and Support RS expertise in ARA and MOTI
- Introducing Road Safety audit training accreditation courses,
- Mandatory RS audits for all new roads
- Supporting Road Safety media campaigns,
- Perform iRAP
- Black spots interventions
- Developing an integrated database to enhance the Accident Information System (AIS).



Road ID	Road Name	Contract Length (km)	Road ID	Road Name	Contract Length (km)
001.0	Tiranë - Hani i Hotit (New)	132.43	001.0	Lezhë - Shëngjin - Këse	11.40
001.0	Tiranë - Durris (Autostrada)	32.50	001.0	Uta e Blinis - Murqian	13.90
001.0	Ebasan - Kapshikë	156.01	001.0	Jun. Road Nr.6 - Dogana Blladë	3.35
001.0	Tiranë - Ebasan (New motorway)	36.34	001.0	Vizë - Këllinç - T. Kuvaj	13.50
001.0	Durrës - Fier (New)	79.29	001.0	Kryeqyteti i Ri - Riçan - Qafë Kashar	9
001.0	Tepelenë - Kallavajë (Old)	82.90	001.0	Pogradec - Tashmënit	5.90
001.0	Levan - Tepelenë (New)	77.71	001.0	Lushnjë - Berat - Corovodë	87.98
001.0	Shkodër - Kallë	138.41	001.0	K/Shezret - Pjepa	8.30
001.0	Milot - Skaraj - Peshkopi	117.90	001.0	Uta e Kranezë - Kozhbol (0. Bori)	33
001.0	Ebasan - Rrogoshinë	44.49	001.0	Sarandë (Uta e Gajdarit) - K/Qafë Mazinë	22
001.0	Fier - Vlojë	0.34	001.0	Tamanë - Veremosh	35
001.0	Perit Mezinë - Sarandë	121.80	001.0	Qafë Mali - Qafë Morinë	36.66
001.0	Levan - Vlojë (New part of SH8)	24.61	001.0	Melgoshë (K - Mjedi)	7.10
001.0	Qafë Thanë - Doganë	3	001.0	Mamurras - Hamallaj - SherëPjeter	23
Total			Total		1,335.23 km



Bosnia and Herzegovina

- Black spot interventions
- iRAP survey of entire Federation network
- Road Safety Audit Guidelines and trainings/accreditation
- Road Safety Institutional strengthening and capacity building
- RSA on subject roads



North Macedonia

- iRap – Full national network surveyed
- Black Spot Improvement
- Road safety advisor engaged in 2016 with the tasks:
 - Provide training and help in developing national black spot program
 - Training in road safety inspection/audit
 - Help with establishment of a Road Safety Unit
 - Develop RSA manual
- RSA on all interventions at local road network (~350 km)
- Road Safety Management Capacity Review
- Road Safety of kids / school zones and capacity building



Serbia – good case example

Road Safety Management Capacity Review (2007) - > Transport Rehabilitation Project =>

Corridor X Highway (2009) USD 426.9 million

- Separate **RS component**, USD 2 million
- **Support** plans for (i) road safety capacity building for establishing a Lead Agency and the National Road Safety Council (NRSC); (ii) creation of a road safety performance framework; (iii) developing and launching a national road safety strategy; (iv) preparation and piloting of two multi-sectoral road safety pilots; and (v) procurement and establishment of road safety database and other road safety equipment
- 25% and 64% reduction fatalities and serious injuries on project links

RRSP (2013); USD 76.4 million

- **Subcomponent** Under Institutional Strengthening (EUR 3.45/IBRD 0.81)
- **Support:** (i) road safety inspections; (ii) low-cost safety measures, (iii) road safety awareness campaigns; (iv) development and implementation of strengthened enforcement of road safety regulations; (v) training and accreditation of personnel on safety audits and inspections; and (vi) road safety audits
- 22% reduction traffic accidents , 1016km inspected;

Local Institutional and Infrastructure Development Project (local RSA ~1000km)

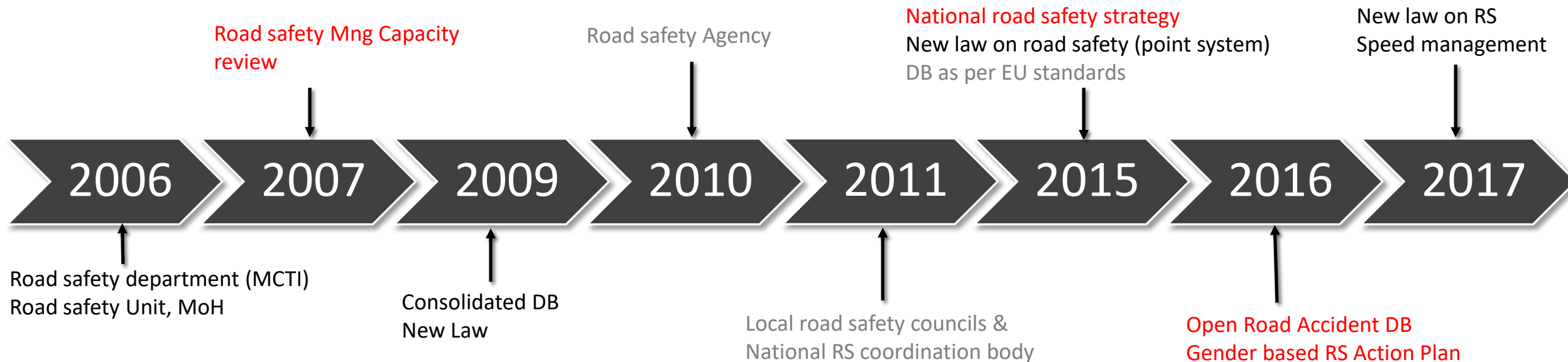
- Grants:**
- **Impact of RS campaigns (2016)**
 - **Safe2School (2019)**

Serbia RS development/improvement path

Bank engaged in 2006 through GRSF funded Road Safety Management Capacity Review.

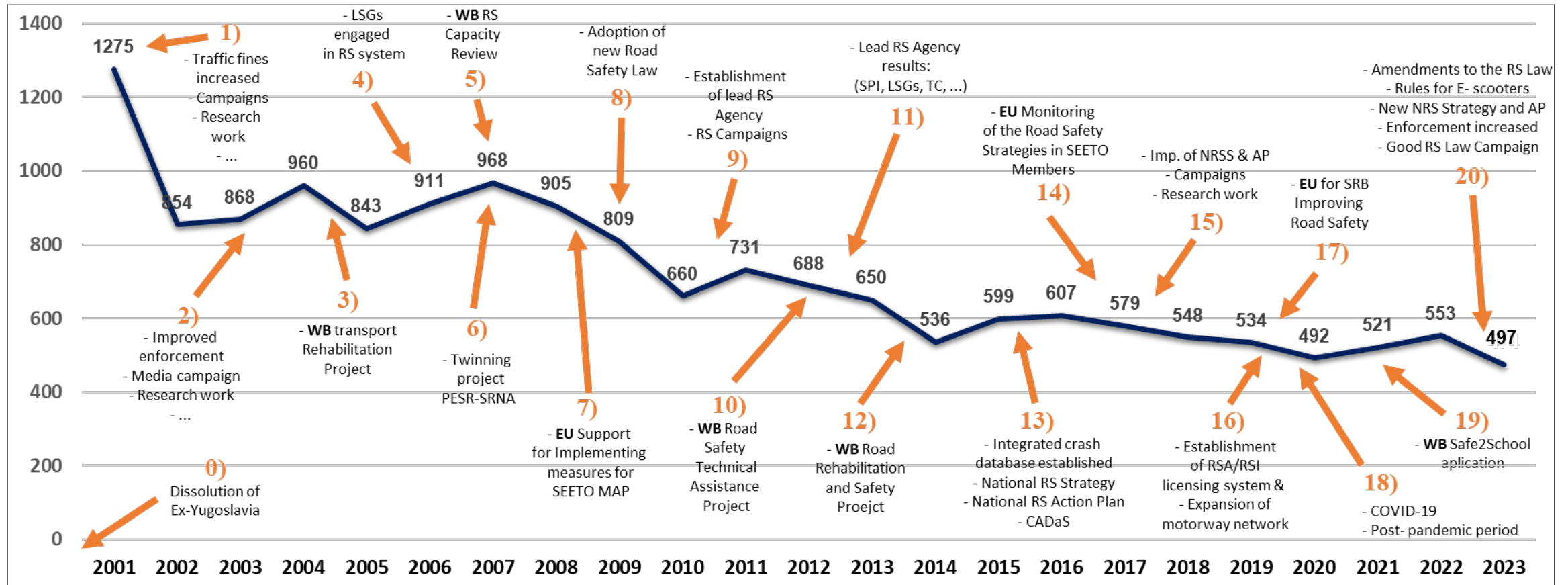
Supported in part by World Bank investment operations and grants that supported recommended institutional and strategic changes

In country capacities significantly strengthened – system established to lead further improvements



<http://bazabs.abs.gov.rs/absPortal/>

Key road safety milestones in Serbia



Lessons learned



- **TIME and COMMITMENT ESSENTIAL (Dedicated in-country engagement plays a pivotal role):** Changes take time. For a paradigm change, long term government dedication and resources needed.
- **STRATEGY & INSTITUTIONS and SUSTAINABILITY (Strengthening of country delivery capacity):** in particular institutional ownership, accountability for results and building local capacities.
- **LOCAL CONTEXT IMPORTANT:** Specific initiatives should be contextualized in a targeted national road safety strategy.
- **INTERVENTIONS ALONE NOT ENOUGH:** Institutional coordination important.
- **REALITY CHECK:** Feedback loop

THANK YOU



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