



Global Road Safety Facility

THE INTERNATIONAL
DONOR-FUNDED
PARTNERSHIP MAXIMIZING
ROAD SAFETY DELIVERY



Hosted By
WORLD BANK GROUP

Spring 2017 - No.2

GRSF and Disability

Motorized road transport imposes a large burden on population health, resulting in more than 1.5 million deaths and 79.6 million healthy years of life lost annually. Road injuries are responsible for most of the burden of motorized road transport, with 1.3 million deaths annually accounting for 95% of the healthy life years lost. Road crashes results in 78.2 million nonfatal injuries warranting medical care annually, with substantial resulting disability.

With 90% of all road deaths and injuries occurring in low and middle income countries, the disability burden from road traffic crashes is absolutely and disproportionately a developing country major health issue.

Road injuries are a major contributor to the Global Burden of Disease and are vastly underreported. Governments in many low- and middle-income countries report a substantially lower road injury death toll than our estimates. In the poorest countries of sub-Saharan Africa, which have the highest road injury death rates, official government statistics

often report less than one-fifth of road injury deaths.

As a global road safety fund, the GRSF focuses on a whole-of-system approach to mitigate disability and ensure government and partner investment is targeted where and how crashes are occurring.

We build correct reporting systems, and work to lever investments in infrastructure, governance, regulation and research to ensure local capacity is built up to sustainably manage road safety and reduce the disability burden on the population.

EXAMPLES OF GRSF WORK IN THIS AREA INCLUDE:

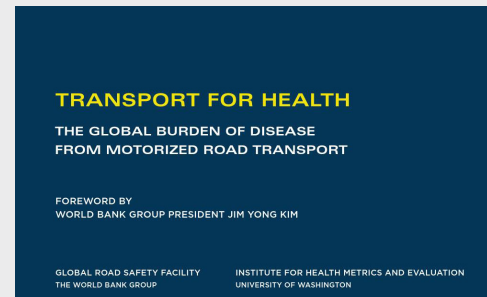
- investing in crash data systems and research for crash reporting in information poor settings, for example in coordination with the OECD's IRTAD (the International Road Traffic Accident Database);

- partnering with the International Road Assessment Program (IRAP) to produce infrastructure countermeasures to protect vulnerable road users from disability;
- working with governments via GRSF Road Safety Management Capacity reviews to set out targeted multi-year investment strategies;
- working with the health sector/WHO on post-crash programs and emergency-responder systems;
- sponsoring training programs with disability as a core part of the curriculum.



The GRSF and Institute for Health Metrics launched a major report at the Overseas Development Institute (ODI) in London, “Transport for Health: The Global Burden of Disease from Motorized Road Transport.” Comparing road crash disability burden vs. vehicle pollutant burden for the first time, the report sets out a series of policy recommendations emphasizing a strong financial case for investment in road safety to stem losses equivalent to 1%-3% of GDP per annum (rising as high as 4%-10% for some countries). The report also discusses investment plans for road projects, and the need to measure social benefit and social harms, a practice which needs greater attention in the post 2015 Sustainable Development Goal era.

The publication contains a foreword on the critical importance of road safety for development from World Bank President Jim Kim. The report can be found on the GRSF website: <http://www.worldbank.org/grsf>.



For more information see:

www.worldbank.org/grsf

contact
grsf@worldbank.org



