



Summary Report

CATALYTIC FUNDING FOR ROAD SAFETY IN THE POST 2015 PERIOD: PRIORITIES, RESOURCES AND IMPACT

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BACKGROUND INFORMATION



This study was commissioned by the FIA High Level Panel for Road Safety ('the Panel') with the aim of identifying what programmes should be carried out to encourage low and middle income countries (LMICs) to recognise their road safety challenges and to use 'catalytic funding' to support them in developing strategies and implementing action plans.

The concept behind catalytic funding is that the provision of (financial) assistance encourages concerned governments to take action themselves. Catalytic funds serve three goals:

- to act as a catalyst and encourage governments in LMICs to invest larger funds to improve road safety;
- to create conditions to outperform in the future;
- to reduce the number of people killed and injured in a road crash in LMICs as a result of concrete actions and investments.

The international community can help along two lines:

- By building the LMICs' capacity to successfully implement actions to reduce road safety risks.
- Through interventions (feasibility studies and subsequent pilot projects) that, if successful, could have a snowball effect in LMICs. In other words, direct actions that are designed and implemented correctly, have a direct positive road safety effects (goal 3 of catalytic funding) and generate funding from LMICs to scale up, and fund other successful pilots.

CREATING THE RIGHT CONDITIONS BUILDING CAPACITY:



COSTS AND EXPECTED RESULTS

Cost estimates are given for a minimum level of investments, a medium level and a high level.

The minimum level package represents an investment in five countries, the medium level an investment in ten countries and the high level an investment in 25 countries. The investments vary from €16.4 m, to €28.6 m and €67.4 m.

Because they will not directly have an impact on risks on roads, it is difficult to estimate the safety benefits of these investments. But if they support LMICs in acting more effectively and efficiently, they can be considered to be key investments.

Nine areas of activities are considered to be the most effective to create the conditions in LMICs for the successful implementation of actions to reduce road safety risks.

Raising awareness:

Design and implementation of country-specific awareness campaigns

Improving road safety is an underfunded policy area in LMICs due to a lack of political priority and commitment. This issue could be solved by creating more awareness and political support for the improvement of road safety. The Panel proposes to invite a group of countries to work on a communication strategy for awareness raising. Each and approach will be country-specific, but successful projects could inspire other countries.

Accomplishing Institutional arrangements:

Creation of a pool of specialists to analyse road safety management

Improving road safety is a shared responsibility and road crashes can only be prevented with contributions from different organisations. In institutional arrangements, a lead agency can play a pivotal role, not so much in implementing interventions, but rather in performing a guiding and a catalytic role for other stakeholders. The Panel recommends setting up a small pool of international experts that can visit countries to analyse road safety management and help set up the necessary institutional arrangements.

Designing effective road safety strategies:

Review of existing strategies; creation of new ones

Strategies should be data driven, evidence based, and tailor-made for each country. A good starting point when designing a strategy is a so-called 'country capacity review', in which the current state of road safety is assessed. The Panel proposes to work along two lines. On the one hand, by supporting countries in designing a road safety strategy if there is none already, and on the other, by reviewing existing strategies to improve them.

Improving data systems:

Review of existing data systems; creation of ad hoc data systems and of regional observatories

A key component of every road safety strategy is data collection. Data systems should consist of reliable data, collected using internationally standardised definitions and procedures, and processed by experienced data analysts. The Panel proposes to work along three lines: a review can be offered to countries that have a working road safety data system and have an interest in further improving it; the international community can help build road safety data systems in specific countries; regional road safety observatories can be set up, (see OISEVI in Latin America).

Monitoring performance progress:

Implementation of monitoring studies; creation of a monitoring best practice manual

The objective of monitoring is to learn from past performances in order to know how and where to improve in the future. Monitoring of road safety performances should be carried out by institutions that are independent from policy design and implementation. Monitoring is only possible if data systems deliver strong data over a longer period of time. The Panel proposes a two-tiered action: carrying out monitoring studies (as is already the case in HICs), and drafting a 'best practice guideline' that details a theoretical approach, and offers many practical examples as well as a helpdesk.

Building capacity:

Implementation of training programmes, local training courses, online training, student support

Good road safety knowledge is needed on all levels, from top decision makers, to policymakers and representatives of NGOs. A first capacity building option is to train road safety professionals. Moreover, specific training programmes can be designed for target groups. Training courses can also be more general and transcending specialised fields. Every year, training options should be delivered to thousands of professionals worldwide in an efficient way and this requires a good coordination between many relevant stakeholders.

Policy reforms:

Vehicle regulations and driver licensing

More regulations and legislation are urgently needed in many countries and the Panel proposes to include them in this programme. Both vehicle standards and driver licensing are concerned. Regarding vehicle standards, we propose to select a group of countries and help them bring the safest models possible to their consumers by focusing on vehicle standards policy reforms. As far as driver licensing is concerned, well-developed systems are not common in LMICs. The Panel proposes to assess existing driver licensing, explore ways of improving systems, and start working on policy reforms.

Building a knowledge base and compiling best practices:

Creation of a knowledge base in LMICs, including best practices and a help desk facility

A wealth of information on road safety has become available in the last decades and the body of knowledge has been increasing dramatically. However, sometimes it is unclear whether the results are worthwhile and can be used for application elsewhere. Another major concern is the assessment of the so-called external validity of research results, i.e., the extent to which research results can be generalized to other settings (people, countries, situations). This situation can be remedied by creating common knowledge bases in LMICs, with detailed best practices and help desk facilities.

Strengthening non-governmental organisations:

Providing support to NGO road safety activities

Non-governmental organisations (NGOs) play a very important role in improving road safety, through advocacy work and by implementing road safety activities. NGOs are active in High Income Countries (HICs) and LMICs. Road safety NGOs must have well trained staff and be (financially) supported to make them effective and powerful. The Panel proposes to give a substantial number of NGOs financial support, not only to make their operations possible, but also to train their staff.

COSTS AND EXPECTED RESULTS

Three levels of investment are possible (low, medium, high) and the costs of these packages are estimated. Investment costs vary between €43.5 m and €185.5 m, with part of the variation attributable to whether the investments subsequent to the feasibility studies can be considered as catalytic funding or not.

It is not really possible at this stage to make an estimate of the direct impact of these investments on road fatalities. However, based on a series of assumptions, the proposed interventions can reduce the number of fatalities anywhere between 15 000 and 95 000 deaths per year.

While it is encouraging to observe that catalytic funding will in itself bring down the number of fatalities in LMICs, the aim of catalytic funding is above all to act as a multiplier and to induce concerned governments to take action and to invest in road safety.

The second line of action targets several major road safety challenges in LMICs:

Safer cities:

Focus on planning and design for cities, actions for villages

Both the planning and design of cities are key activities to reduce road safety risks and by doing so, to create safer urban mobility. The Panel proposes to concentrate efforts on smaller cities (100,000 to 1 million inhabitants) and on villages. For cities, focus will be on planning and design with the intention of this being a catalyst for further investments, with an evaluation of progress after 1-2 years. Villages could host actual actions, such as speed management when rural roads cross villages.

Drinking and driving:

Implementation of campaigns in countries with high rates of alcohol-related road crashes

Drinking and driving substantially increases crash and injury risks. A conservative estimate suggests that alcohol is involved in 25% of worldwide fatal crashes. Measures implemented to reduce drinking and driving always focus on the 'big five': legislation, police enforcement, information/education, prosecution of offenders, and rehabilitation/disqualification. An effective strategy to reduce drinking and driving will always contain the 'big five', but the optimal mix will differ between countries. The Panel proposes to carry out campaigns mixing the 'big five' in countries with high rates of alcohol-related road crashes (countries with more than 25% of alcohol-related road fatalities).

Powered two wheelers (PTW):

Design of integrated strategies for PTW safety; investment in the implementation of action plans

In LMICs and HICs the risk of being involved in a crash and being injured or killed is considerably higher for powered two wheelers (PTWs) than for any other mode of transport. The safety of PTWs is a growing concern because many LMICs are confronted with a huge increase of the number of PTWs on the roads. The focus of the international road safety community to increase crash helmet use to reduce head trauma seems to be successful, however a broader, 'integrated' approach (including human factors, social and cultural factors, vehicle and infrastructural characteristics) is also recommended. A number of 'integrated PTWs safety projects' should be carried out by inviting countries to participate in pilot projects with the aim of designing a tailor-made integrated strategy on PTW safety.

Speed management:

Creation of country-specific integral speed management projects

Speed management is a key issue in any road safety strategy. Actual driving speeds are influenced by a variety of factors and a variety of actions are possible to manage these speeds. Because limited experience is available in LMICs on how to create the best mix of actions, the Panel suggests inviting countries/jurisdictions to create integral speed management programmes, by taking the factors influencing speed/road crashes and their respective speed management systems as a starting point.

Safe roads:

Infrastructure safety research in LMICs; catalytic funding for 'safe roads'

There is currently no real need to add new guidelines for the planning or design of road infrastructures, as there are already many stakeholders active in this area. However, available guidelines should be applied more diligently. The Panel proposes the launch of a large international study on infrastructure safety in LMICs, the results of which will be used to make better informed decisions on 'safer roads' both in urban and rural settings. Catalytic funds could be invested in improving the safety level of roads via the design and construction of 'safe new roads'.

Public transport:

Study on safety of public transport; pilot project

Public transport is a key asset in HICs and in LMICs, in urban and rural areas. From a road safety perspective, public transport should be organised in such a way that it is very safe for its passengers but also for other road users. Informal public transport plays a major role in many cities worldwide and it serves the travel needs of the poor. We have little knowledge about the safety aspects of informal public transport and no good quality statistics are available. The Panel proposes to carry out a study on the safety of public transport in LMICs, followed by pilot projects in targeted cities, based on the results.

It should be noted that for four of these actions (Safer cities, Powered Two wheelers, Safe roads and Public transport) it is proposed to start with a feasibility study and to design risk-reducing interventions based on the results.

