

Plan 2008-2009



International Federation
of Red Cross and Red Crescent Societies

Road Safety

Context

Road crashes kill more than 1.2 million people and seriously injure or disable as many as 50 million worldwide every year – and this situation is getting worse. If significant steps are not taken, the crash death rate in low- and middle-income countries - which already experience more than 85 per cent of road deaths and injuries - will increase by 80 per cent by 2020.

Many victims are the primary provider of household income and, when injured or killed, their families are left without economic support. In addition, those who survive often need immediate hospital care and many require long-term support.

These injuries impose substantial economic burdens on developing nations. Often the costs exceed the total development assistance these countries receive each year. As a result, there is a direct link between road safety improvement and poverty reduction.

Worldwide toll of road accidents:

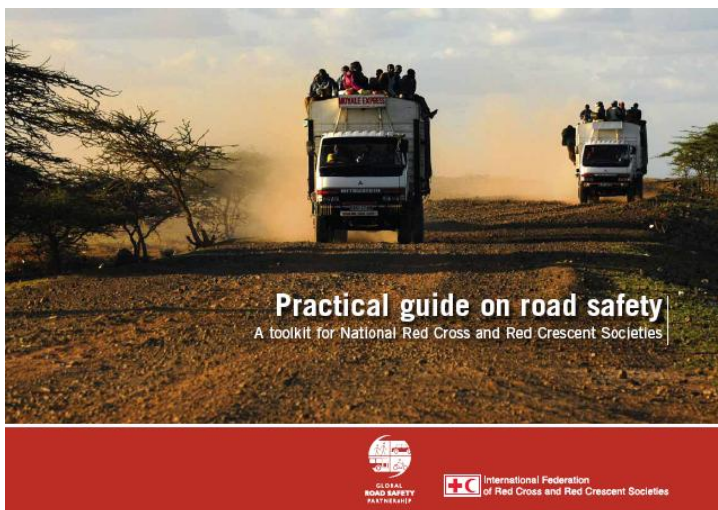
- 1.2 million people worldwide are estimated to be killed each year on the roads – that's around 3,000 deaths daily, 500 of them children
- 50 million people worldwide are believed to be injured in road crashes each year, 15 million seriously
- Low- and middle-income countries account for more than 85 per cent of global deaths from road traffic crashes;
- The cost to low- and middle-income countries is 65 billion USD, more than all development aid income
- For males aged 15-44, road traffic injuries rank second (behind HIV/AIDS) as the leading cause of premature death and ill health worldwide
- By 2020, unless action is taken, road traffic injuries are predicted to rise overall by about 80 per cent in low- and middle-income countries.

Source: The "World report on road traffic injury prevention" jointly published in 2004 by the World Bank and the World Health Organization (WHO)

Programme purpose and outcomes

In response to the growing number of accident related injuries, Red Cross and Red Crescent National Societies worldwide are increasingly working with their governments and other partners to reduce the number of road accidents as well as their physical, social and economic consequences.

As National Societies play an important auxiliary role to governments in humanitarian matters, they can have influence in matters such as road safety as well as running effective public awareness campaigns and teaching first aid.



In 2007, the International Federation and the Global Road Safety Partnership (GRSP) published and distributed a joint *Practical guide on road safety, a toolkit for Red Cross and Red Crescent Societies*, (see picture, left) which is available in English, French, Spanish and Arabic.

This toolkit will help people to set up road safety programmes, boost advocacy work with Governments and summarizes the extent and impact of road crashes worldwide as well as their causes. It details simple preventive measures and

offers practical recommendations. The guide also covers road safety work already carried out by National Societies in 2005.

In addition to its global road safety advocacy work, the IFRC secretariat road safety plan of action for 2008 and 2009 is to deliver four road safety workshops per year in regions for groups of National Societies aiming to increase their response to the road safety issue. IFRC secretariat will also provide follow-up to these workshops and assistance to all National Societies requesting road safety technical support.

Target Groups

The direct target group is the National Societies which will participate to the regional workshops but also, as it is a global programme (with an IFRC road safety adviser position in Geneva), all National societies looking for technical support in promoting road safety in their country. Finally of course, the beneficiaries are the population of countries where National Societies would have strengthened or started road safety projects because of this programme.

Quality, accountability and learning

The programme content and methodology are based on the recommendations of the World report on traffic injury prevention edited in 2004 by the World Health Organisation and the World Bank.

Further more, it benefits from the expertise and the technical support of the Global Road Safety Partnership (GRSP), a hosted programme of the International Federation based in Geneva. *The Practical guide on road safety*, which summarizes the road safety good practice, will be the pedagogical support of the workshops. Part of the content of the workshops will be to identify current Red Cross Red Crescent road safety good practice and promote it in each region.

Partnerships

Working in partnership is a key element of this road safety programme. Our closest road safety partner is our hosted programme: the Global Road Safety Partnership (GRSP).

GRSP is itself a global and very active partnership bringing together Governments and governmental agencies, the private sector and civil society organisations to address road safety issues in low and middle income countries.

The International Federation is a member of GRSP and, as a matter of fact, has access to the 40+ GRSP members, globally and at the national level. As an example, members from Governments and governmental agencies are WHO, the World Bank, the Swedish International Development Cooperation Agency (Sida), the UK Department for International Development (DfID). Some members from the private sector are: BP, Ford, Honda, Michelin, Renault, Shell. Some members from the civil society are: the FIA Foundation, the International Road Transport Union, the Infrastructure Development Institute.

Monitoring and evaluation

The monitoring and the evaluation of the programme will be ensured by the IFRC road safety advisor based in Geneva with the contribution of each zonal office where the workshops are going to take place.

Sustainability

The major outcome of each workshop will be to produce a road safety priority plan of action for National societies participating. This plan will include the way to source funding. IFRC Secretariat will follow and assist National Societies willing to tackle road safety by using the recommendation of this plan.

These regional road safety priority plans of action will be promoted by the IFRC road safety advisor at the zonal and the IFRC HQ level to encourage the zone to incorporate road safety in their action plan.

The IFRC Secretariat will continue to promote the *Practical guide on road safety*, a tool designed to remain up to date at least for the next 4 years.

Programme resources and expenses

| 2008 budget in CHF | | 2009 budget in CHF | | Total budget in CHF | |
|--------------------|---------|--------------------|---------|---------------------|---------|
| Total Budget | Needs | Total Budget | Needs | Total Budget | Needs |
| 321,000 | 321,000 | 321,000 | 321,000 | 642,000 | 642,000 |

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