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 result 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 leverage 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);
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.


For more information see:


contact
grsf@worldbank.org