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UN MDG and transport policies: how risk assessment and measures for road safety could play a rewarding role for regions with economies in transition

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Building up transport capacity for a better world: UNITED NATIONS MILLENIUM DEVELOPMENT GOALS

In some countries geographical, environmental and morphological facts itself, even before the economic whereabouts present a challenge for infrastructure development and hence for any subsequent transport policy and road safety strategy.

Some regions of the World experience - in fact - a meteorological and hydrological variability having harsh and severe consequences



Flood 2000
on motorway A4
Northern Italy

Building up transport capacity for a better world: UNITED NATIONS MILLENIUM DEVELOPMENT GOALS

Within the United Nations Millennium Declaration, the fight of poverty and of economic and social drawbacks were set as time-bound targets → **Millennium Development Goals.**



- First time ever, the Declaration set a methodological approach drawn to offer operative models for sustainable development, being the transport issue the overall underlying driving factor.

Undoubtedly, health, educational and social - related objectives cannot be achieved without dealing with transport



MAIN HINDRANCES

- * Lack of proper infrastructure, of safer roads dot-to-dot
- * Lack of mobility options
- * Dangerously mixed traffic
- * Harsh impact of climatic changes on the existing poor network



ROAD / RAIL
AIR / POWER

INFRASTRUCTURE QUALITY

Comparison of Infrastructure Quality Selected Asian Countries

Region/country	Road	Overall
Country groupings		
World	3,8	3,8
G7	5,7	5,7
Asia	3,7	3,8
Asian regional averages		
East Asia	4,7	4,6
Southeast Asia	4,2	4,2
Central Asia	3,1	3,5
South Asia	3,1	2,9
Selected countries		
Singapore	6,6	6,7
Hong Kong	6,4	6,3
Kazakhstan	2,5	3,5
Georgia	3,5	3,2
Tajikistan	2,6	3,2
Pakistan	3,5	3,1
India	2,9	2,9
Philippines	2,8	2,9
Nepal	1,9	1,9
Mongolia	1,4	1,7

Scores: 1 = underdeveloped; 7 = extensive

Source: [ADB and ADBI \(2009\)](#).



Rewarding Measures

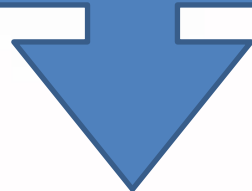
In a context of road safety standard and risk management, international investments and cofinancing by World Bank and other aid agencies benefit those projects which clearly show compliance with safety parameters and international tested standards.



Road policies, infrastructure plans and investments should prioritize underdeveloped remote regions, land-locked areas, in order to take them out from isolation and from socio economic constraints.

On the other hand ...

- scenarios of actions are in many cases unstable, hard to predict the breakeven points of investments,
- a number of technical issues can hamper the best use of national budget and international grants.



**Efficient instruments
are needed to manage
MDG difficult scenario**



THINKING AHEAD TO PURSUE OPPORTUNITIES

The risk assessment of any mobility project can play a key role, not only on technical assessment of infrastructure, but also in facing network development.

Assessment measures leading to prevention are essential component of sustainable development policies and programs and could boost the confidence of economic stakeholders and private investors to enter new projects, opening new opportunities.



Risk and accepted hazard



“The process of risk management does not aim to remove completely all risks from a project. Its objective is to develop an organized framework to assist decision makers to manage the risks, especially the critical ones, effectively and efficiently” (Perry and Haynes, 1985).

Natural and other risks threaten every human society, but

they are proportionally more disruptive in developing countries, since the poorest regions are naturally hampered from investing in protection measures.



ROAD SAFETY: Assessment and measures

Capacity and protection of the road asset, of course, is not the only target of road policies: mobility need to be ruled through consistent road safety policies.

- Appropriate infrastructures and safe mobility imply lessening health and care services social costs which impair a significant portion of the GDP of developing countries, when the number of fatalities is sadly high. In Kenya, for example, more than 75% of road traffic casualties are among economically productive young adults.



CONCLUSIONS

RISK ASSESSMENT AND RISK ANALYSIS



can contribute to break the uncertainty boundaries of the efficacy of mobility policies in economies in transition

Furthermore, rural areas need better roads and storage facilities to minimize the current prohibitively high transport costs and harvest wastage



CONCLUSION

risk perception is a culture-led issue. It has a sensible impact on road related policies.

Impact on people can be influenced, improved through education, communication etc.

Authorities and operators need to know the effects and make use cost/benefit, and impact assessment

THANK YOU

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