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GLOBAL
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THE WORLD BANK

POWERED TWO- AND THREE- WHEELER SAFETY

A road safety manual for
decision-makers and practitioners

Second edition

GOOD
PRACTICE

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Preface

Road traffic injuries are a major public health problem and a leading cause of death and injury around the world. Each year approximately 1.3 million people die and millions more are injured or disabled as a result of road crashes, mostly in low- and middle-income countries (LMICs). As well as creating enormous social costs for individuals, families and communities, road traffic injuries place a heavy burden on health services and economies. The cost to countries, many of which already struggle with economic development, may be as much as 5% of their gross national product. As motorization increases, preventing road traffic crashes and the injuries they inflict will become an increasing social and economic challenge, particularly in LMICs. If the present trend continues, road traffic injuries will increase dramatically in most parts of the world over the next two decades, with the greatest impact falling on the most vulnerable citizens.

Appropriate and targeted action is urgently needed. The *World report on road traffic injury prevention*, launched jointly in 2004 by the World Health Organization (WHO) and the World Bank, identified improvements in road safety management and specific actions that have led to dramatic decreases in road traffic deaths and injuries in industrialized countries active in road safety. Addressing the safety of powered two- and three-wheelers (PTWs), the report showed, has saved thousands of lives. The introduction of speed limits, the creation of safer infrastructure, the enforcement of limits on blood alcohol concentration (BAC) while driving, and improvements in vehicle safety are all interventions that have been tested and repeatedly shown to be effective.

The international community must continue to take the lead to encourage good practice in road safety management and the implementation of the interventions identified above in other countries in ways that are culturally appropriate. To speed up such efforts, the United Nations General Assembly has passed several resolutions urging that greater attention and resources be directed towards the global road safety crisis. These resolutions stress the importance of international collaboration in the field of road safety.

These resolutions also reaffirm the commitment of the United Nations to this issue, encouraging Member States to implement the recommendations of the *World report on road traffic injury prevention* and commending the collaborative road safety initiatives taken to date. They encourage Member States to focus on addressing key risk factors and to establish lead agencies and coordination mechanisms for road safety. These were further encouraged through the Moscow Declaration (2009), Brasilia Declaration (2015) and the Stockholm Declaration (2020).

To contribute to the implementation of these resolutions, WHO, the Global Road Safety Partnership (GRSP), the FIA Foundation and the World Bank have collaborated to produce a series of manuals aimed at policy-makers and practitioners. This manual on powered two- and three-wheeler safety is one of them. Initially published in 2017, it has been updated to include new evidence and case studies. These manuals provide guidance to countries wishing to improve road safety organization and to implement specific road safety interventions outlined in the *World report on road traffic injury prevention*.

The manuals present cost-effective solutions that can save many lives and reduce the shocking burden of road traffic crashes around the world. We encourage all to use these manuals.

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