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Examen : BAC, Séries L	Durée : 3 h	Coefficients : 2 - 4

ROAD SAFETY: A PUBLIC HEALTH ISSUE

Throughout the world, roads are bustling with cars, buses, trucks, motorcycles, mopeds and other types of two- and three-wheelers. By making the transportation of goods and people faster and more efficient, these vehicles support economic and social development in many countries. But while motorized travel provides many benefits, it can also do serious harm unless safety is made a priority. Pedestrians and cyclists using roads are particularly at risk. Crashes are frequent. Deaths and injuries are common.

If current trends continue, the number of people killed and injured on the world's roads will rise by more than 60 % between 2000 and 2020. Most of these injuries will occur in developing countries where more and more people are using motorized transport. In these countries, cyclists, motorcyclists, users of public transport, and pedestrians are especially vulnerable to road traffic injuries.

There are solutions to the road safety problem. A wide range of effective interventions exist, and experience in countries with long histories of motorized travel has shown that a scientific "systems approach" to road safety is essential to tackling the problem. This approach addresses the traffic system as a whole and looks at the interactions between vehicles, road users and the road infrastructure to identify solutions.

There is no single blueprint for road safety. Interventions and strategies that work in one setting may need to be adapted elsewhere. According to the WHO, interventions should be focused specifically on five of the many factors that cause road traffic deaths and injuries. Speed contributes to at least 30 % of road traffic crashes and deaths. For every 1 km/h increase in speed there is a 3 % increase in crash injuries and a 5 % increase in the risk of a fatal crash. Pedestrians are eight times more likely to be killed by cars traveling at 50 km/h than 30 km/h. Setting and enforcing speed limits, designing roads according to their functions, stationary enforcement, traffic calming measures such as speed bumps and traffic circles, education and public information are key interventions to fight accidents related to speed.

Alcohol impairment also causes road crash injuries. Any level of alcohol in the blood increases the risk of crashes. The risk of crashes increases significantly with blood alcohol concentrations greater than 0.04 g/dl. Key interventions to alcohol-related accidents consist in setting and enforcing alcohol concentration limits, organizing media campaigns and taking tough and swift penalties for offenders.

Wearing helmets and fastening seat-belts can also reduce deaths. Head trauma is the main cause of death and disability in drivers of motorized two-wheelers. Laws on helmet wearing, penalties for non-users and targeted information campaigns are the key interventions to prevent deaths due to lack of helmets. Seat-belt usage has saved more lives than any other road safety intervention. According to the WHO, seat-belts reduce fatal or serious injury by 40-65 %. So setting and enforcing seat-belts use seem to be a key intervention.

Lack of visibility, that is the ability to see and be seen, is also considered as one cause of road crash injuries. Motorized vehicles using daytime running lights have a crash rate 10-15 % lower than those that do not. One-third of people hit on the road report they had difficulty seeing the vehicle; almost half of drivers have difficulty in seeing the pedestrians. Key Interventions to **this problem** are street lighting, daytime running light for two-wheelers and cars, reflectors on vehicles and reflective clothing for people.

The loss and suffering associated with road traffic deaths and injuries are preventable. Roads can be made safer with firm political will and an integrated approach that addresses vehicles, the people who use roads, and the road infrastructure.

I. READING COMPREHENSION (8 marks)

A. Circle the letter corresponding to the correct answer.

1. According to the WHO, ...
 - a. there are less road accidents than in the past;
 - b. there are more road accidents than in the past;
 - c. there is a decrease of road accidents.

2. In the coming years, the main victims of road accidents will be people living in...
 - a. developing countries;
 - b. developed countries;
 - c. the proximity of the road.

3. "There is no single blueprint for road safety" means that...
 - a. making blue reads is the way to solve the problem of road safety worldwide;
 - b. the solutions to safety road are exactly the same;
 - c. the solutions to safety differ from one situation to another.

4. "This problem" (line 37) refers to ...
 - a. the ability to see and be seen;
 - b. using daytime running lights;
 - c. lack of visibility.

B. Fill in the chart below with information from the text.

Road crashes today		
Causes	Consequences	Suggested solutions
5.....	- Pedestrians are often killed	- Bumps and traffic circles 6.....
7.....	- Higher crash risks	8..... - Tough and swift penalties
9.....	- Higher crash rate	- Street lighting 10.....

C. Read paragraph 6 and complete the passage below meaningfully.

11. WHO experts say in their final report that the use of can help reduce significantly the high death rate among drivers of motorized two-wheelers. For four-wheelers such as cars and buses, they recommend, which, they think, is by far the best safety prevention.

D. Are these statements true or false? Justify with relevant quotes from the text.

12. The numbers of victims will more than double within 20 years unless something is done about road accidents

13. To fight against the frequency of road accidents, the WHO recommends that all factors be taken into account instead of just selecting a few of them.....

II. LINGUISTIC AND COMMUNICATIVE COMPETENCE (6 marks)

E. Talla, a bus driver, and Niokhor, his friend, are discussing the frequency of road accidents today. Complete their dialogue coherently and meaningfully.

Niokhor: I've heard on the radio that the road kills more than AIDS in this country.

That's horrible!

Talla: It's a fact! But as a driver, I think that it's because our roads.....(14)

Niokhor: Come on! Don't put the blame on roads,you? (15)

Talla: So, according to you..... ? (16)

Niokhor: It's clear that only drivers are to blame.

Talla: I totally disagree with you! We drivers are responsible enough!

Niokhor:.....? (17)

Talla: To me, apart from building quality roads, undisciplined pedestrians have to stop crossing the road as they want.

Niokhor: I partly agree with you. But if all careless drivers were severely punished, accidents..... (18)

F. Fill in the gaps with the correct form of the words in brackets.

Beyond the suffering they cause, road traffic crashes can put families in a situation of (19)..... (**poor**). Crash (20).....(**survive**) and their families struggle to cope with long-term consequences of the event such as the (21).....(**ability**) of the breadwinner, the cost of medical care and rehabilitation, and other types of (22).....(**finance**) expenses.

G. Choose the correct form of the verbs in brackets to complete these sentences.

23) In most regions of the world, the phenomenon of road traffic crashes.....now. (**has spread / spread / is spreading**)

24) More than 1.2 million people.....on the road every year. (**die / are dying / died**)

25) Since 2000, many people..... in road accidents. (**have killed / have been killed / have been killing**)

III. WRITING (6 marks)

Choose ONE topic and write about 150-200 words.

Topic 1: In Senegal, due to the increasing number of road accidents, the authorities have decided to exercise a new policy of zero tolerance against motoring offenders. What do you think can be the strengths and limits of such an initiative? Give your opinion.

Topic 2: A man whose daughter has been victim of an accident just in front of her school is writing a letter to the Minister of Education to complain about the lack of safety around schools.