Listening 2: Listen to an expert giving a talk about problems with traffic and choose the correct answer A, B, or C

The world's transport crisis has reached such catastrophic proportions that road-traffic accidents now kill more people each year than malaria. I predict that by 2030, 2.5 million people will be killed on the roads in developing countries each year and 60 million will be injured. Even today, 3000 are killed and 30,000 seriously injured on the world's roads every day.

These are really frightening statistics, but, of course, it isn't only road-traffic accidents which concern me. Air pollution from traffic claims 400,000 lives each year, mostly in developing countries, and some 1.5 billion people are exposed every day to levels of pollution well in excess of World Health Organization recommended levels.

We need to be aware of this because the damage being caused to people now, and especially youngsters, will follow them through until later life, and directly affect not only their health, but also their economic potential, and the health budgets of already strained national administrations.

Research shows us that the problems of the world's poor are multiplied by the car. It's a simple basic fact. Deaths and injuries take place mainly in developing countries and mainly to pedestrians, cyclists, bus users and children. The poor suffer badly. They experience the worst air pollution and are deprived of education, health, water and sanitation programmes because the needs of the car now soak up so much national income. Advances in vehicle, engine and fuel technology are more or less irrelevant in Asian and African cities, where the growth of car and lorry numbers is dramatic and where highly polluting diesel is widespread.

Fortunately, I can report that in certain places, such as in parts of South America, something is being done. Transport budgets have been reallocated to improve the quality of life of poorer citizens and the results have been staggering. Bicycle- and pedestrian-only routes were planned, and cars were banned from certain areas. Parks were built on derelict land and car-free days implemented. This policy was radical and has improved the quality of life for the poor. This needs to be repeated all over the world.