



Monitoring progress towards the goals of the Decade: Global Status Report on Road Safety 2015

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Global Plan for the Decade



Renewed global commitment to road safety



THE DECADE OF ACTION FOR ROAD SAFETY 2011–2020 SUSTAINABLE DEVELOPMENT GOALS

SUSTAINABLE DEVELOPMENT GOAL 3

Ensure healthy lives and promote well-being for all at all ages:

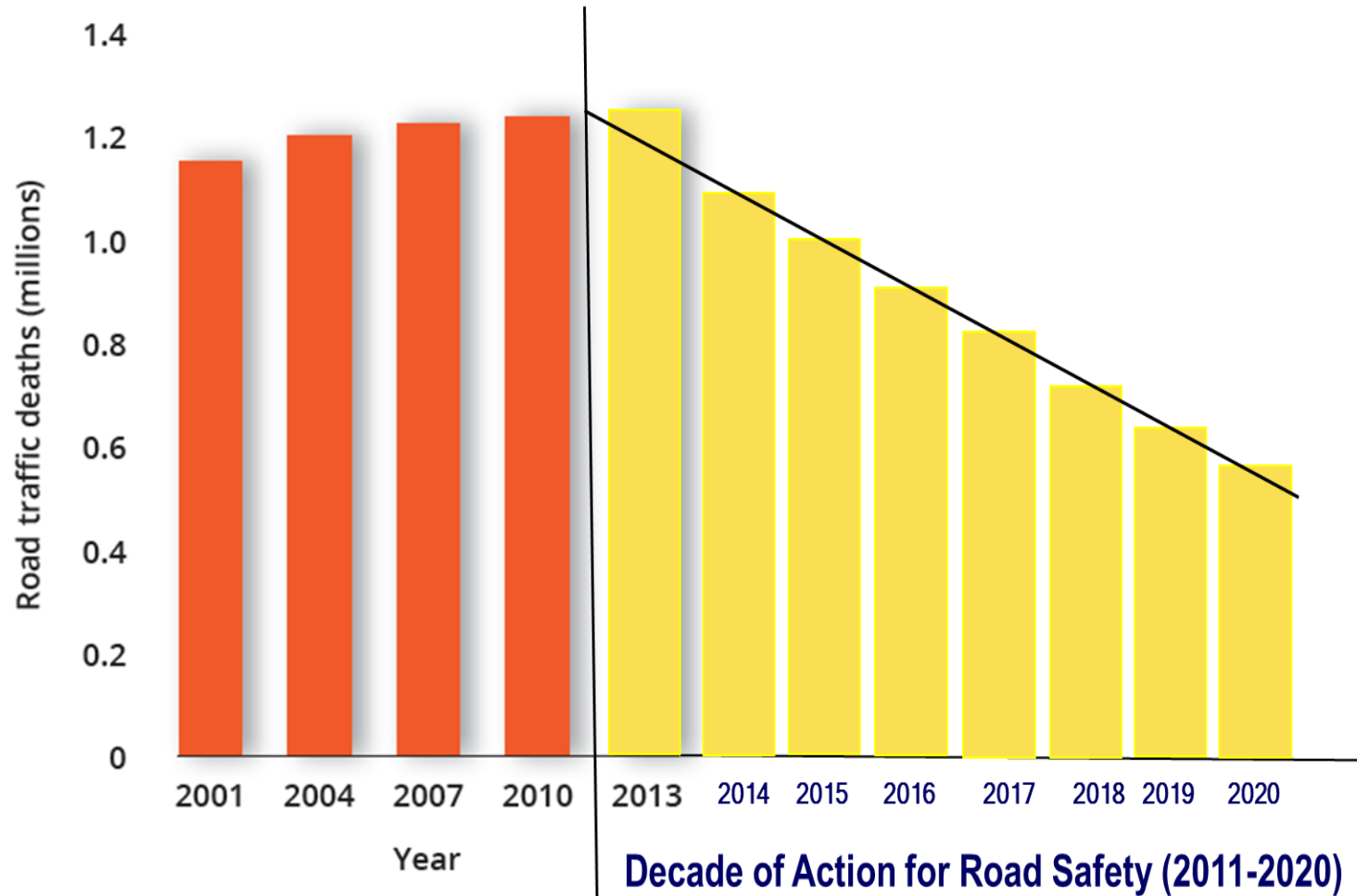
3.6. By 2020, halve the number of global deaths and injuries from road crashes.

SUSTAINABLE DEVELOPMENT GOAL 11

Make cities and human settlements inclusive, safe, resilient and sustainable:

11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport.

Where do we need to get to?



Objectives of the Global Status Report on Road Safety

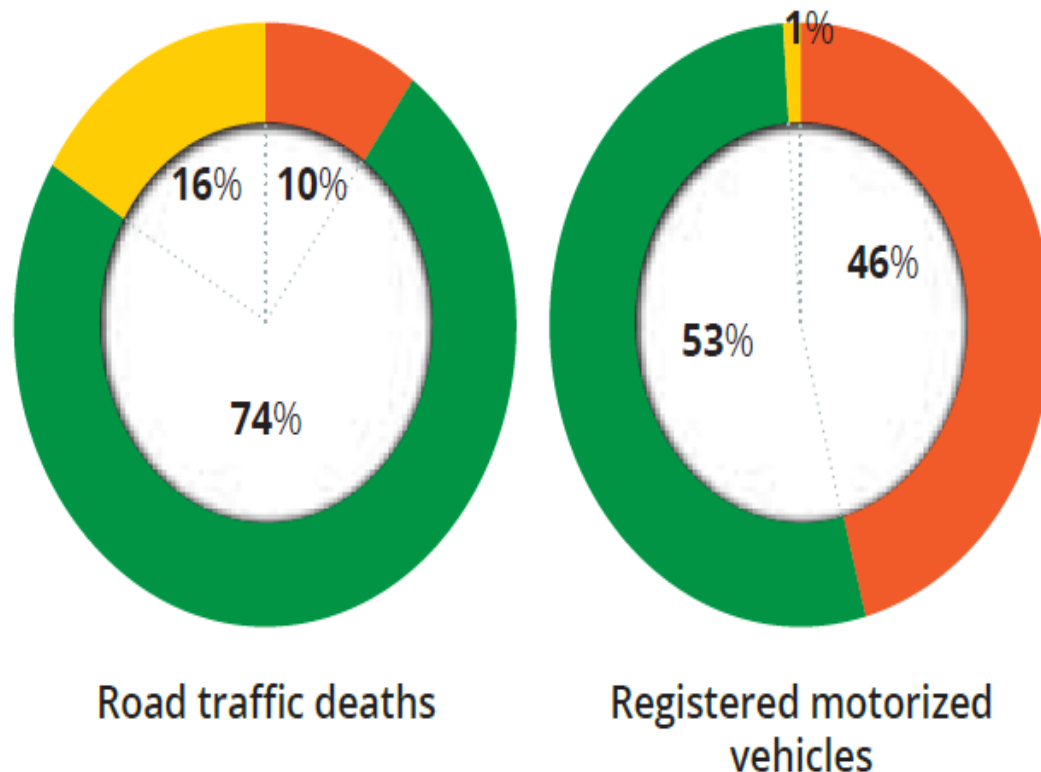


- describe the road safety situation in all Member States;
- identify gaps in road safety in all Member States and thereby stimulate road safety action;
- monitor countries' progress in implementing measures identified in the Global Plan of Action for the Decade of Action for Road Safety (2011-2020);
- provide baseline information to allow monitoring of other international policy processes that set road safety targets.

LMICs have 90% deaths but 54% of vehicles



- High-income
- Middle-income
- Low-income



Inequalities persist in the WHO European Region



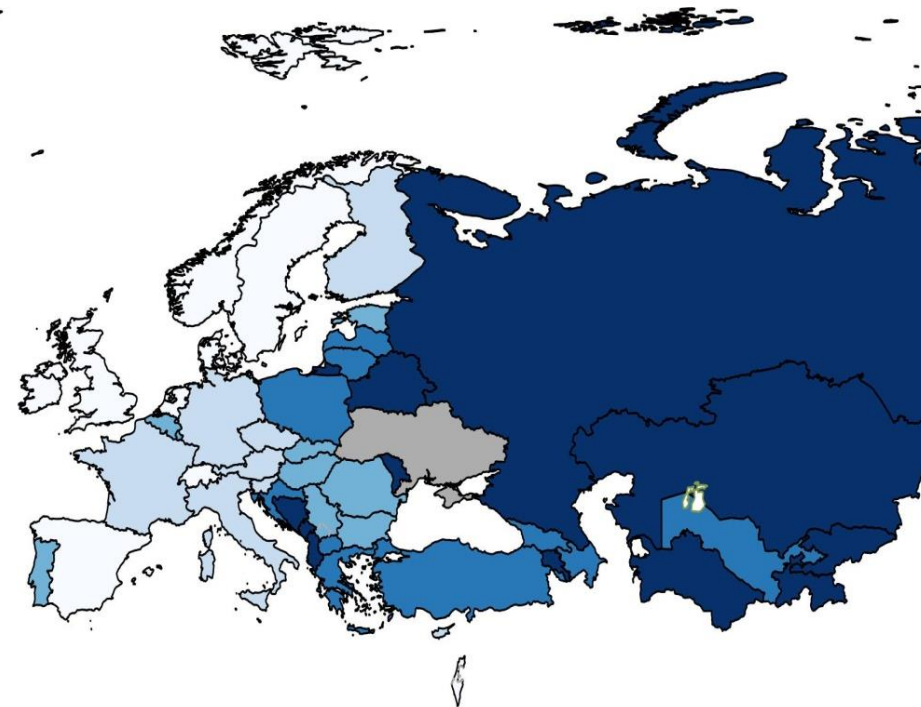
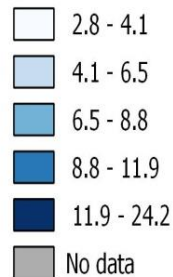
Road traffic injury mortality rates are:

- 8.6 times difference in country with the highest than with lowest rate
- 3 times higher in CIS than EU countries
- 1.4 times higher in LMIC than HIC
- 3 times higher in males
- 39% vulnerable road user

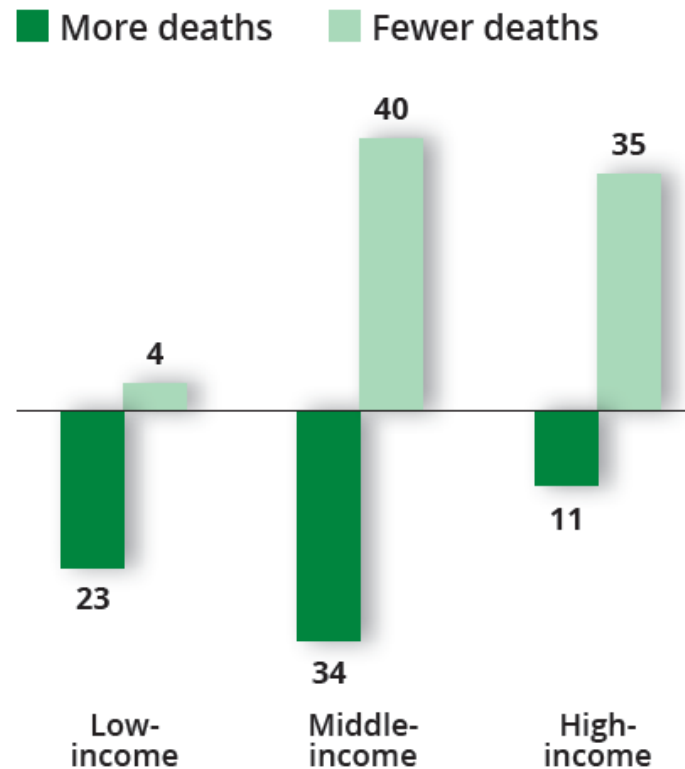


Legend

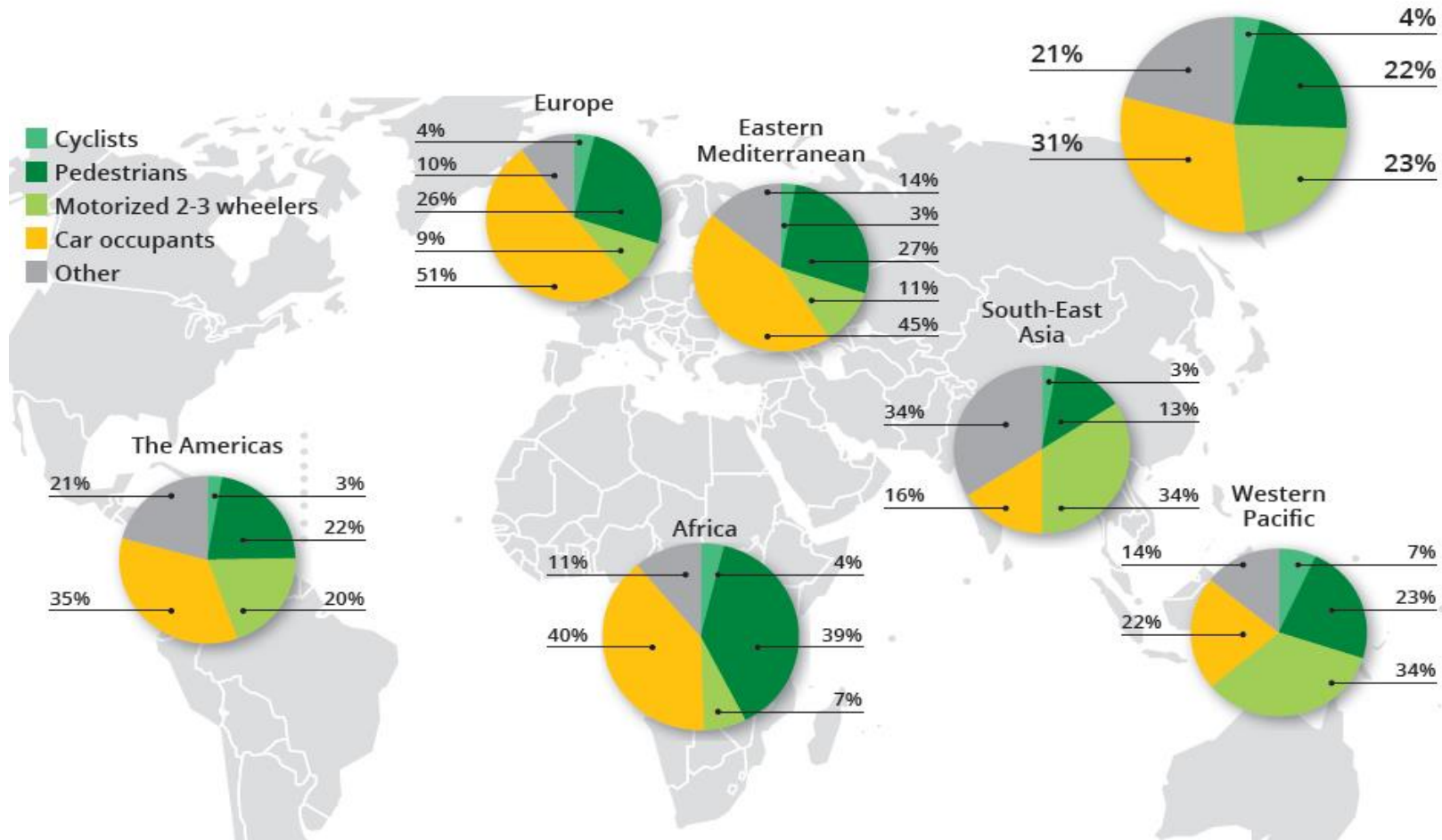
Death rates per
100 000 population



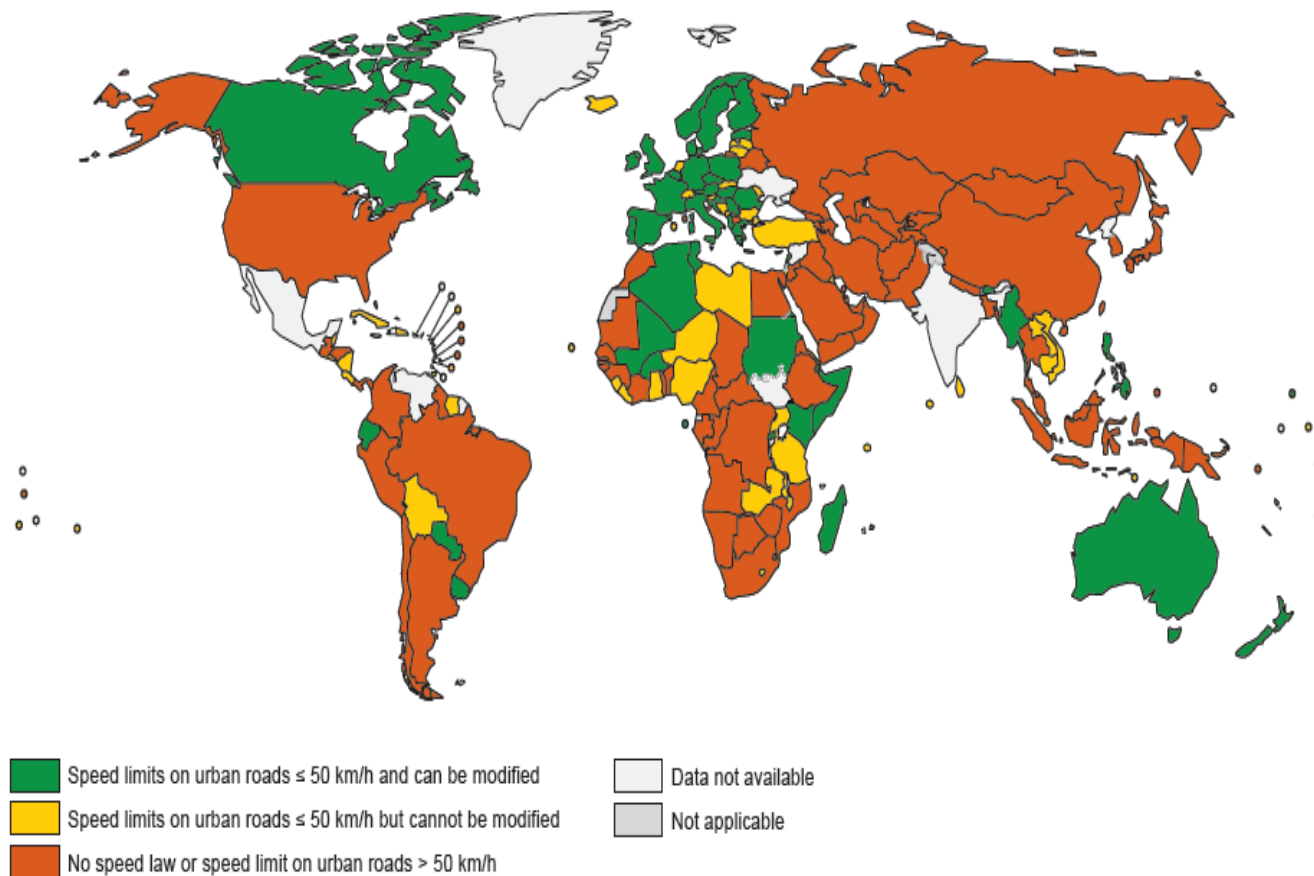
Since 2010, 79 countries have seen a decrease in deaths, 68 an increase



49% of deaths among VRUs

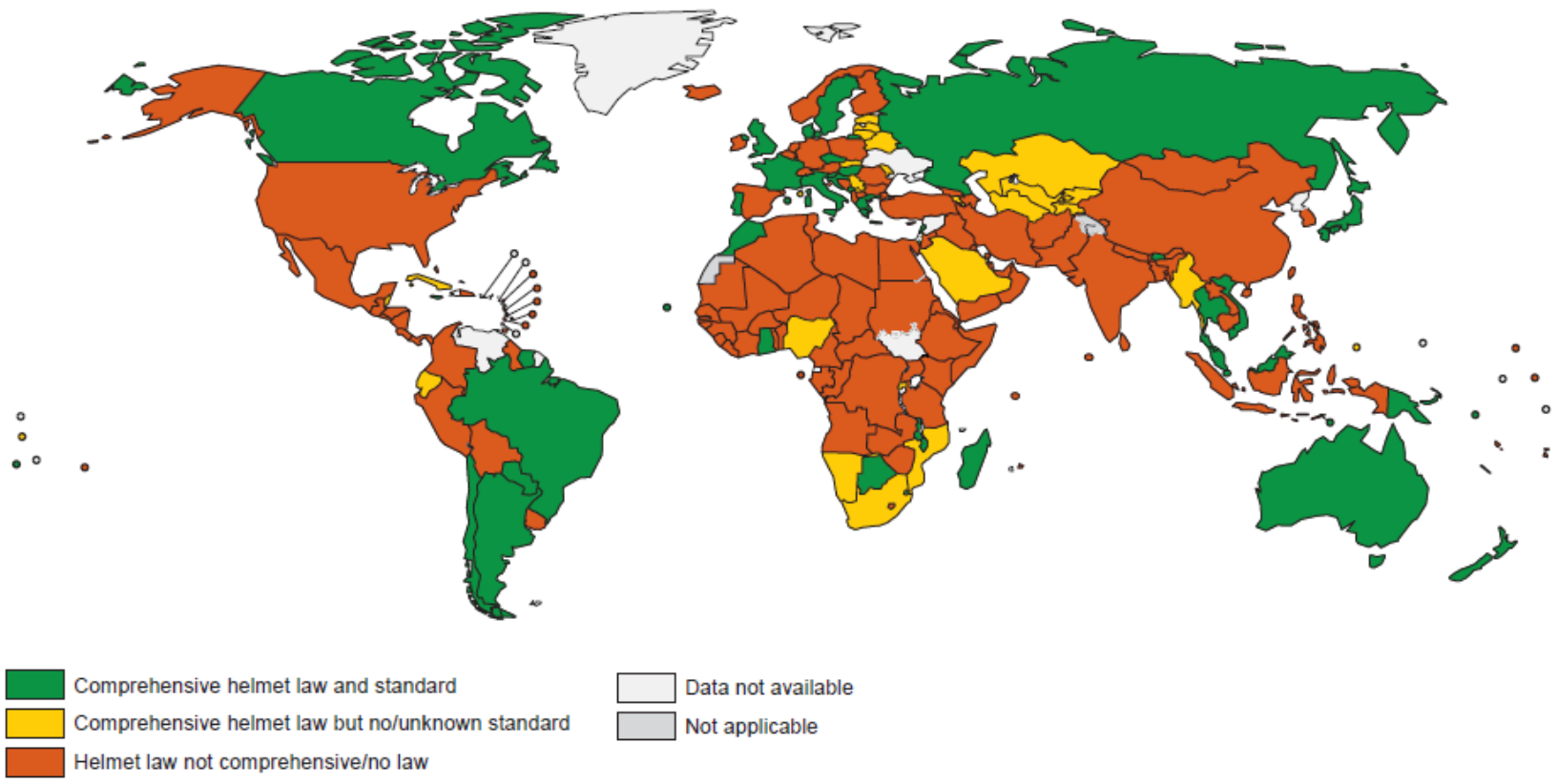


Urban speed laws (47 countries, best practice)

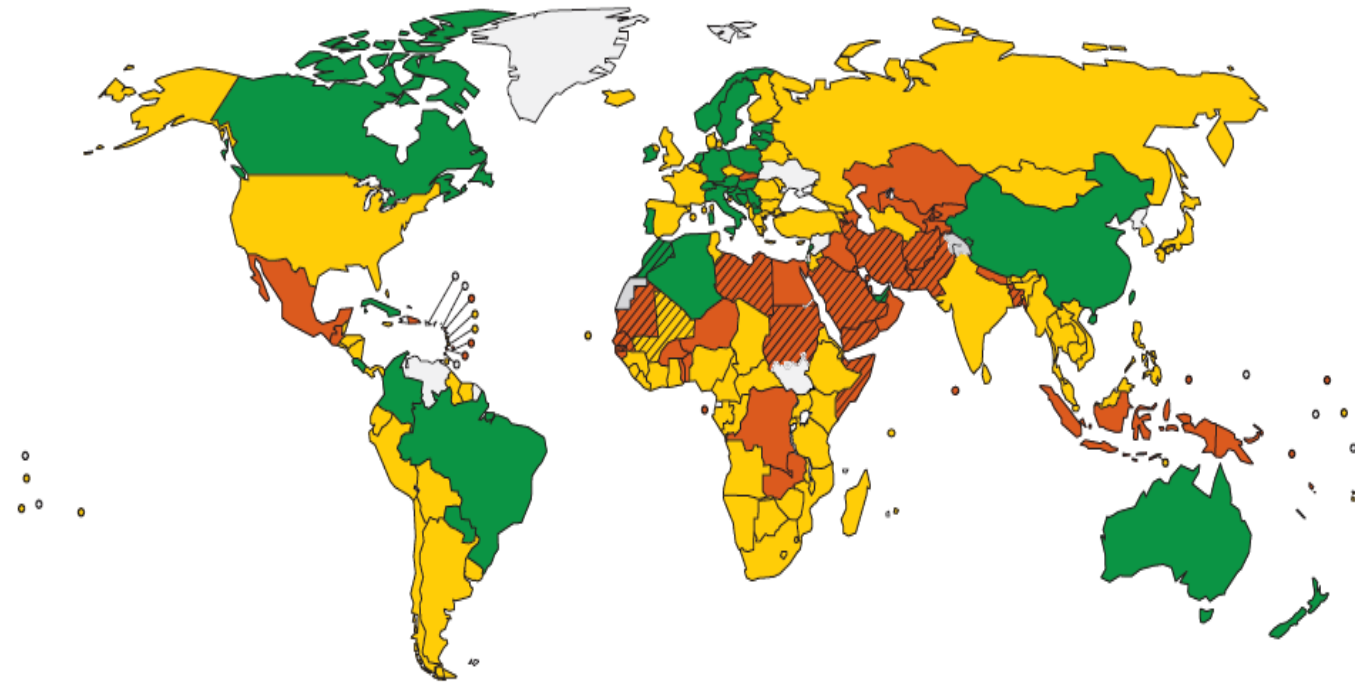








Helmets

(44 countries, best practice)

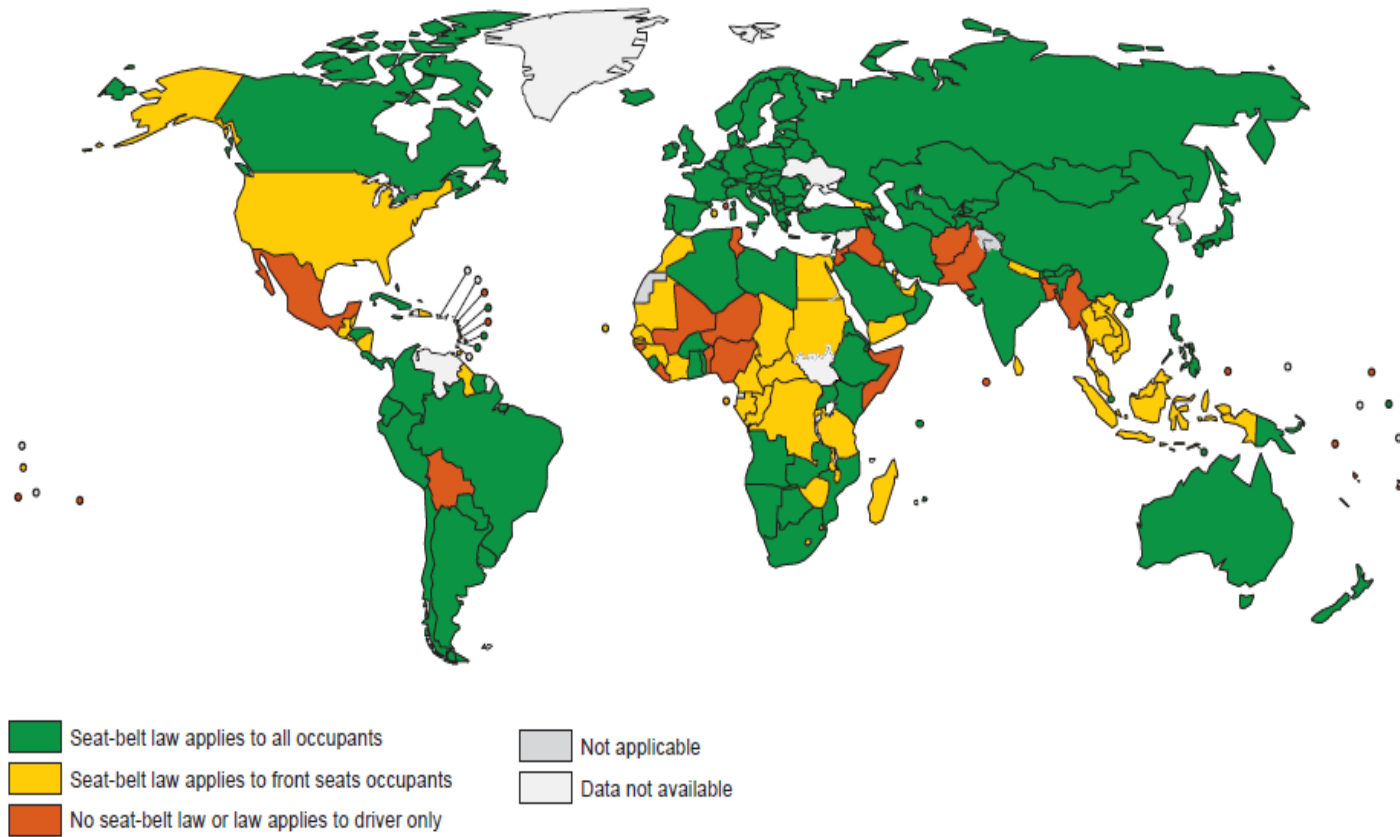


Drink-driving (34 countries best practice)

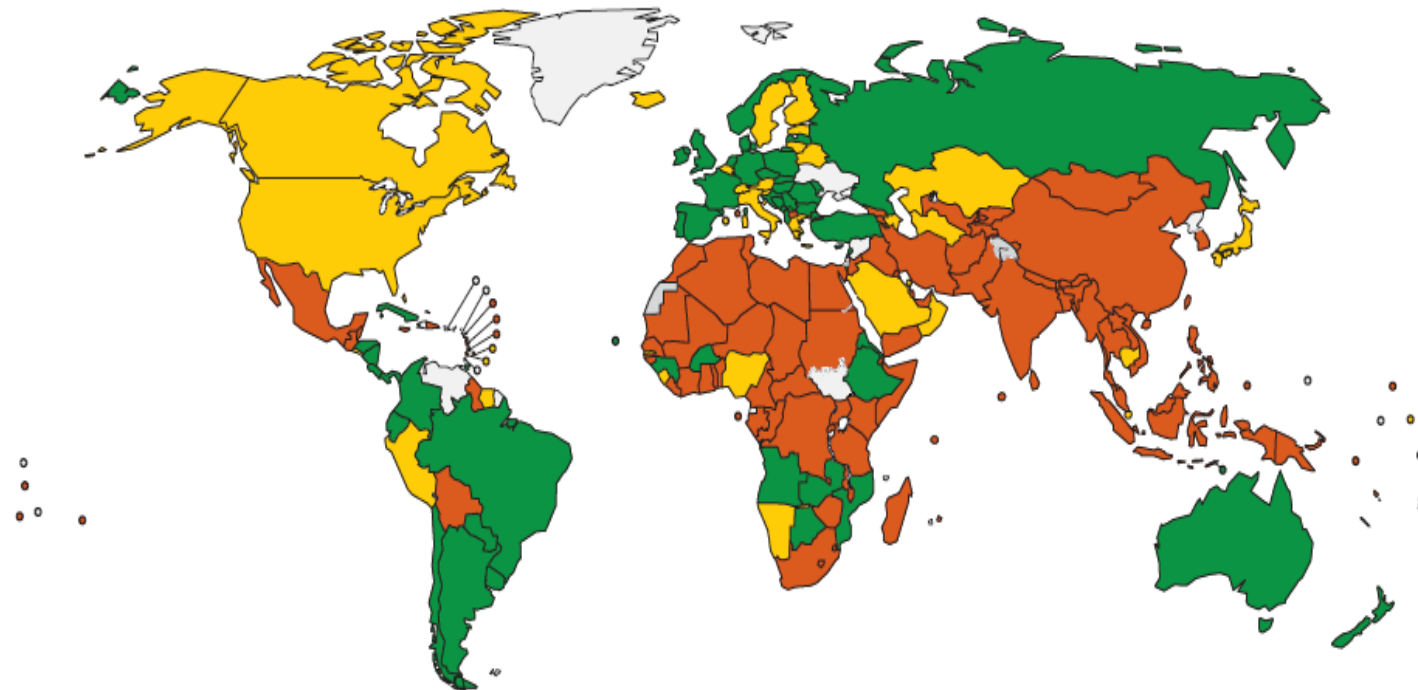







-  BAC \leq 0.05 g/dl and BAC for young/novice drivers \leq 0.02 g/dl
-  BAC between 0.05 g/dl and 0.08 g/dl or BAC for young/novice drivers $>$ 0.02 g/dl
-  No drink-driving law/Law not based on BAC/ BAC $>$ 0.08 g/dl
-  Alcohol consumption legally prohibited
-  Data not available
-  Not applicable

Seat-belts (105 countries, best practice)

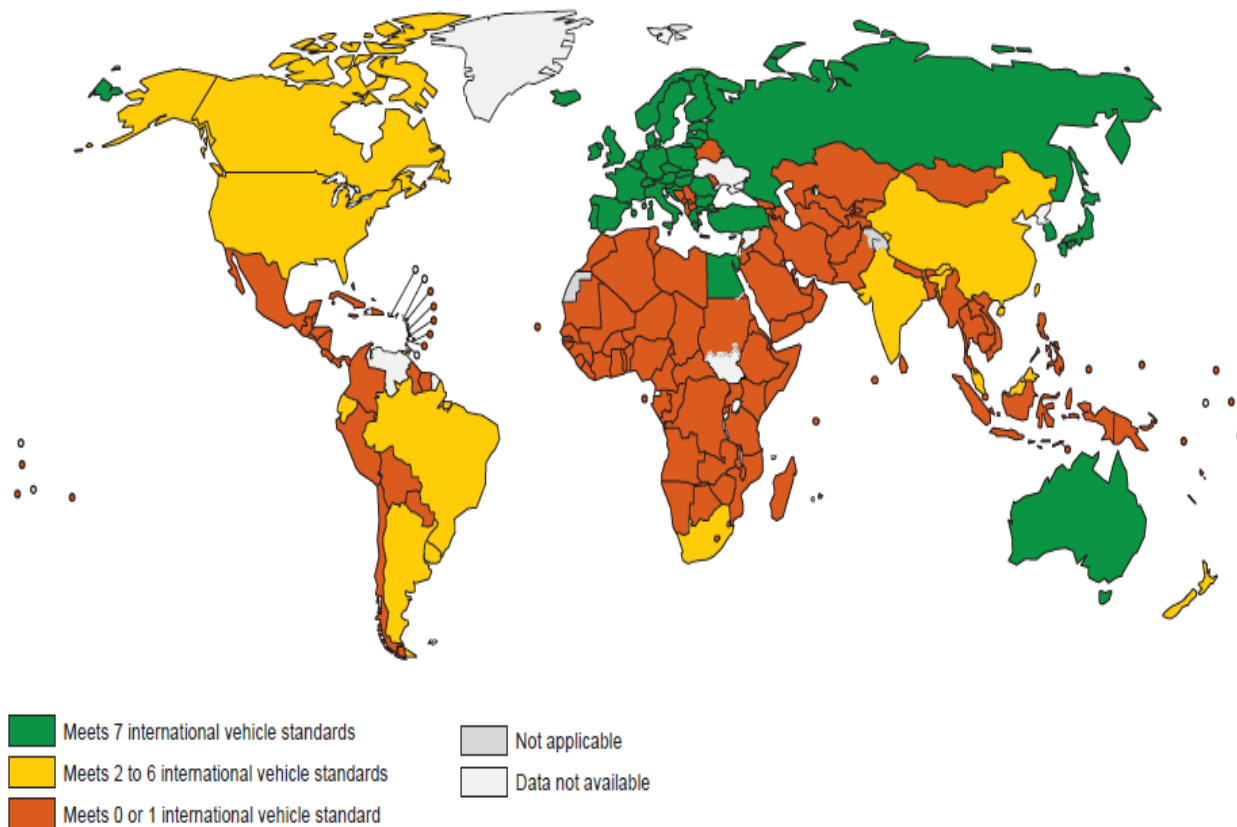


Child restraints (53 countries, best practice)



-  Law requires child restraints based on age/weight/height and restricts children from sitting in front seats
-  Law requires child restraints based on age/weight/height or child restraint law combined with restrictions on children sitting in front seats
-  No child restraint law/Child restraint law not based on age/weight/height and no restrictions on front seat.
-  Data not available
-  Not applicable

UN safety standards to new cars (40 countries meet 7 priority standards)



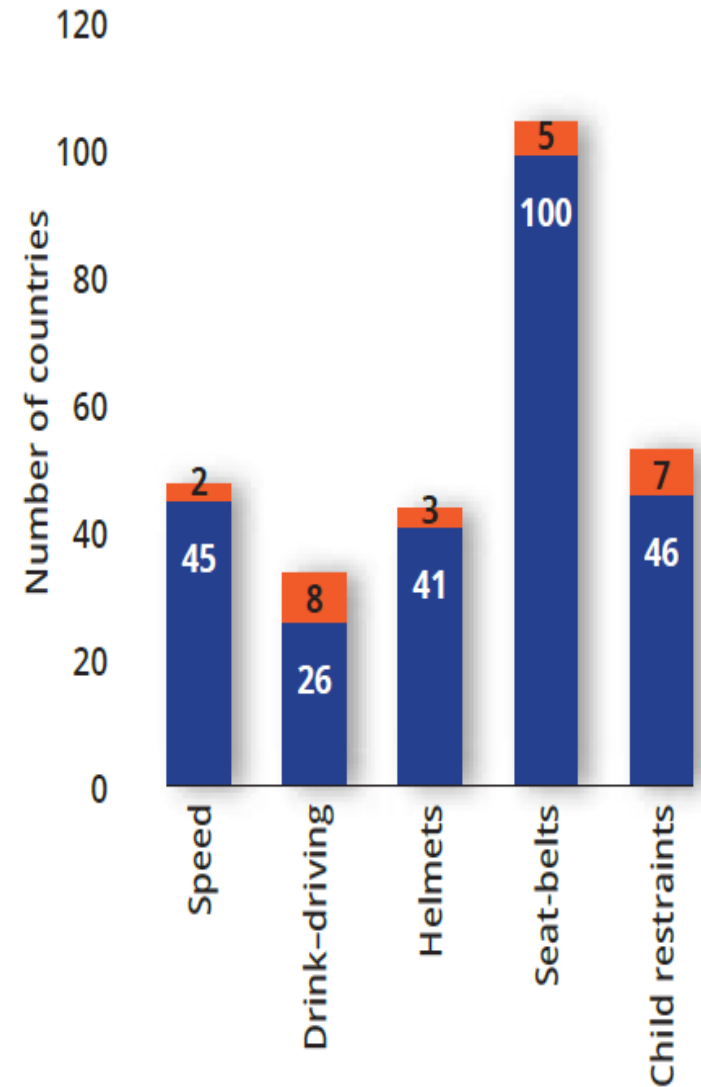


Making roads safe

- 91 countries have policies to separate vulnerable road users from high-speed traffic
- 92 countries have policies to promote walking and cycling (of which 49% are high-income countries)
- 138 countries currently assess parts of existing road safety networks

Changes in number of countries meeting best practice on legislation

- New countries with laws meeting best practice
- Countries with laws meeting best practice





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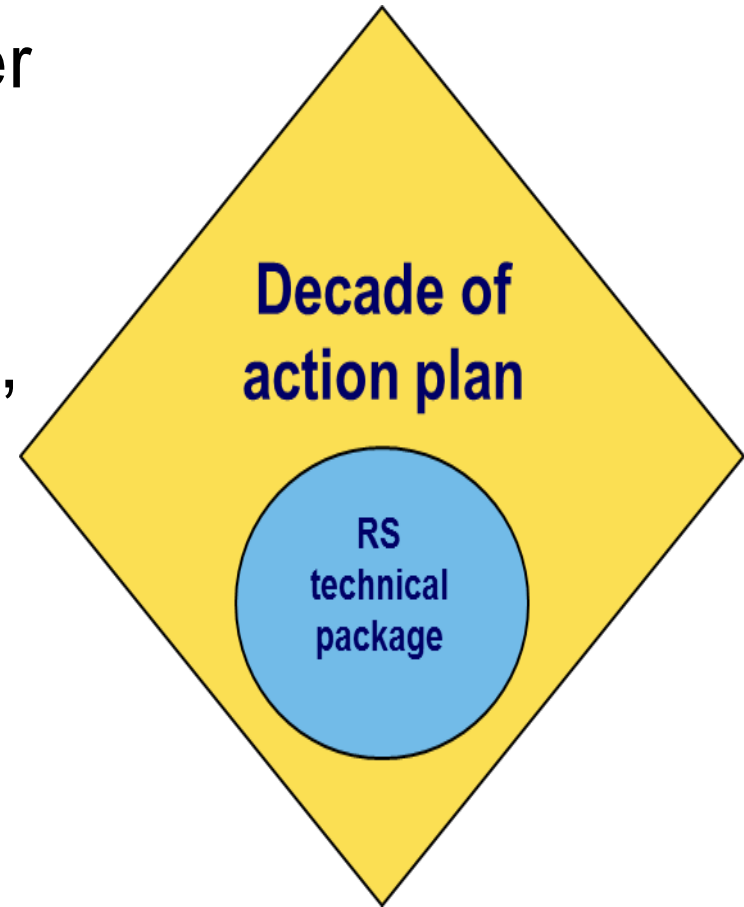
What needs to happen?

- We know what works.
- We have a DoA plan around 5 pillars.
- We now have a mandate from UN GA to reduce deaths by 50% by 2020.
 - Focus on high burden countries.
 - Governments should implement interventions which are highly effective and cost efficient.
 - Work in **partnerships**.
 - Monitor progress.

How can this be done?



- Provide Member States and other road safety organizations with a "Technical Package"
- Where can we have most impact, i.e. need to prioritize
- Best use of collective efforts and work through **partnerships.**



Save LIVES package



- **Focal areas**

- **S**peed management
- **L**eadership
- **I**nfrastructural improvements
- **V**ehicle safety
- **E**nforcement of laws
- **S**urvival

- ▶ **Specific actions**

- 4 to 8 specific actions for each focal area will be proposed.
- Based on evidence of effectiveness and cost effectiveness.
- Follow principles of DoA 5 pillars so as not to confuse MS.
- Call for **partnership** approach.
- Include assessment, monitoring tools.

Making the Save LIVES package work in countries



- Buy in from global community → agree to focus on these areas
- Branding, marketing
- Champions & policy makers → make aware globally & countries
- Simultaneous action is required at national and local levels
 - Countries should know where they are now: in-depth assessment
 - Where they want to be in 5 years: targets and indicators
 - Agree key actions, resources, appropriate national level package
 - Monitor progress
- Simultaneous action is required from **partners**



Conclusions

- Progress is being made – the number of deaths is stabilising, but the pace of these improvements is too slow
 - Many countries lag far behind in terms of best practice legislation
 - Enforcement is weak across risk factors globally
 - The needs of pedestrians and cyclists are still neglected yet making walking and cycling safer is essential to reducing road traffic deaths, and will have other health co-benefits
 - There is huge potential to save lives by rolling out priority vehicle safety standard
 - The role of regional networks such as CAREC critical

Data visualisation



Death on the roads

Based on the WHO Global Status Report on Road Safety 2015



http://www.who.int/violence_injury_prevention/road_traffic/death-on-the-roads/en/