Road safety risk factors and ESCAP activities

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1 Road Safety Risk Factors- Introduction

The “Safe System Approach” and Risk Factors

The safe system approach to road safety aims to ensure a safe transport system for all road users.

Addressing the key causes of road crashes and factors that increase the risk of a crash and the severity of a crash are important elements of the Safe System.
In making recommendations to countries around the world on addressing road safety, WHO Fact Sheet focused on five risk factors.
A study in Thailand report focused on risk factors. The art is in determining which is most relevant and applicable.
In November 2017, the global community finalized a comprehensive set of 12 voluntary global road safety performance targets for Road Safety Risk Factors.
Global initiatives

GA Resolution 74/299

a) Commended Member states that have taken a leadership role on risk factors and

b) Invited Member States that have not already done so to consider adopting comprehensive legislation on key risk factors.
Global initiatives (continued-2)

Political Declaration of the High-Level Meeting on Improving Global Road Safety “The 2030 horizon for road safety: securing a decade of action and delivery”-

Emphasized on the road safety risk factors.
## Road safety risk factors in the ESCAP region

### Key Risk Factors and Road Traffic Deaths by User Types in the Asia-Pacific Region

More legislations are needed on **seatbelt usage, child restraint, mobile phone usage**, and **drug-driving.**

More awareness-building is needed on 3 risk factors including **speeding, drink-driving, and helmet usage.**

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Seatbelt Usage</th>
<th>Child Restraint</th>
<th>Mobile Phone Usage</th>
<th>Drug-Driving</th>
</tr>
</thead>
<tbody>
<tr>
<td>East and North-East Asia</td>
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<td>25%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>North and Central Asia</td>
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<td>20%</td>
<td>100%</td>
<td>80%</td>
</tr>
<tr>
<td>Pacific</td>
<td>64%</td>
<td>27%</td>
<td>45%</td>
<td>91%</td>
</tr>
<tr>
<td>South-East Asia</td>
<td>100%</td>
<td>30%</td>
<td>80%</td>
<td>100%</td>
</tr>
<tr>
<td>South and South-West Asia</td>
<td>90%</td>
<td>16%</td>
<td>70%</td>
<td>30%</td>
</tr>
</tbody>
</table>

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Regional initiatives

The Regional Action Programme - under the thematic area “Road Safety” includes Activity 2.4 on the Use of an evidence-based approach to promote and develop knowledge products on Road safety risk factors:

2.4 Use an evidence-based approach to promote and develop knowledge products on:

(a) Road safety risk factors;
(b) Safety of vulnerable road users.
Importance of the Risk Factors in the Regional Plan

Arena 5: Safe Speed, a cross-cutting issue

Safe Speed is an arena of action in this Plan because it is critical to road safety and represents especially powerful cost-effective opportunities across the Asia-Pacific Region. Speed refers simply to the occurrence of movement measured as distance/time, such as kilometers per hour (km/h). Speed is fundamental to road safety and lies at the heart of the safe system approach: speed not only increases crash severity but also the occurrence of crashes.

The best evidence from many countries demonstrates the powerful effects of speed on road safety. Each 1% decrease in speed delivers a 4% decrease in deaths, around a 3% decrease in serious injuries, and a decrease in all crashes. The effects of speed on the crash occurrence and crash severity are universal to all countries because they arise from the fundamental laws of physics. The opportunities for saving lives and reducing injuries in the Asia-Pacific through improved management of speed are especially large because: (1) existing urban speed limits are commonly high, (2) large proportions of road users (pedestrians, cyclists, and motorcyclists) are not protected by a vehicle around them meaning that fatal crashes can occur at lower speeds, (3) road design and engineering standards in many Asia-Pacific countries currently do not allow the most effective speed management and must be revised, and (4) speed management is often inadequate: speeding is common in the region. Thus, the Asia-Pacific will benefit more profoundly than most regions from 30 km/h speed limits in pedestrian and bicycle areas (which is already starting in many countries of the region), with good engineering to manage speeding, and from improved management of speeding in rural roads and highways.

Safe Speed: Recommendations for the Asia-Pacific Region (relevant to Global Road Safety Performance Target 6)

The following recommendations are to be read in conjunction with the recommendation included in the Global Plan:
Regional initiatives (continued)

The ESCAP secretariat in consultation with the member countries conducted five studies:

a) speeding, b) drink-driving, c) motorcycle helmet use, d) seat belt wearing, e) distraction caused by mobile phone use while driving.
12 ESCAP study on speeding

A study in 2019 on “Strategies to tackle the Issue of Speed for Road Safety in the Asia-Pacific Region: Implementation Framework”. 
A study in 2019 on “Impaired driving for road safety in the Asia-Pacific Region: Implementation Framework”.
ESCAP study on Motorcycle Helmet Use

A study in 2020 on “Strategies to Tackle the Motorcycle Helmet Use for road safety in the Asia-Pacific Region: Implementation Framework”.
A study in 2021 on “Strategies to Tackle the Issue of Seat-belt and Child Restraint Use for road safety in the Asia-Pacific Region: Implementation Framework”
Mobile Phone Use While Driving

Martin Small

Regional Meeting on the Regional Plan for the Decade of Action for Road Safety and
Expert Group Meeting on Improving Road Safety

Hybrid Meeting, Bangkok, 9-10 August 2022

Transport Division conducted a study in 2022 on “Mobile Phone Use While Driving”.
THANK YOU