Agenda Item 3

(c) Safe and inclusive transport and mobility

ESCAP/CTR/2022/5
Road Safety

- **714,346 road traffic fatalities** in ESCAP Region in 2019, **58.5%** of global fatalities

- **15.73** deaths per 100,000 inhabitants. Highest rates in South-East Asia and East and North-East Asia subregions

- Nearly **97 per cent** of the Region’s road fatalities occurred in the middle-income countries

- **10 out of 16 Upper-Middle Income countries** were able to reduce the road fatality numbers between 2016 and 2019. Only **7 out of the 20 lower-middle income countries**
Road Safety

Decade of Action for Road Safety 2011-2020
• ESCAP Region - 8% reduction (2010-2019)

Sustainable Development Goals 3 and 11
• Target 3.6 – By 2030, halve the number of global death and injuries from road traffic accidents

In October 2021, Global Plan for the Decade of Action for Road Safety 2021-2030 was launched – Safe System Approach

Regional Action Programme for Sustainable Transport Development in Asia and the Pacific 2022-2026: the development and endorsement of a regional plan of action for the Second Decade of Action for Road Safety 2021-2030 in line with the Global Plan Development – focusing on local issues
Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030

**Vision:** To achieve an Asia-Pacific region increasingly free of the human suffering and economic burden of road crash deaths and injuries

**Target:** To reduce road traffic deaths and injuries by at least 50 per cent from 2021 to 2030

**Arenas of road safety intervention** (based on the Global Plan):
- **Arena 1.** Safe road infrastructure (safe systems approach)
- **Arena 2.** Safe vehicles
- **Arena 3.** Safe road use
- **Arena 4.** Post-crash care
- **Arena 5.** Safe speed, a cross-cutting issue
- **Arena 6.** Modal shift, land use planning and reduced road use exposure
- **Arena 7.** Road safety management and leadership
Inclusive Transport and Mobility

• 1.3 billion people in Asia and the Pacific live on less than $3.20 per day with few transport options.

• Transport identified as one of the most significant employment barriers for low-income group in both rural and urban areas.

• Rural areas are home to approximately 50% of the region’s population, yet 25 per cent of the rural population lacks access to all-season roads.

• The availability of public transport has significant implications for the health and safety of rural residents, particularly elderly. On the other hand, inadequate transport accessibility creates structural challenges for the poor and marginalized populations.

• Inclusivity in the transport workforce can also increase economic benefits and reduce poverty. In 2021, in Asia and the Pacific, women made up less than 15 per cent of the transport workforce.
Inclusive Transport and Mobility

Policy priorities for the Asia-Pacific region

• Considering the social impact of transport in the design and construction of transport infrastructure

• Achieving inclusive transport and accessibility through non-motorized mode choices and people-oriented transport systems, where public health and well-being will be prioritized

• Applying the concept of universal design to the early stages of transport planning

• Implementing measures to improve transport safety and security for women users

• Having disaggregated transport data by age, income, gender and disability will be critical to the development of inclusive transport policies.
Issues for consideration

The Committee may wish to endorse the Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030 contained in the annex to the present document. The endorsement of a regional plan of action for the Second Decade is one of the indicators of achievement under the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026) in the thematic area on road safety.

The Committee may also wish to review the activities described in the present document and provide guidance to the secretariat on future activities in support of the development of safe and inclusive transport. Representatives are also invited to inform the Committee of progress and relevant activities at the national, subregional and regional levels that contribute towards achieving safe and inclusive transport in the Asia-Pacific region.