12 and 13 November 2020
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Cross-cutting issues in transport
3(c): Safe and inclusive transport and mobility

ESCAP/CTR/2020/4

The informal consultations:

Provided some preliminary feedback
Road safety facts

• Globally 97% of transport related deaths are estimated to occur on roads.
• The WHO data indicated that in 2016, globally 1.35 million fatalities occurred from road crashes.
• 60% of the global road fatalities occur in the ESCAP region.
• In recent years, road fatalities in the region increased by 3.5% per year on an average.
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Road safety challenges

Road traffic death rates

<table>
<thead>
<tr>
<th>Region</th>
<th>2013 (per 100,000 population)</th>
<th>2016 (per 100,000 population)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Global</td>
<td>17.34</td>
<td>18.14</td>
</tr>
<tr>
<td>ESCAP</td>
<td>17.17</td>
<td>18.35</td>
</tr>
<tr>
<td>Pacific</td>
<td>8.03</td>
<td>8.02</td>
</tr>
<tr>
<td>East and North-East Asia</td>
<td>17.50</td>
<td>16.75</td>
</tr>
<tr>
<td>North and Central Asia</td>
<td>17.83</td>
<td>16.50</td>
</tr>
<tr>
<td>South-East Asia</td>
<td>18.96</td>
<td>17.78</td>
</tr>
<tr>
<td>South and South-West Asia</td>
<td>16.42</td>
<td>20.30</td>
</tr>
</tbody>
</table>
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Road safety challenges

Percentage of VRU fatalities

- ESCAP: 39.21%
- Pacific: 10.76%
- East and North-East Asia: 10.17%
- North and Central Asia: 36.99%
- South-East Asia: 29.80%
- South and South-West Asia: 11.52%

- Pedestrian
- Cyclist
- 2-3 wheelers
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Road Safety related Global Initiatives

• The latest GA resolution proclaimed the period 2021-2030 as the Second Decade of Action.

• The establishment of the UN Road Safety Fund in 2018 was meant to provide an important supplementary source of much-needed funding to address road safety challenges worldwide.

Road Safety related Regional Initiatives

• ESCAP resolution 74/3 entitled “Improving road safety in Asia and the Pacific for sustainable transport systems” on further strengthening international cooperation and knowledge-sharing on road safety.
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Road Safety related Regional Initiatives (continued)

• Underreporting of road crashes and lack of data are critical inhibiting factor in understanding the scale and impact of the road safety problem.

• In early 2019, ESCAP joined the initiative of the development partners towards the establishment of a road safety observatory for the Asia-Pacific region.

• The **Asia-Pacific Road Safety Observatory** aims to become the regional forum on road safety data, policies and practices across Asia and the Pacific.

• To provide a platform for decision-makers from countries in the region to learn more on the importance of accurate and harmonized crash data.
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Rail Safety

• The railway sector needs to ensure safety in a dynamic and demanding operational environment by managing threats and errors.

Maritime safety

• Human error, Bad weather, Overloading and Over crowding, Poor safety standards are some of the key issues for the domestic ferry safety.
• ESCAP and the IMO jointly organized a virtual EGM on 17 March 2020 to enhance the safety of domestic ferry services.
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Broader perspective on inclusive transport

• Transport and mobility can critically contribute to reducing poverty and support equitable and inclusive social development in Asia and the Pacific.

• Traditional transport policies and interventions tend to focus on the economic impact of transport and connectivity, while their social benefits have often been underestimated.

• The document outlines potential areas for regional cooperation in transport for reducing poverty, promoting gender equality and supporting social inclusion in the context of the 2030 Agenda.
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Broader perspective on inclusive transport (continued)

- Links to poverty and inequality: a space for further policy interventions in transport
- Inclusive transport for persons with disabilities
- Gender equality and women’s empowerment: transport and Sustainable Development Goal 5
- Transport and addressing the goals on decent work
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Key points for consideration

• invite members and associate members to participate in the activities of the secretariat to improve research, data collection and dissemination of knowledge and good practices on road safety.

• urge members and associate members to work with the secretariat in identifying the most pressing road safety needs and to address them by making the best use of the UN Road Safety Fund.

• take note of the activities of the secretariat in the area of domestic ferry safety and express views that key issues could be addressed through enhanced safety standards in the region.
Key points for consideration

• regionally coordinated efforts to incorporate social development considerations into the initial phases of policy definition and decision-making processes are warranted in the effort to achieve the Sustainable Development Goals.

• activities to improve transport research, statistics and gender disaggregated data, could support these efforts, as well as contribute to building a robust human resource base in the region, capable of fully assessing the impacts, positive spill-overs and trade-offs of transport policies across the entire spectrum of sustainable development.

• more comprehensive attention could be accorded to social considerations in the secretariat’s work on transport, for example in the next phase of the Regional Action Programme.