Tackling main causes of road traffic crashes, fatalities and injuries in Asia-Pacific countries to achieve road safety targets of the Sustainable Development Goals

Sustainable Transport Section
Transport Division
Agenda

1. Context
2. Project
Context

1. Over 1.35 million people die globally every year (60% in ESCAP)
2. 8th Leading cause of death for all ages
3. As high as 6% of national GDPs
4. Economic and social impacts
5. Preventable man-made problems
Global and Regional

2006
ESCAP Ministerial Conference on Transport, Busan, 2006
ESCAP Ministerial Declaration on Improving Road Safety in Asia and the Pacific is adopted

2011
Decade of Action

2015

2016
ESCAP Ministerial Conference on Transport, Moscow, December 2016
The updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020 are adopted

2017

2018

2019

2020

UN Road Safety Trust Fund, Geneva, April 2018
Establish the Advisory Board and Steering Committee

RSTF Pilot Projects (ESCAP, June 2019)

2030
SDGs – Transport
SDGs – Road Safety

1. Target 3.6: “By 2020, halve the number of global deaths and injuries from road traffic accidents”

2. Target 11.2: “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, by improving road safety”
# Road Safety Management

<table>
<thead>
<tr>
<th>Area</th>
<th>Legislation</th>
<th>Enforcement</th>
<th>Education</th>
<th>Technology</th>
<th>International Support</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safe user</strong></td>
<td>Traffic rules drivers, cyclists, pedestrians</td>
<td>Lawful behavior ensured by police and inspectors</td>
<td>Awareness raising, training and examination</td>
<td>Supportive technology and equipment, rules reminders</td>
<td>UN RS legal instruments and resolutions, WP.1, SC.1, WP.15</td>
</tr>
<tr>
<td><strong>Safe vehicle</strong></td>
<td>Rules and standards for admission of vehicles to traffic</td>
<td>Certification and inspections by qualified inspectors</td>
<td>Awareness raising for users, training for inspectors</td>
<td>Supportive technology and equipment, compliance reminders</td>
<td>UN RS legal instruments and resolutions, WP.1, WP.29</td>
</tr>
<tr>
<td><strong>Safe road</strong></td>
<td>Standards for design, construction, maintenance and signage</td>
<td>Audit, assessment and inspection by qualified teams</td>
<td>Awareness raising for road managers, users, and for inspectors</td>
<td>Forgiving and self-explaining road design, intelligent road systems</td>
<td>UN RS legal instruments and resolutions, int. standards WP.1, SC.1</td>
</tr>
<tr>
<td><strong>Effective post-crash response</strong></td>
<td>Standards for data collection, post-crash response and investigation</td>
<td>Oversight of rescue services, investigators investigating crashes</td>
<td>First aid and rescue service training, investigators training</td>
<td>Supportive technology and equipment</td>
<td>Consolidated resolution, int. standards, WP.1, SC.1</td>
</tr>
</tbody>
</table>
GLOBAL ROAD SAFETY PERFORMANCE TARGETS

Target 1: By 2020, all countries establish a comprehensive national road safety action plan with time-bound targets.

Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.

Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or reach a three-star rating or better.

Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.

Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.

Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

Target 11: By 2030, all countries adopt regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

Following the request of the United Nations General Assembly, on November 22, 2017 Member States reached consensus on 12 global road safety performance targets. For more information: http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/
UN ESCAP

1. Regional Action Programme (2017-2021)
2. Updated Regional Road Safety Goals and Targets

Overall objective
50 per cent reduction in fatalities and serious injuries on the roads of Asia and the Pacific over the period 2011 to 2020.
UN ESCAP

“Measures taken by member States to implement policies and programmes on road safety in line with the goals of the Decade of Action and the road safety targets in SDG 3 and 11”.
Asian Highway Network
Technical Standards

1. Strong correlation between infrastructure design and road safety outcomes

2. Harmonized driving conditions

Data

1. In 2016, one person killed in every 38 seconds. (2013, 43 seconds)
2. Most significant increase in South and South-West Asia Sub-regions.
### Increased Fatalities (2013 - 2016)

<table>
<thead>
<tr>
<th>Country</th>
<th>2013-2016 Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>207,551 to 299,091</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>21,316 to 24,954</td>
</tr>
<tr>
<td>Turkey</td>
<td>6,687 to 9,782</td>
</tr>
<tr>
<td>Viet Nam</td>
<td>22,419 to 24,970</td>
</tr>
<tr>
<td>Philippines</td>
<td>10,379 to 12,690</td>
</tr>
</tbody>
</table>
# Reduced Fatalities (2013 - 2016)

<table>
<thead>
<tr>
<th>Country</th>
<th>Initial Fatalities</th>
<th>Final Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iran (I.R. of)</td>
<td>24,896</td>
<td>16,426</td>
</tr>
<tr>
<td>Malaysia</td>
<td>38,279</td>
<td>31,726</td>
</tr>
<tr>
<td>China</td>
<td>261,367</td>
<td>256,180</td>
</tr>
<tr>
<td>Thailand</td>
<td>24,237</td>
<td>22,491</td>
</tr>
<tr>
<td>Russian Federation</td>
<td>26,500</td>
<td>25,969</td>
</tr>
</tbody>
</table>
Road Traffic Fatalities

ESCAP Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>700,000</td>
</tr>
<tr>
<td>2010</td>
<td>777,000</td>
</tr>
<tr>
<td>2013</td>
<td>733,000</td>
</tr>
<tr>
<td>2016</td>
<td>812,172</td>
</tr>
</tbody>
</table>
ESCAP Fatalities and Fatality Rate (2016)
Project Objectives

1. To support ESCAP member States to achieve the 50 per cent reduction in road traffic fatalities and injuries.

2. Increased awareness and capacities of member States to formulate and implementing comprehensive road safety policies and plans that address main causes of road traffic crashes, fatalities and injuries.
Project Strategies

1. Two of the most common causes of road crashes:
   1. Speeding, and
   2. Drink-driving.

2. Studies on related road safety:
   1. policies,
   2. regulations,
   3. legislations and enforcements.
Project Activities

1. Preliminary draft studies
2. Regional seminar (April 2019)
3. Finalize studies with input from seminar
   • Country Statements
   • Discussions
4. Capacity Building Workshop (tentative July 2019)
5. Capacity Building Workshop (tentative September/October 2019)
6. Final project report (Dec 2019)
THANK YOU

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