

## The Road Safety Observatory In Asia-pacific (APRSO)

# Status of Road Safety in the Asia-pacific Region

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Transport Division



# Agenda

1. About ESCAP
2. Context
3. Global and Regional Initiatives

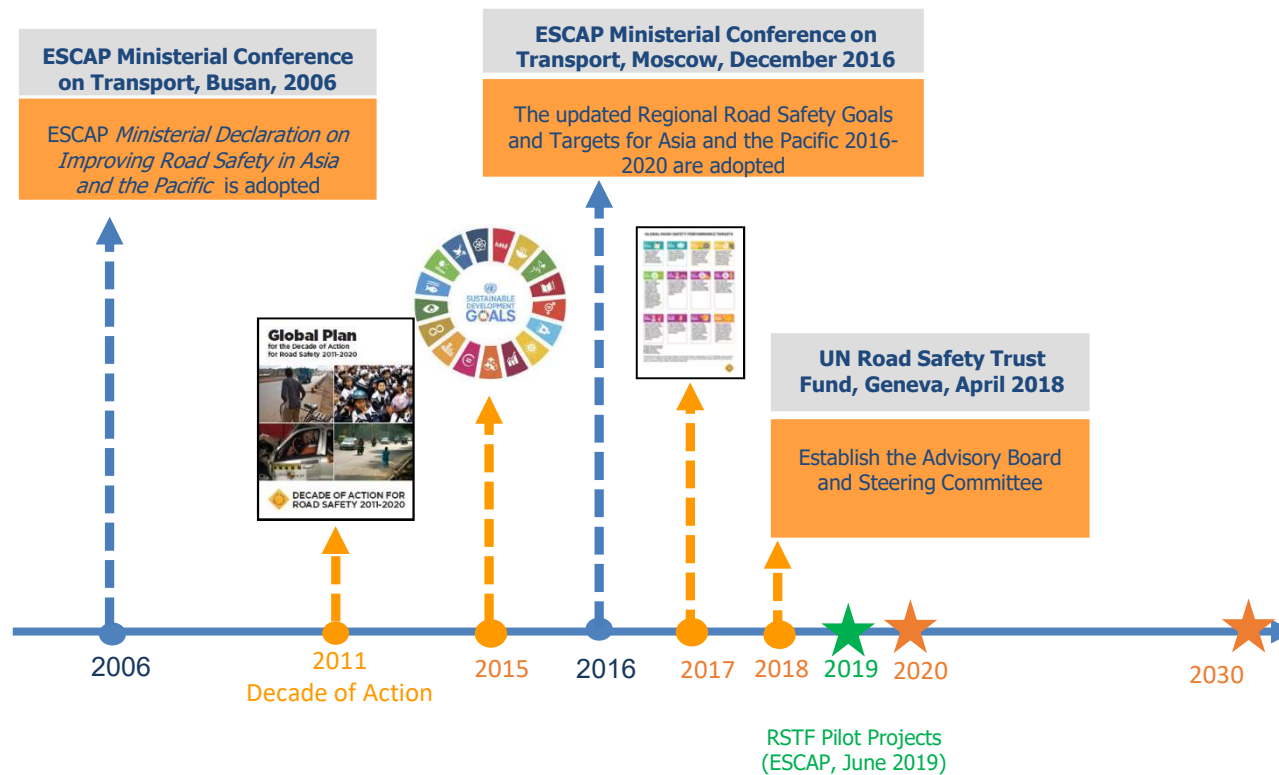


# UN ESCAP

1. One of five regional commissions (53 member States and 9 associated members, with more than 60% of global population)
2. Only UN intergovernmental body HQ in the region



# Global and Regional















# 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 - -”



## GLOBAL ROAD SAFETY PERFORMANCE TARGETS

<b>TARGET 1</b> <b>2020</b>  <b>Target 1:</b> By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.	<b>TARGET 2</b> <b>2030</b>  <b>Target 2:</b> By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.	<b>TARGET 3</b> <b>2030</b>  <b>Target 3:</b> By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.	<b>TARGET 4</b> <b>2030</b>  <b>Target 4:</b> 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.
<b>TARGET 5</b> <b>2030</b>  <b>Target 5:</b> 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.	<b>TARGET 6</b> <b>2030</b>  <b>Target 6:</b> By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.	<b>TARGET 7</b> <b>2030</b>  <b>Target 7:</b> By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.	<b>TARGET 8</b> <b>2030</b>  <b>Target 8:</b> By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.
<b>TARGET 9</b> <b>2030</b>  <b>Target 9:</b> 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.	<b>TARGET 10</b> <b>2030</b>  <b>Target 10:</b> By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.	<b>TARGET 11</b> <b>2030</b>  <b>Target 11:</b> By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.	<b>TARGET 12</b> <b>2030</b>  <b>Target 12:</b> 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.

Matches the  
5 pillars of  
actions on  
Road Safety





ICT and Disaster  
Risk Reduction

Environment and  
Development

Social Development

Statistics

Macroeconomic  
Policy and Financing  
for Development

Trade, Investment &  
Innovation

Transport

Energy

# UN ESCAP

1. 2016, 3<sup>rd</sup> Ministerial Conference on Transport, adopted the **Regional Action Programme (2017-2021)**
2. **Updated** Regional Road Safety Goals and Targets



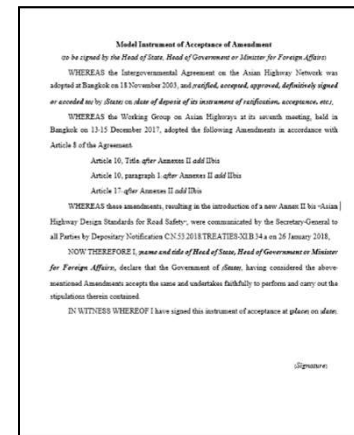
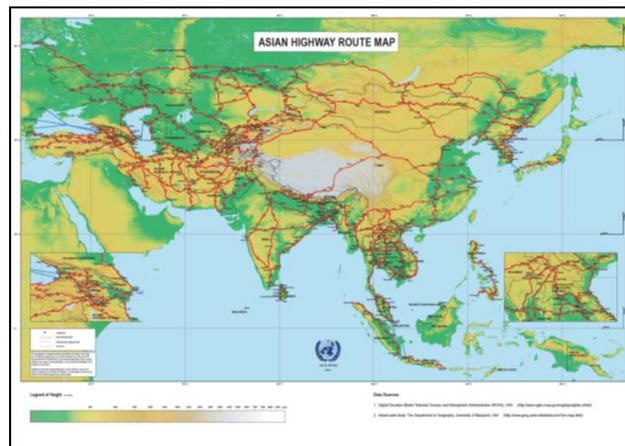


## Updated Regional Road Safety Goals and Targets for Asia and the Pacific

Overall objective: 50% reduction in fatalities and serious injuries on the roads of Asia and the Pacific over the period 2011 to 2020.

1. Making road safety a **policy priority**.
2. Making roads safer for **vulnerable road users**, including children, elderly people, pedestrians, non-motorized vehicle users, motorcyclists and person with disabilities.
3. Making roads safer and reducing the **severity of road crashes**.
4. Making **vehicles safer** and encouraging responsible vehicle advertising.
5. Improving **national and regional** road safety systems, management and enforcement.
6. Improving **cooperation** and fostering **partnerships**.
7. Developing the **Asian Highway Network** as a model of road safety
8. Providing effective **education** on road safety awareness to the public, young people and drivers.

# Technical Standards



1. Strong correlation between infrastructure design and road safety outcomes
2. Harmonized driving conditions
3. New Annex "Asian Highway Design Standards for Road Safety"

# Road Safety Crisis

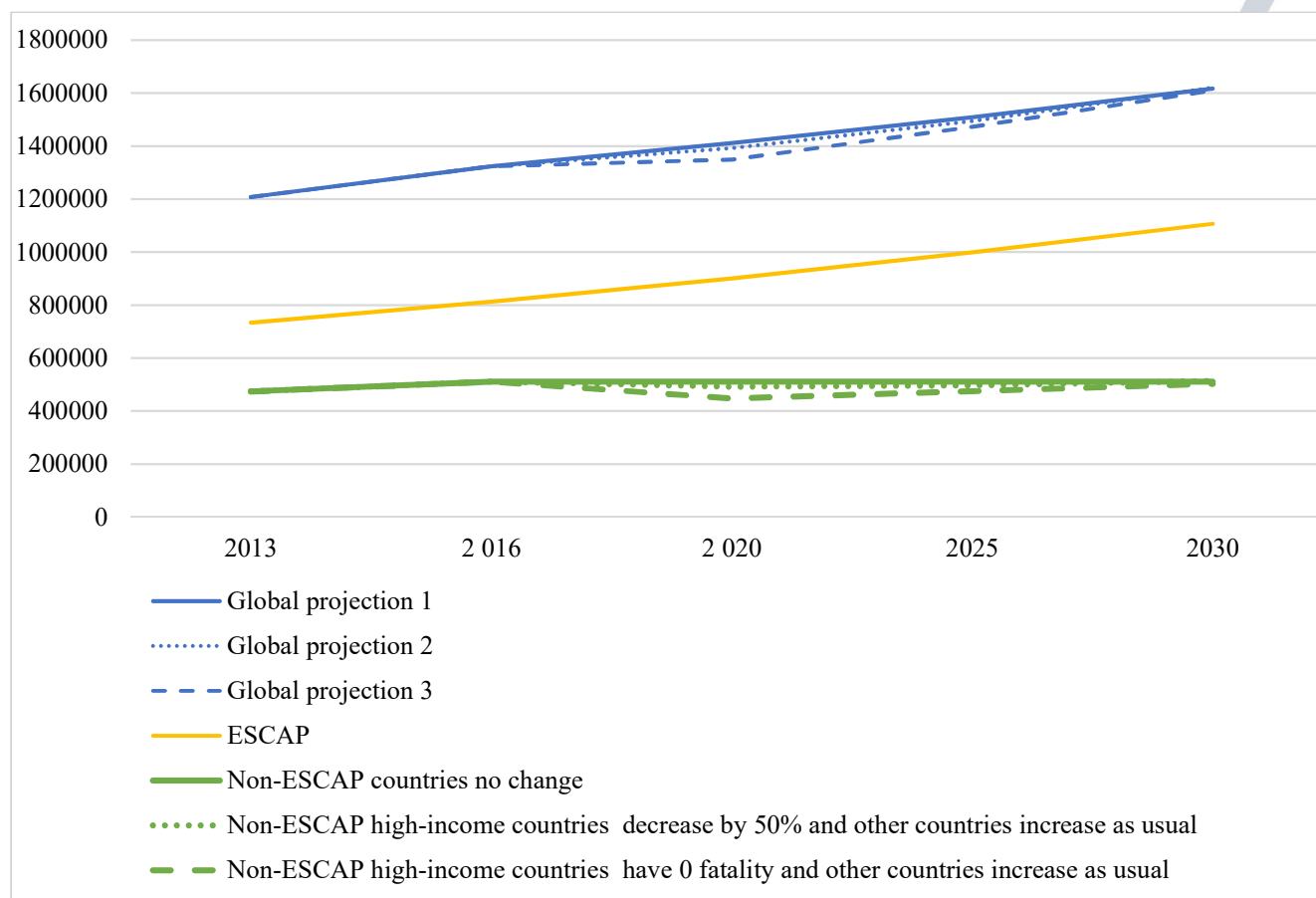
1. In 2016, over 1.35 million road crash fatalities (>60% in ESCAP region)
2. One person killed by road crashes in every 38 seconds in ESCAP Region (In 2013, 43 seconds).
3. Economic cost – estimated to be as high as 6% of national GDPs

# ESCAP impact

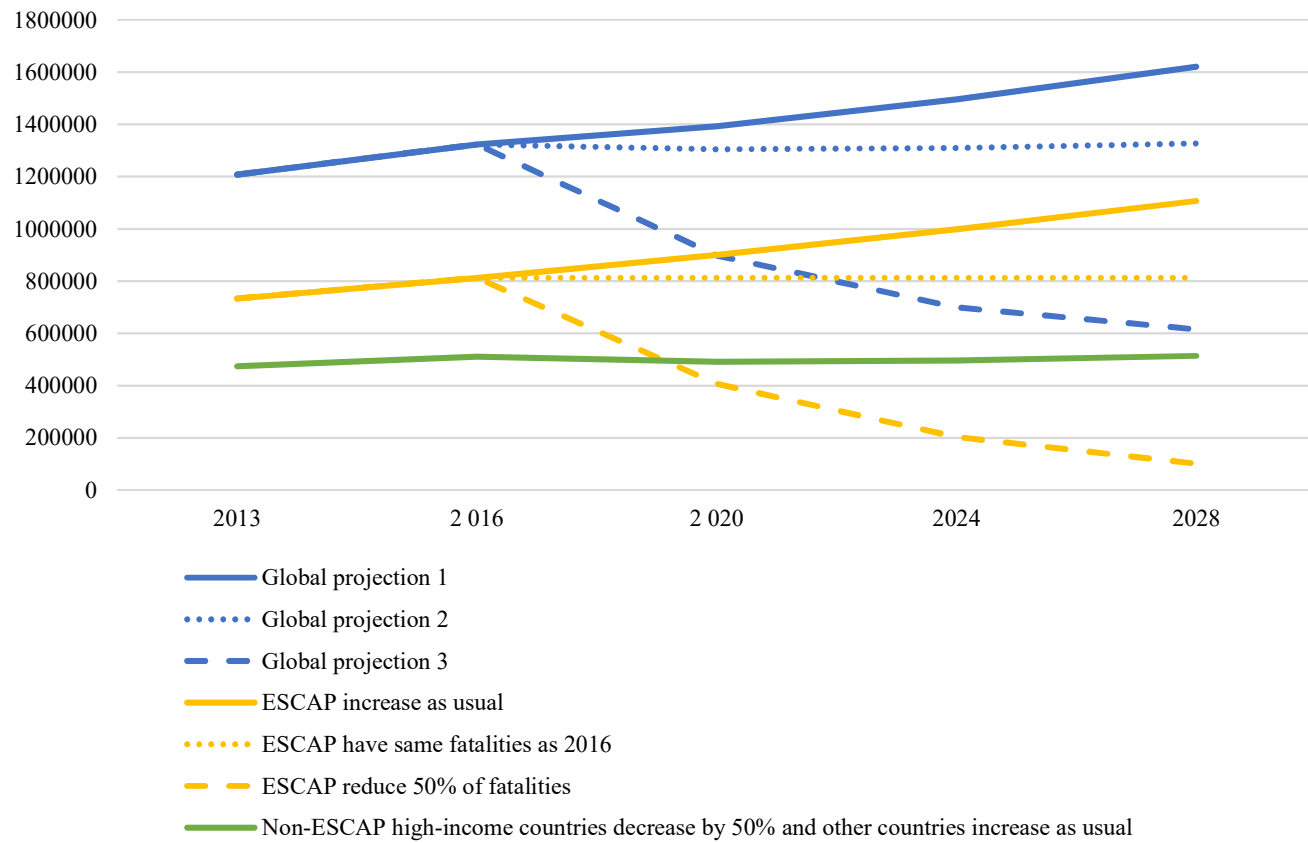
The global road traffic trends is heavy influenced by the ESCAP region.

Scenarios	Options
<b>1. ESCAP increase as usual</b>	a. NON-ESCAP countries no change
	b. NON-ESCAP high-income countries decrease by 50% and other countries increase as usual
	c. NON-ESCAP high-income countries have 0 fatality and other countries increase as usual
<b>2. NON-ESCAP high-income countries decrease by 50% and other countries increase as usual</b>	a. ESCAP increase as usual
	b. ESCAP have same fatalities as 2016
	c. ESCAP reduce 50% of fatalities
<b>3. NON-ESCAP high-income countries have 0 fatality and other countries increase as usual</b>	a. ESCAP increase as usual
	b. ESCAP have same fatalities as 2016
	c. ESCAP reduce 50% of fatalities

## Scenarios 1: ESCAP region increase as usual

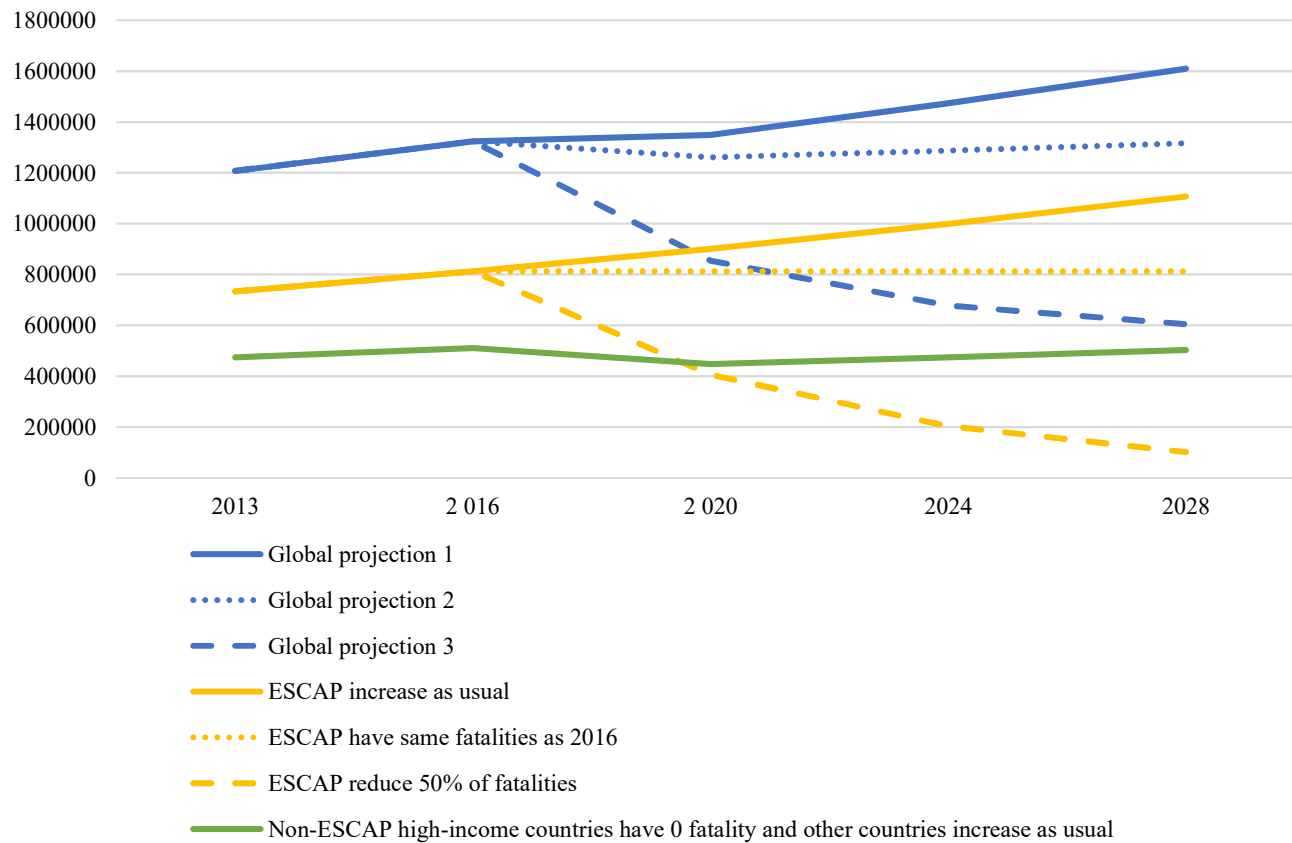


## Scenarios 2: ESCAP members change while the Non-ESCAP high-income countries decrease by 50% and other countries increase as usual





### Scenarios 3: ESCAP members change while the Non-ESCAP high-income countries reduce to zero fatalities and other countries increase as usual



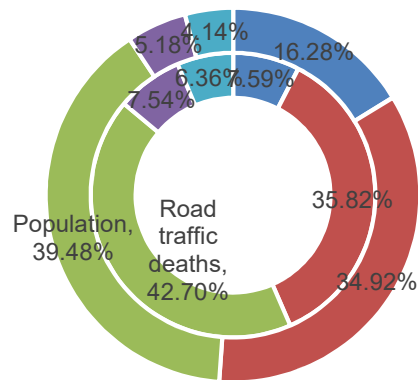
# ESCAP Fatality Data

- Fatality Numbers and Rates.
- Sub-regional comparisons.
- Income level comparisons.
- Vulnerable Road Users.



# Fatalities by the Income Levels

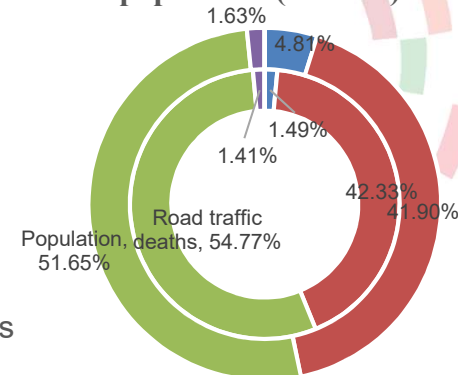
Comparison of road traffic deaths and population (Global)



For Middle income countries, the proportion of road death exceeded the proportion of population, both globally and in the ESCAP region.

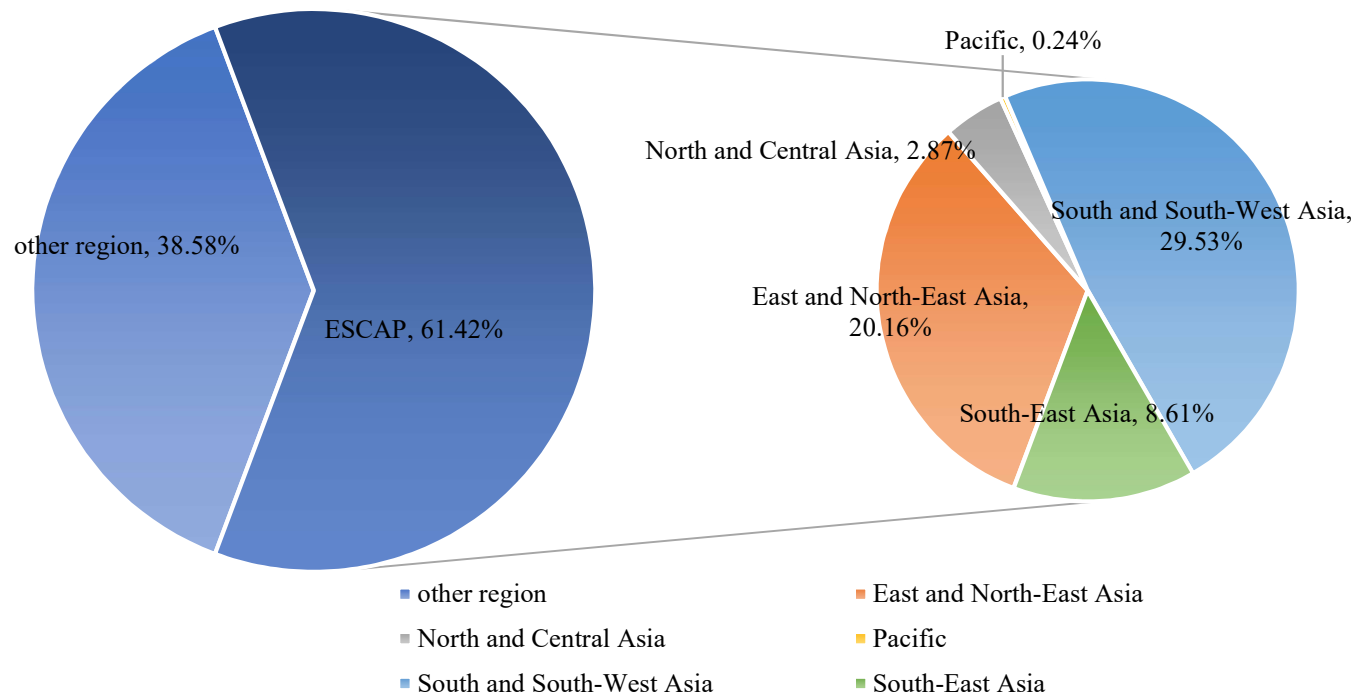
- High-income
- Upper-middle income
- Lower-middle income
- Low-income
- No income groups

Comparison of road traffic deaths and population (ESCAP)

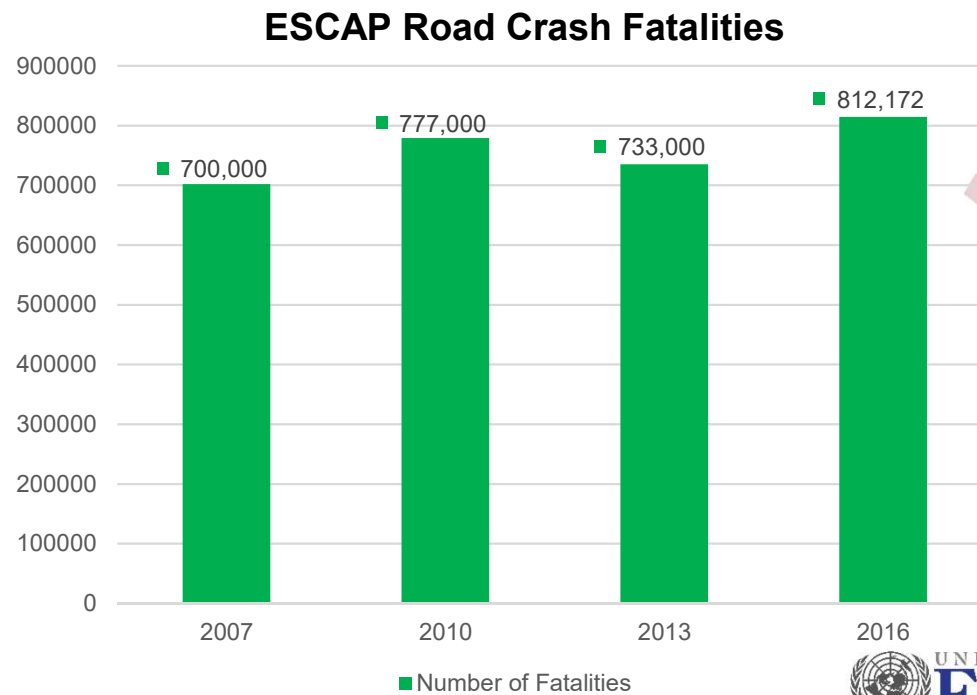


World Bank Country Classifications 2016

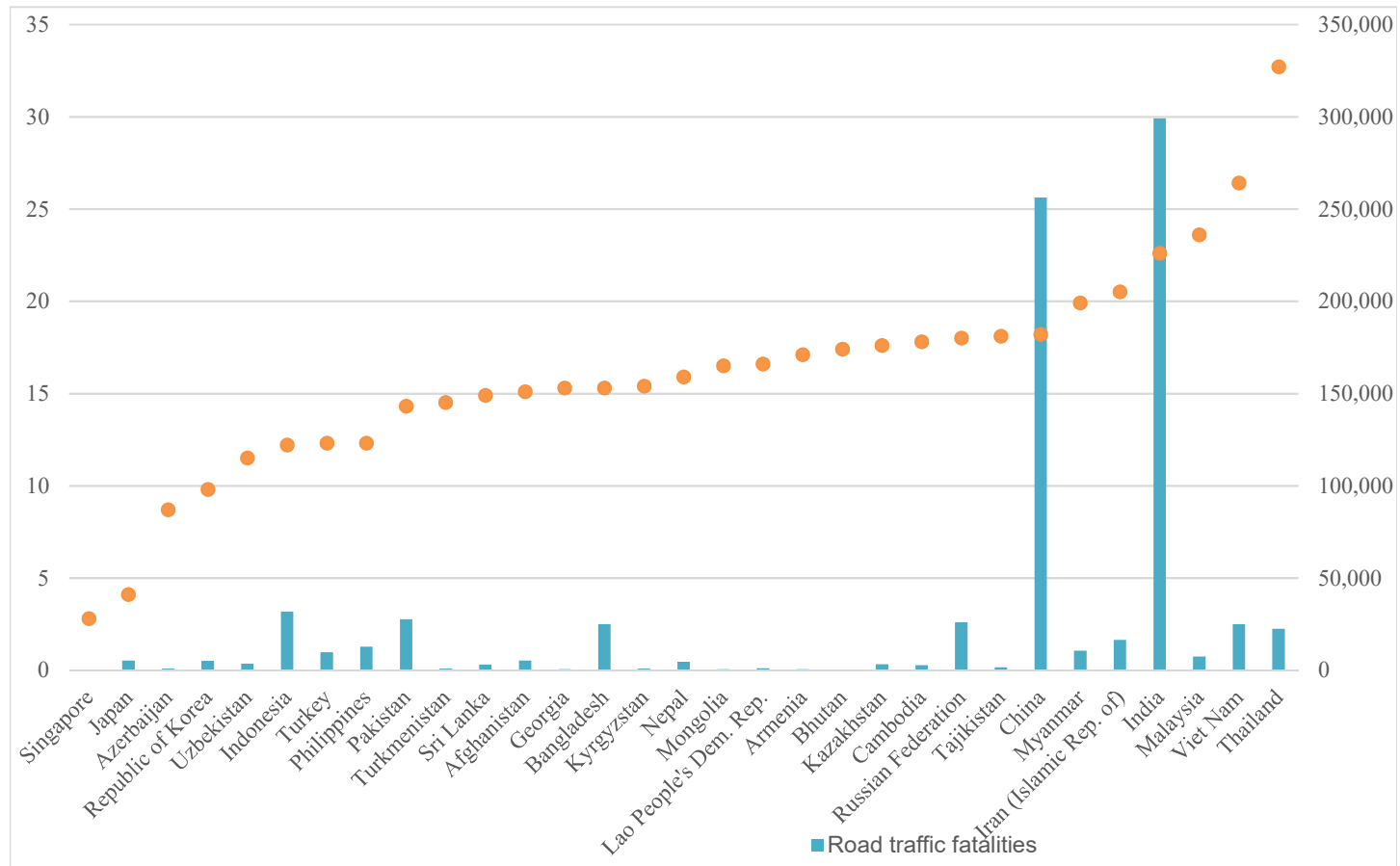
## Fatalities by ESCAP sub-regions (2016)



# ESCAP Region



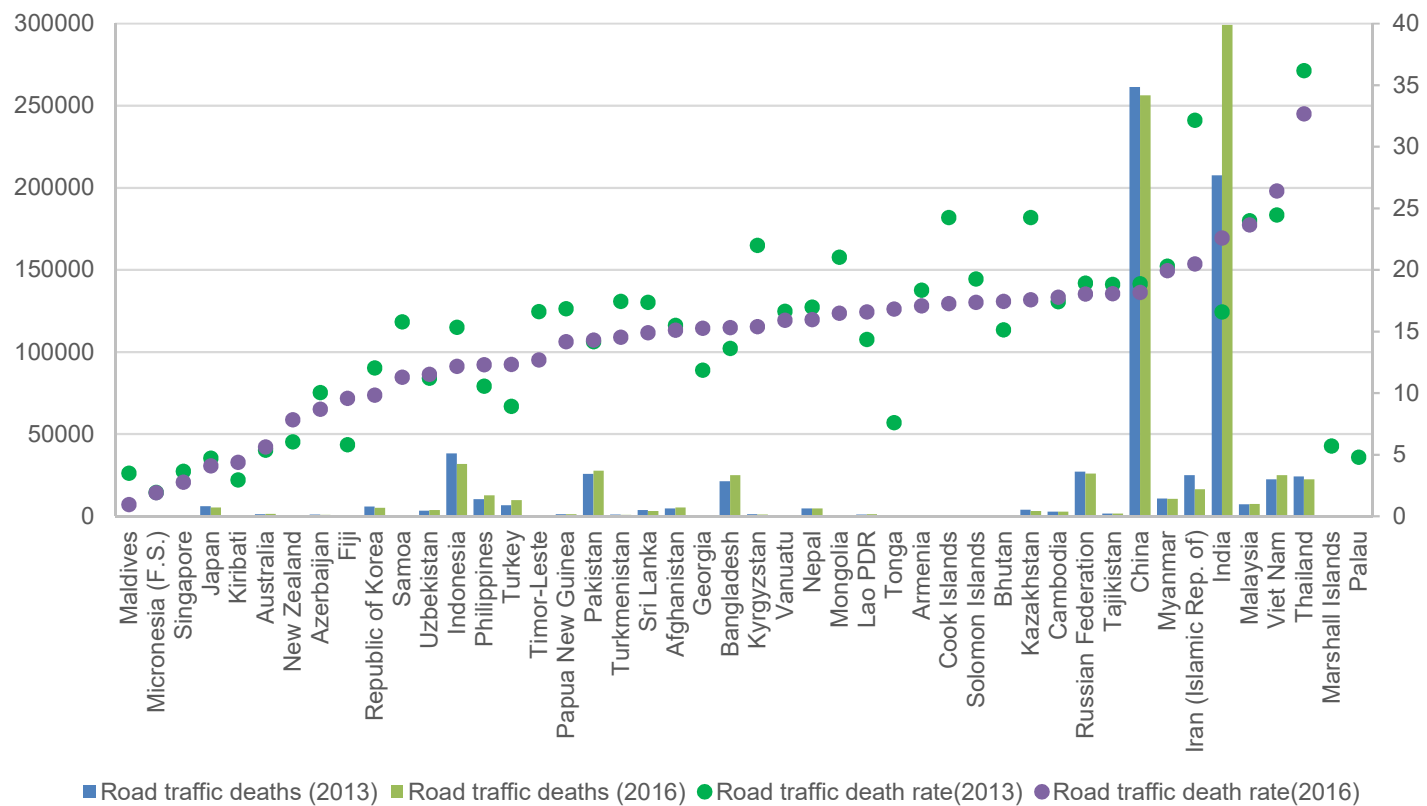
## ESCAP Road Crash Fatalities and Fatality Rates (2016)



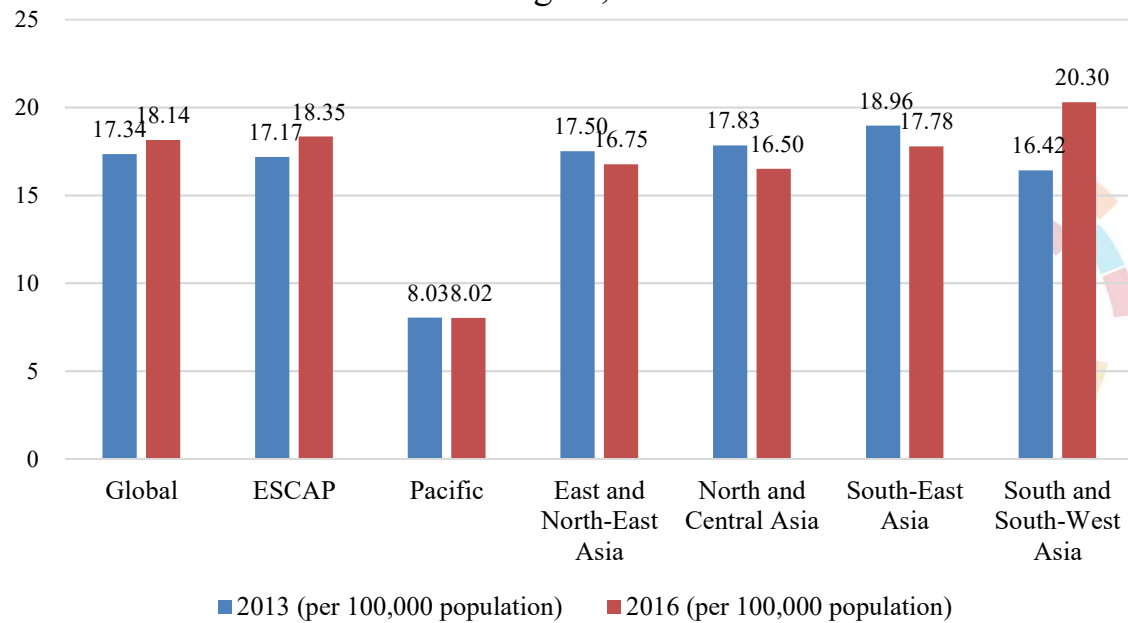


# ESCAP Road Crash Fatalities and Fatality Rates (2016)

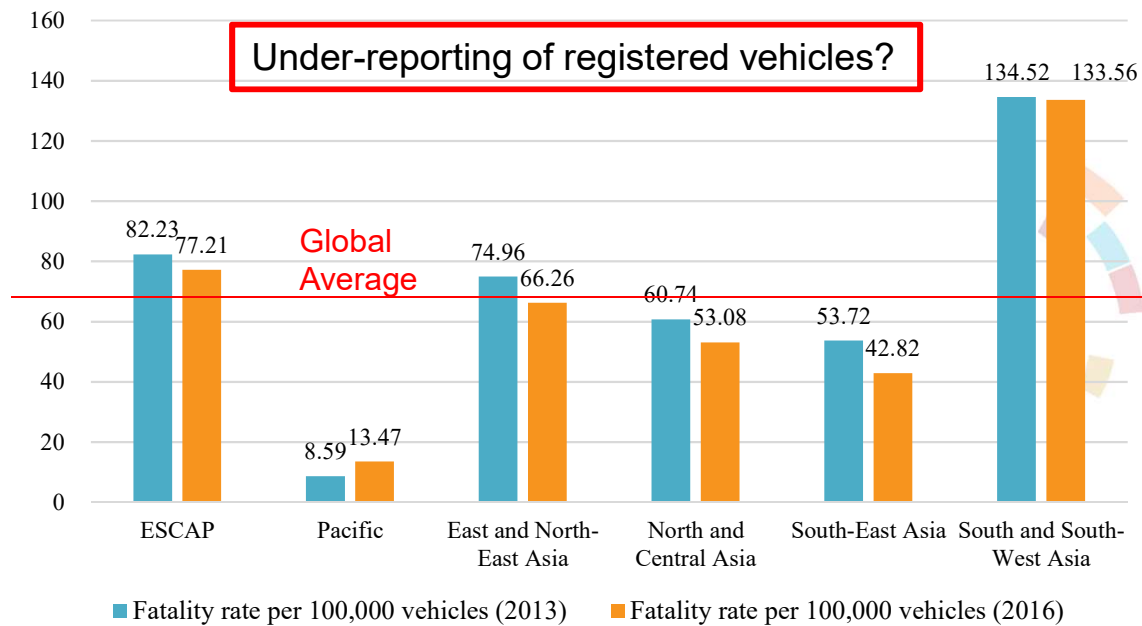
ESCAP Road traffic deaths and road traffic death rate (2013-2016)



Rates of road traffic death per 100,000 population by  
ESCAP sub-region, 2013 and 2016

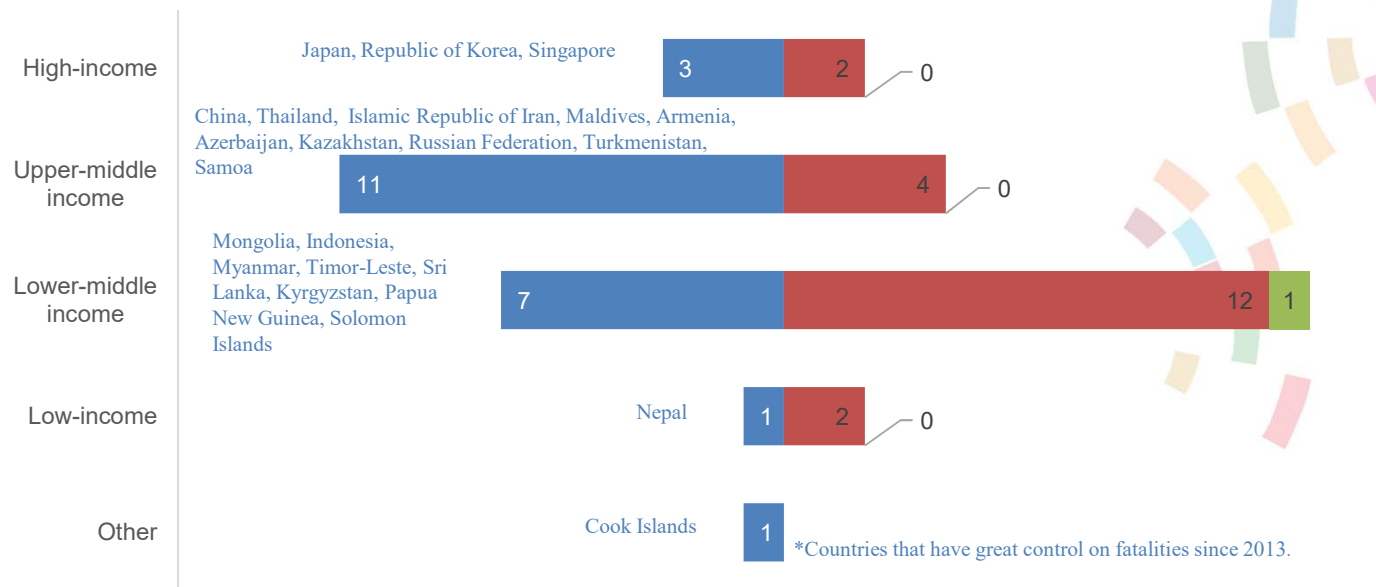


Rates of road traffic death per 100,000 vehicles by ESCAP sub-region, 2013 and 2016



# Changes in Fatalities

## ESCAP Country Road Crash Fatalities Changes (2013-2016)



### Road Crash Fatalities decreased in 23 ESCAP Countries

■ Decreased ■ Increased ■ No change

## TOP 5 countries with increased number of road crashes

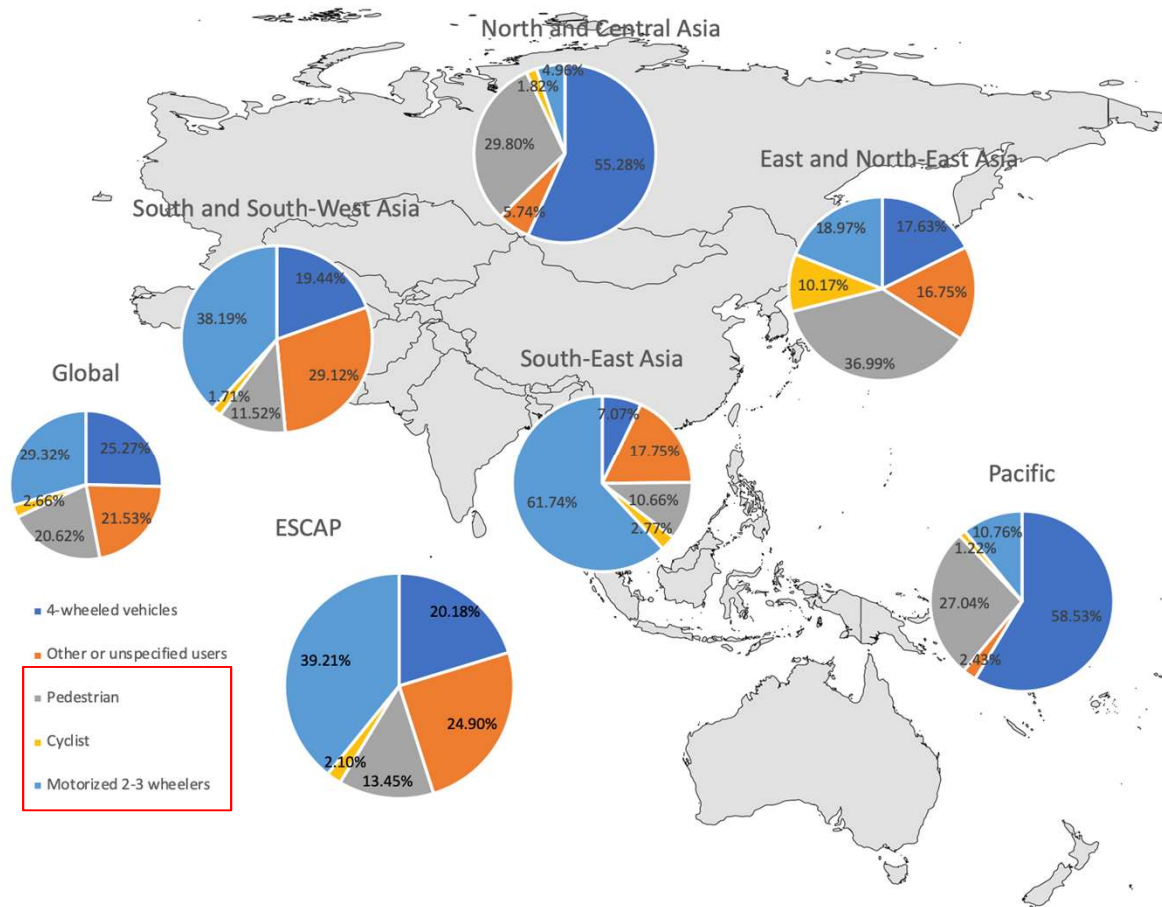
		2013	2016	Changes of number	Increased rate
1	India	207 551	299 091	91 540	44.10%
2	Bangladesh	21 316	24 954	3 638	17.07%
3	Turkey	6 687	9 782	3 095	46.28%
4	Viet Nam	22 419	24 970	2 551	11.38%
5	Philippines	10 379	12 690	2 311	22.27%

## TOP 5 countries with decreased number of road crashes

		2013	2016	Changes of number	Decreased rate
1	Iran (Islamic Rep. of)	24 896	16 426	-8 470	-34.02%
2	Indonesia	38 279	31 726	-6 553	-17.12%
3	China	261 367	256 180	-5 187	-1.98%
4	Thailand	24 237	22 491	-1 746	-7.20%
5	Russian Federation	27 025	25 969	-1 056	-3.91%

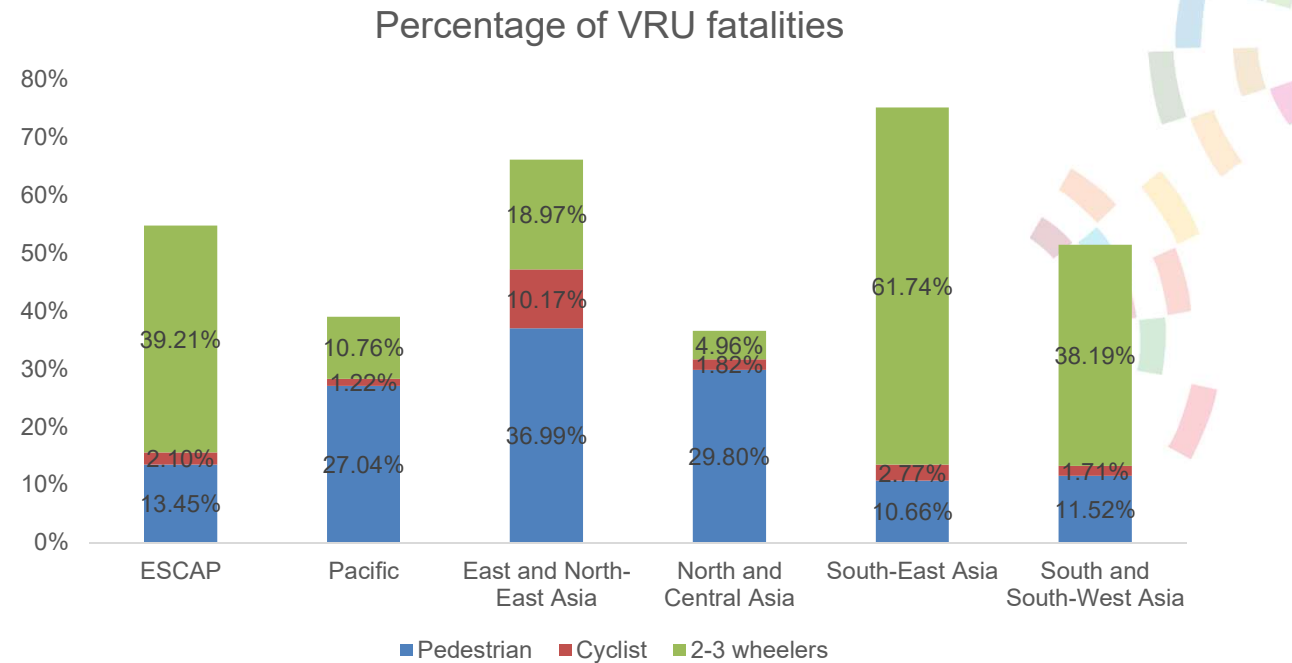
# Road traffic death by road user type

Distribution map of road traffic deaths by road user type, 2016





# Vulnerable Road Users

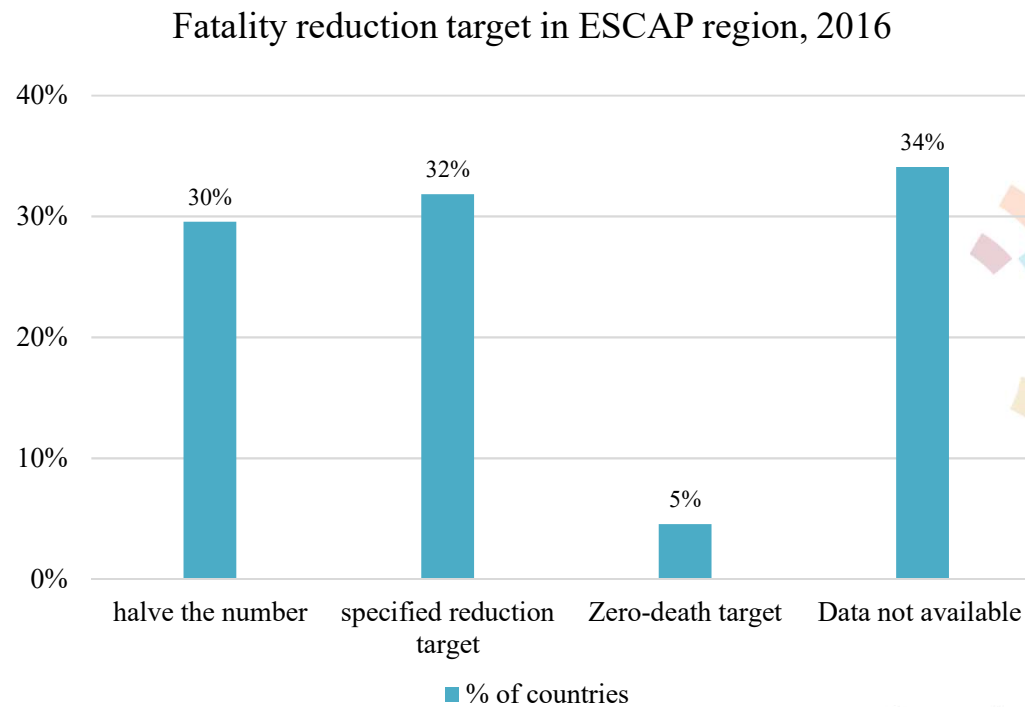


# ESCAP Institutional Support

- Lead Road Safety Agencies
- Funding
- Global Framework Plan of Action

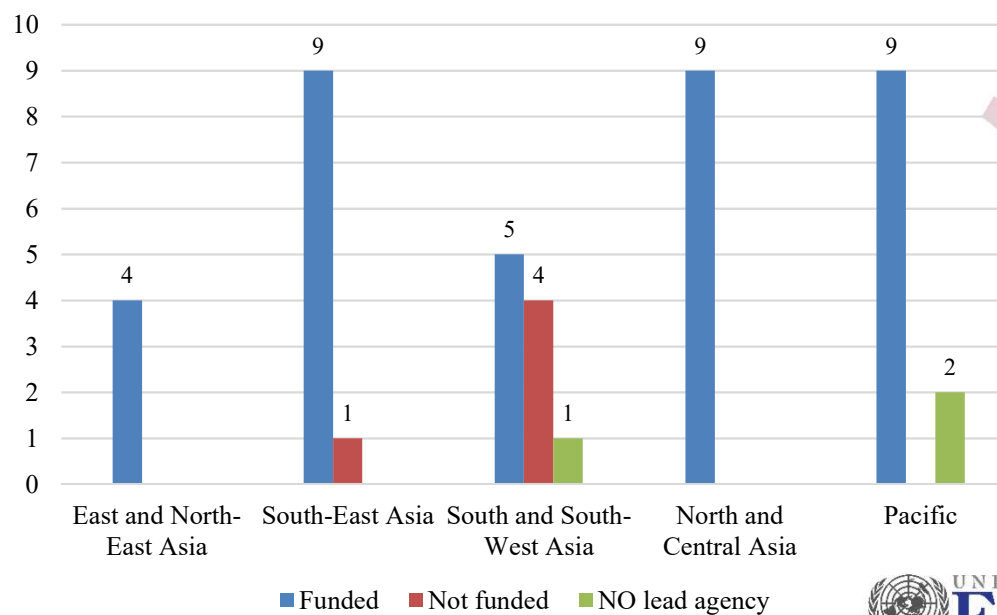


## Road safety management

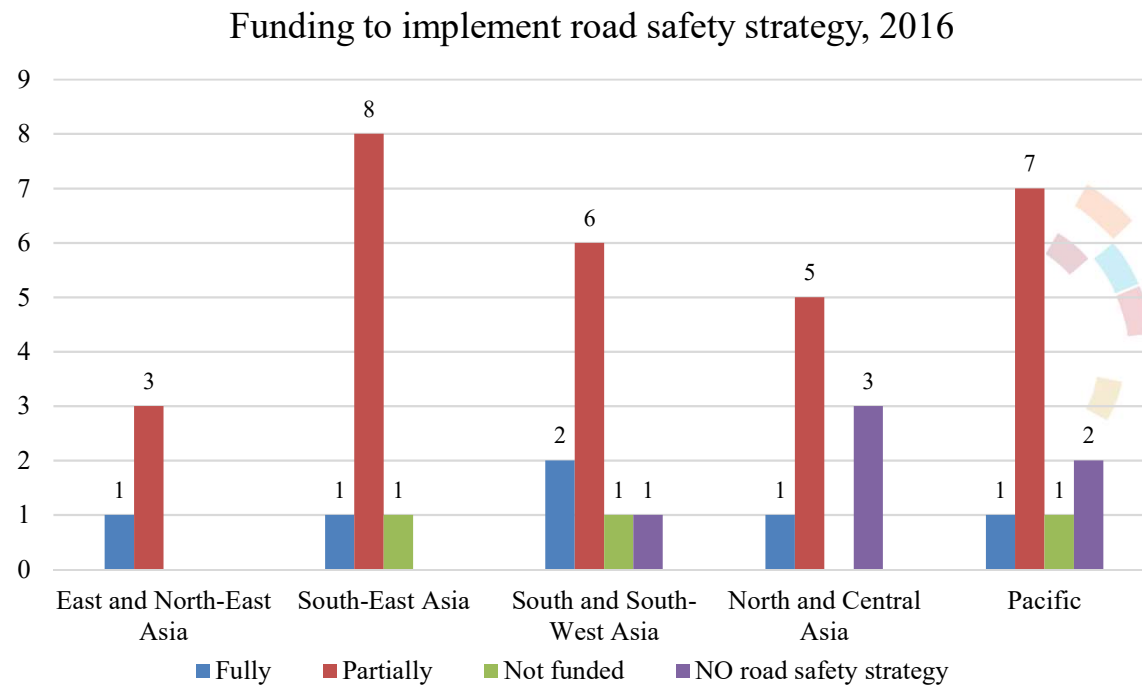


## The role of leadership in the implementation of Asia's road safety initiatives (continued)

Lead agency of road safety funded in national budget  
in ESCAP, 2016



# Road safety management

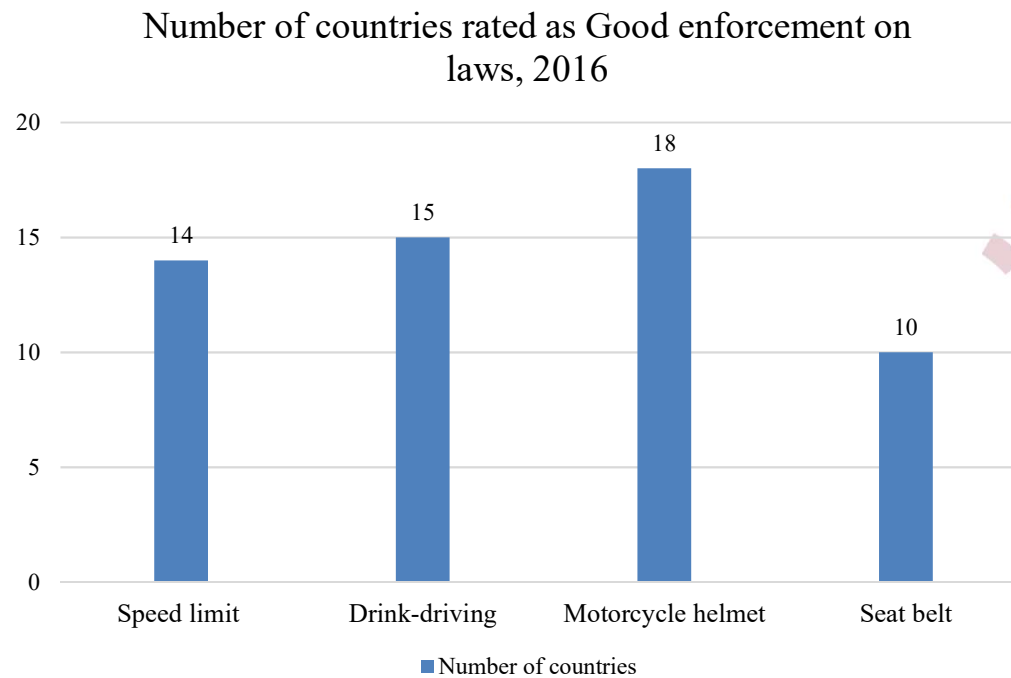


# Global Framework Plan of Action- 2018

Pillar \ Area	L	E	E	T	I
	egislation	nforcement	ducation	echnology	nternational Regulatory Support
Road safety management					
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolu- tions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal in- struments and resolutions, int. standards WP.1, SC.1
Effective post-crash response	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

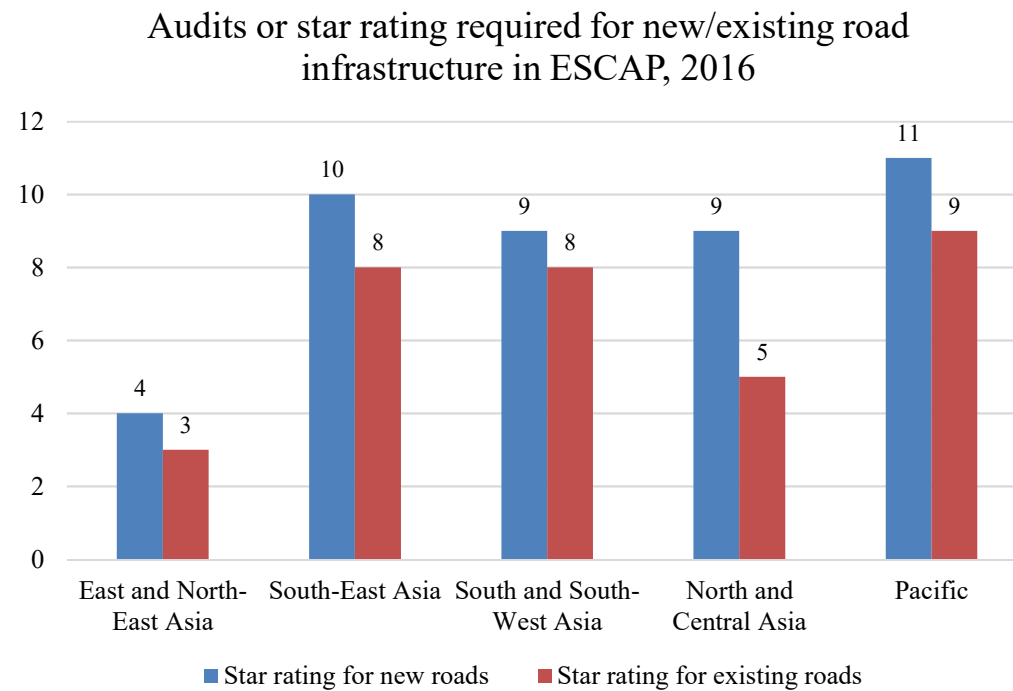


## Safe User – enforcement on legislations



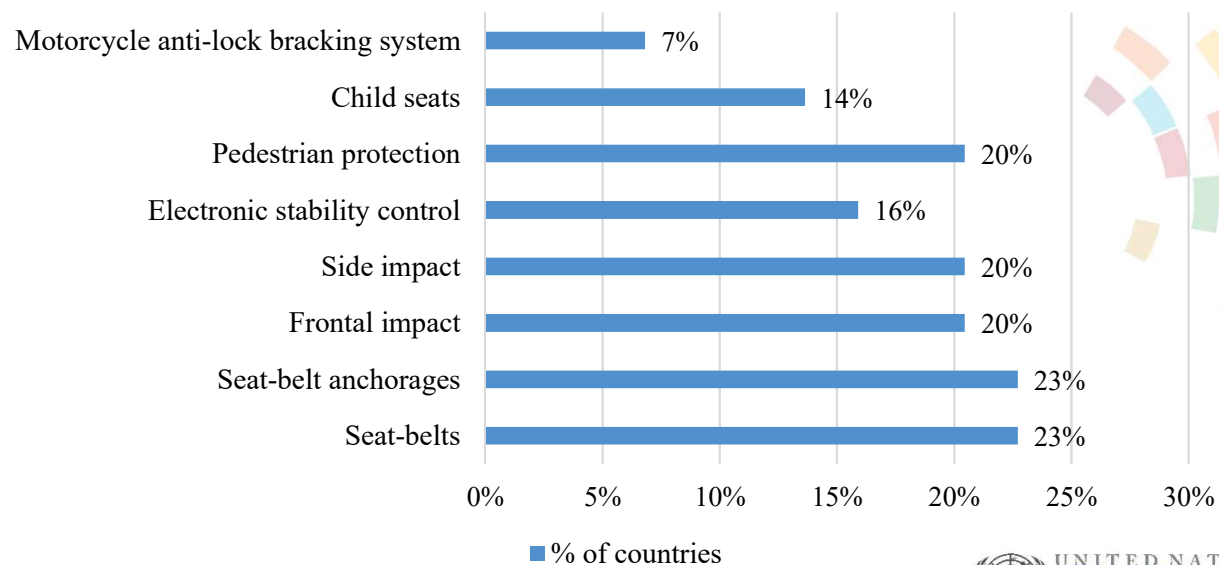
\*Countries rated enforcement as “Good” if it is 8 or above on a scale of 0 to 10.

## Safer roads

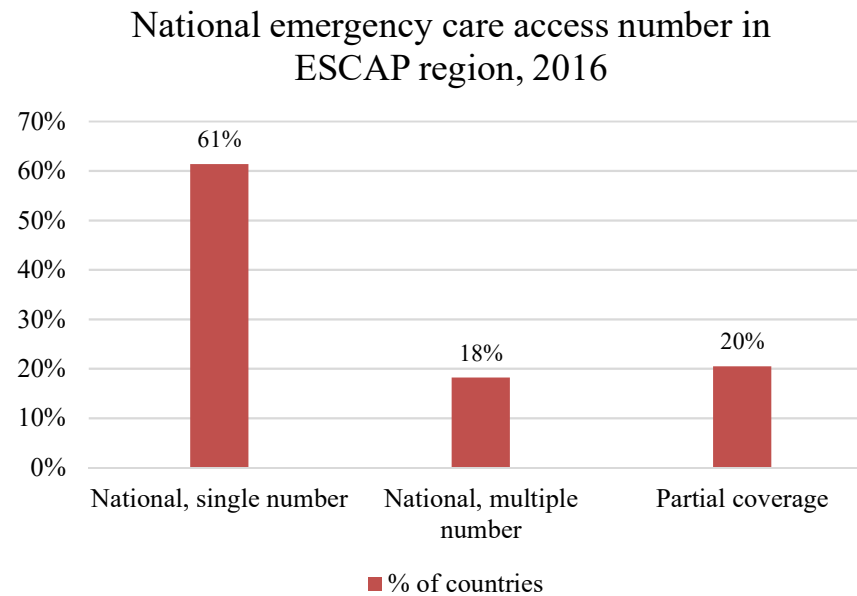


# Vehicle safety standards

Proportion of countries applied UN vehicle safety standards,  
2016



## Post-Crash



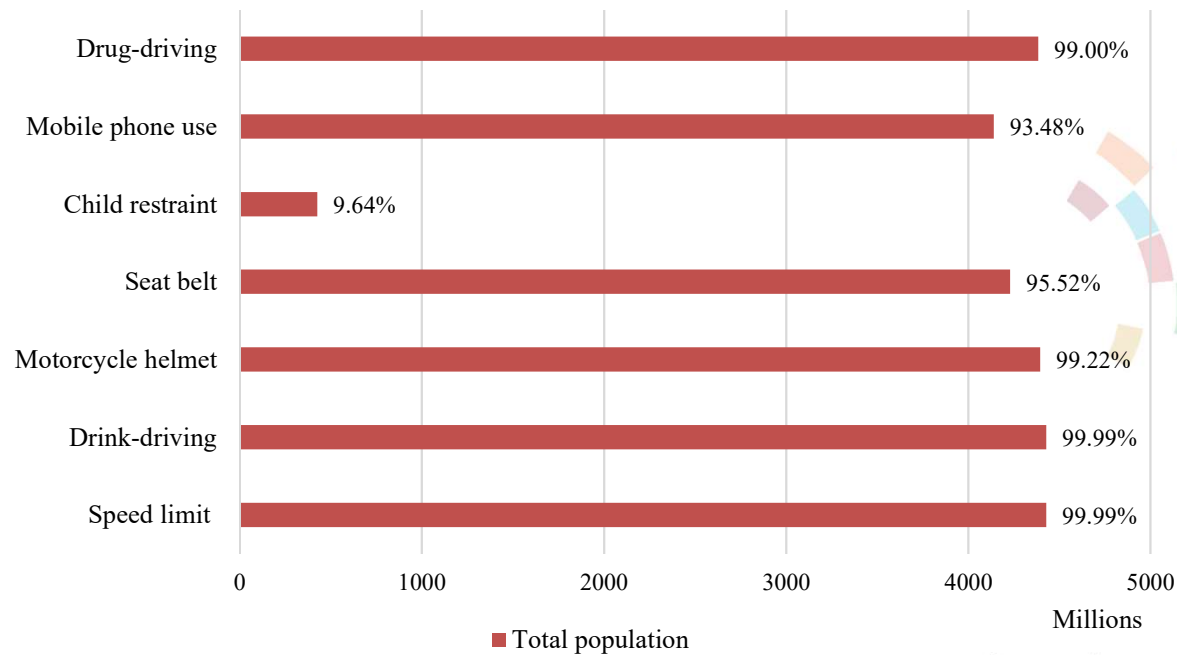
# ESCAP Legislations and Enforcement

- Key risk factors
- Sub-regional comparisons



# Population covered by laws on risk factors

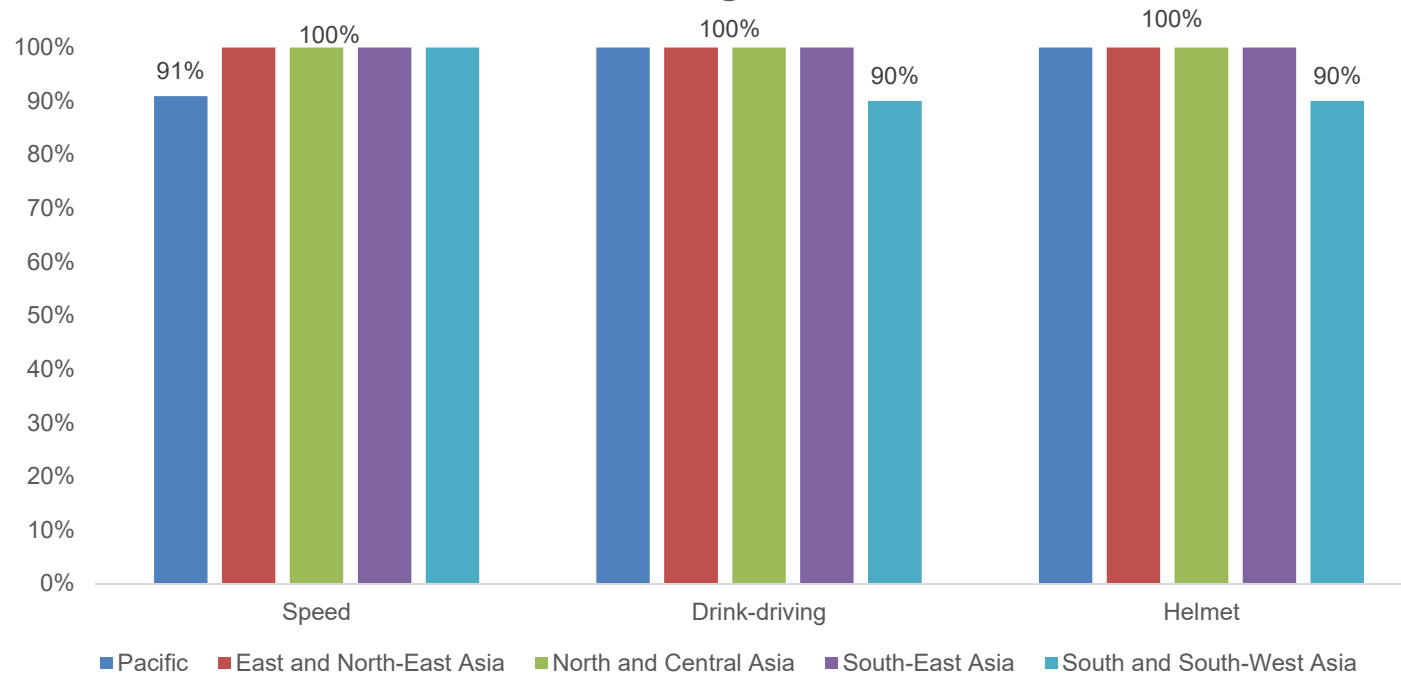
Population covered by laws on 7 risk factors in ESCAP, 2016



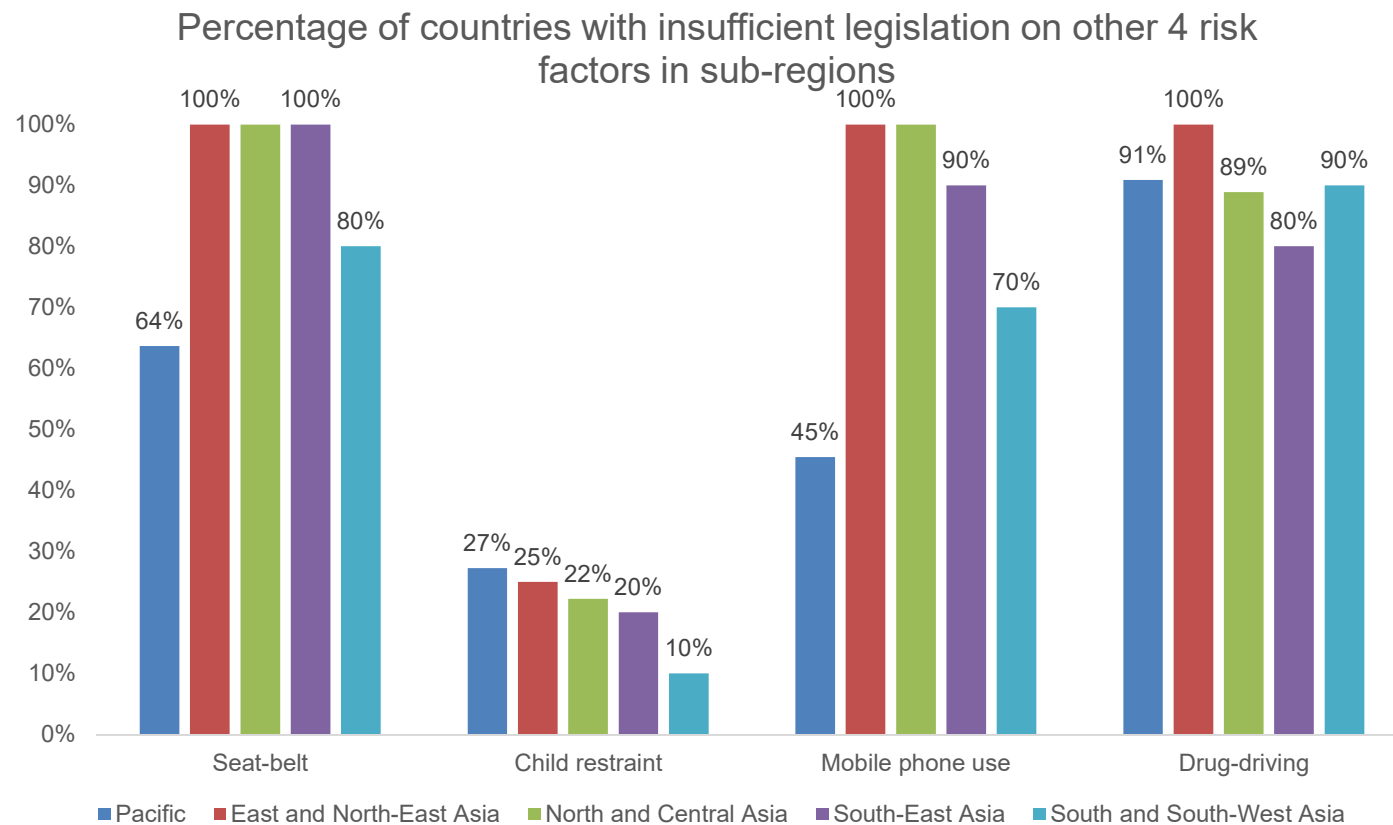
# ESCAP Subregions



Percentage of countries with good legislations on 3 risk factors in sub-regions



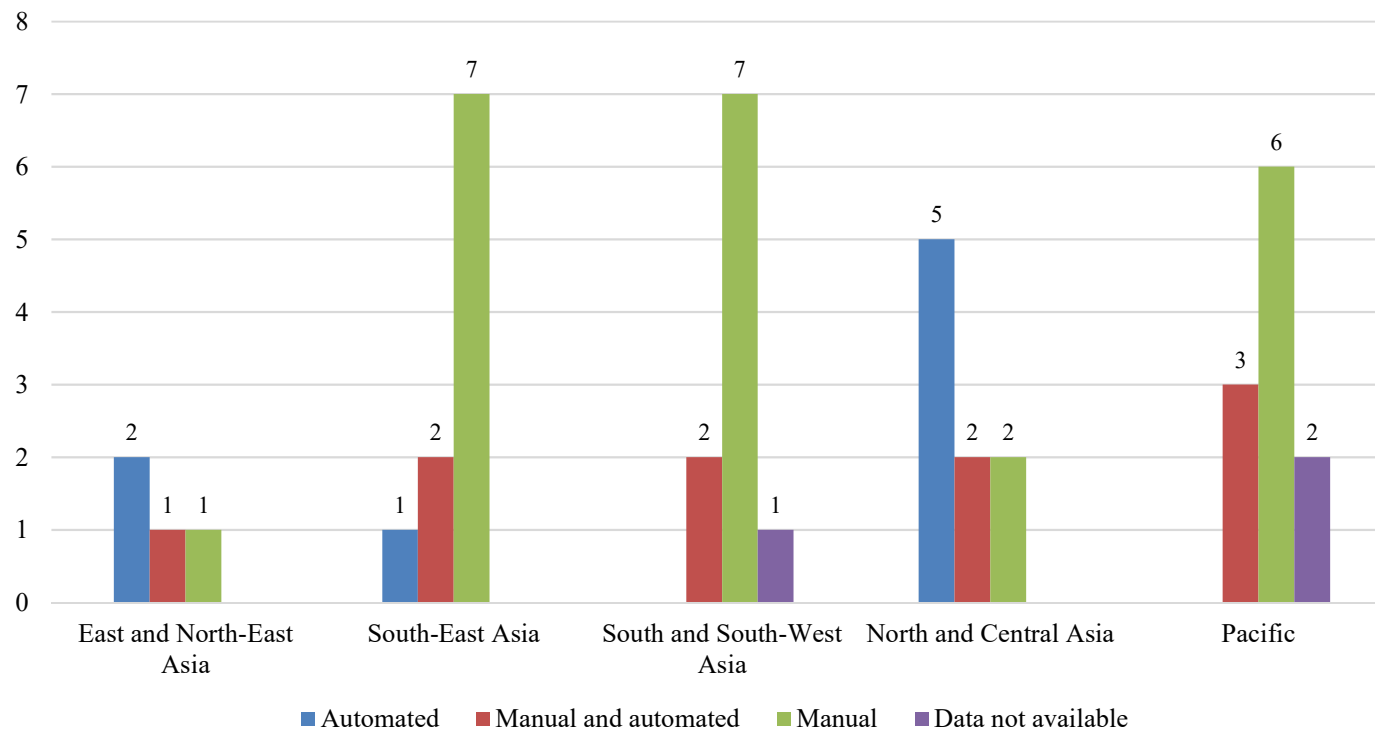
# ESCAP Subregions





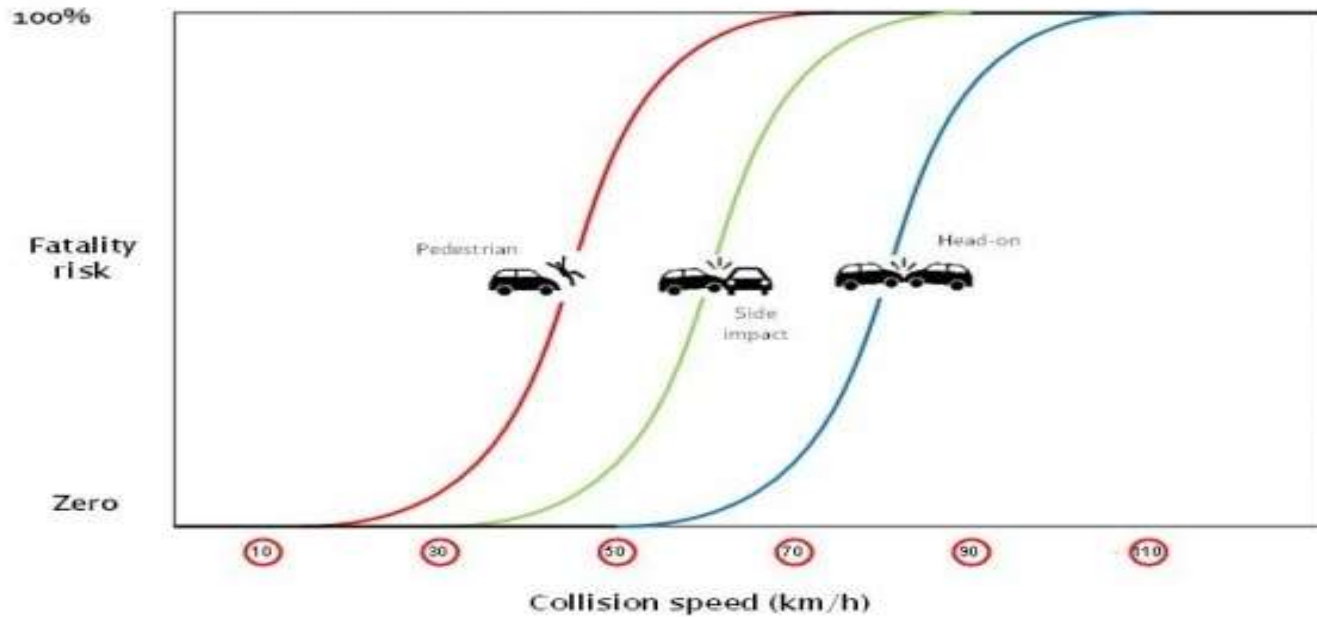
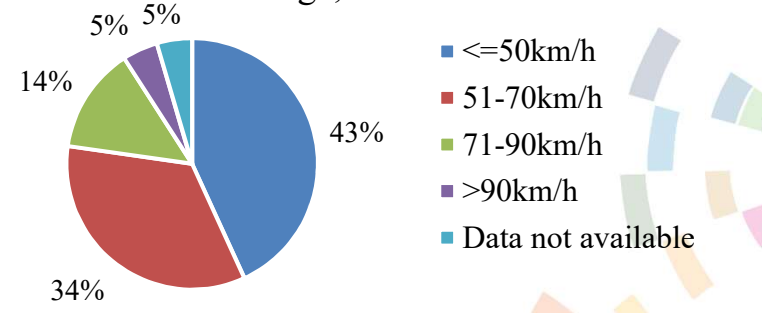
## Speed limit law

Predominant type of enforcement on speed limit in ESCAP, 2016



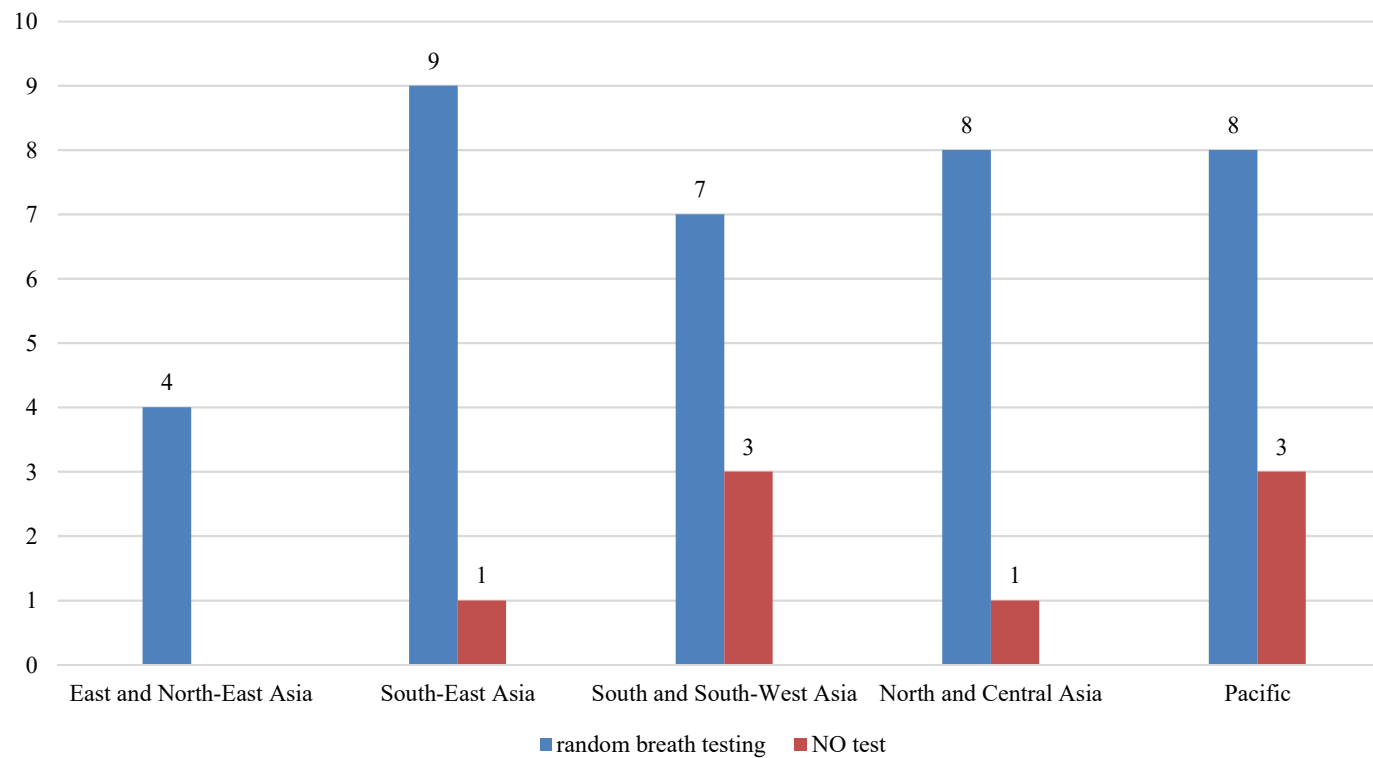
## Speed limit law

Proportion of countries by urban speed limit range, 2016



# Drink-driving law

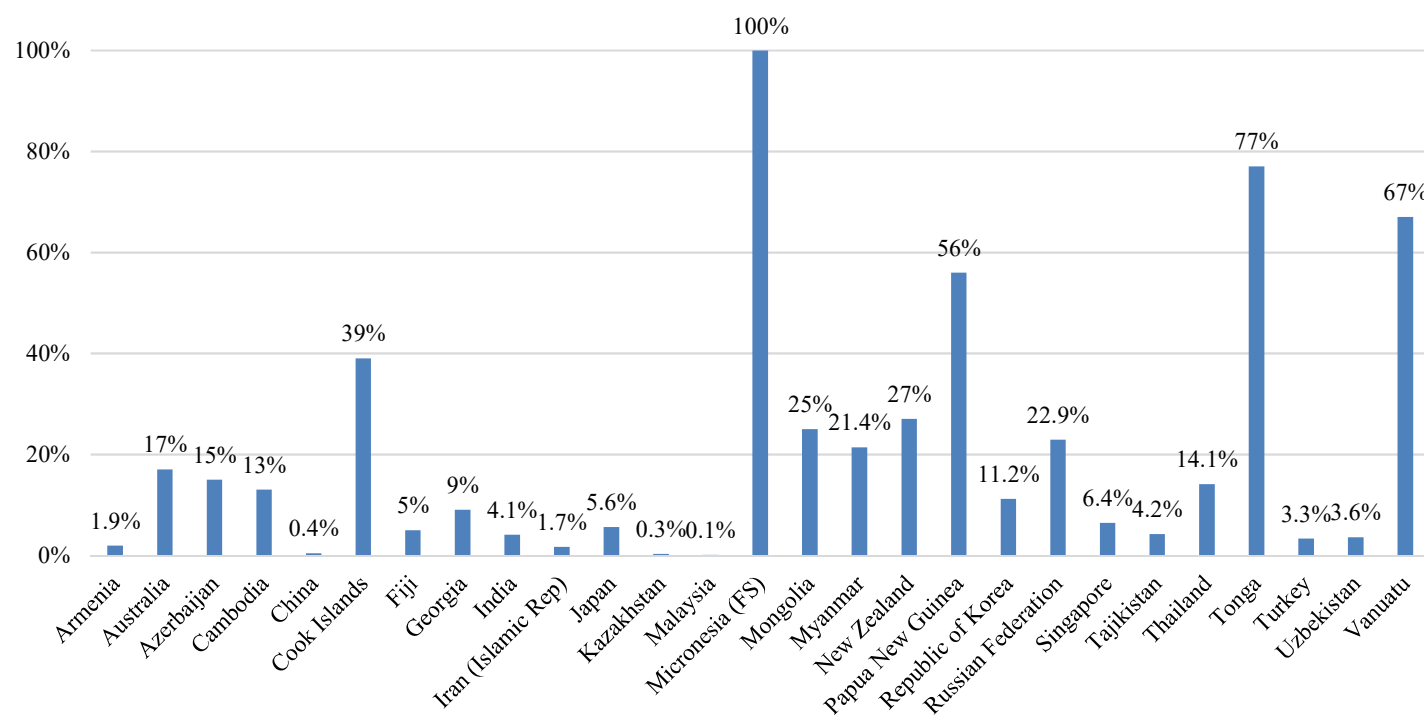
Countries carried out random breath testing in ESCAP, 2016



# Alcohol-related road traffic death

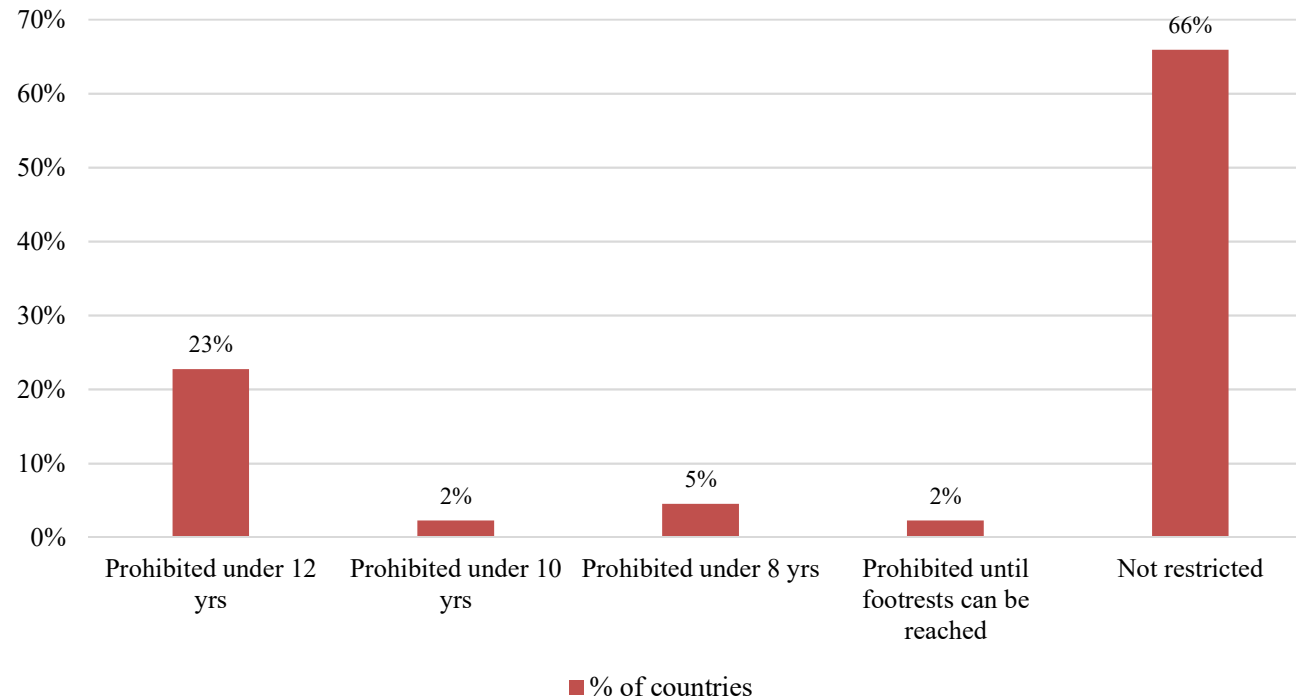


% road traffic deaths involving alcohol in ESCAP, 2016



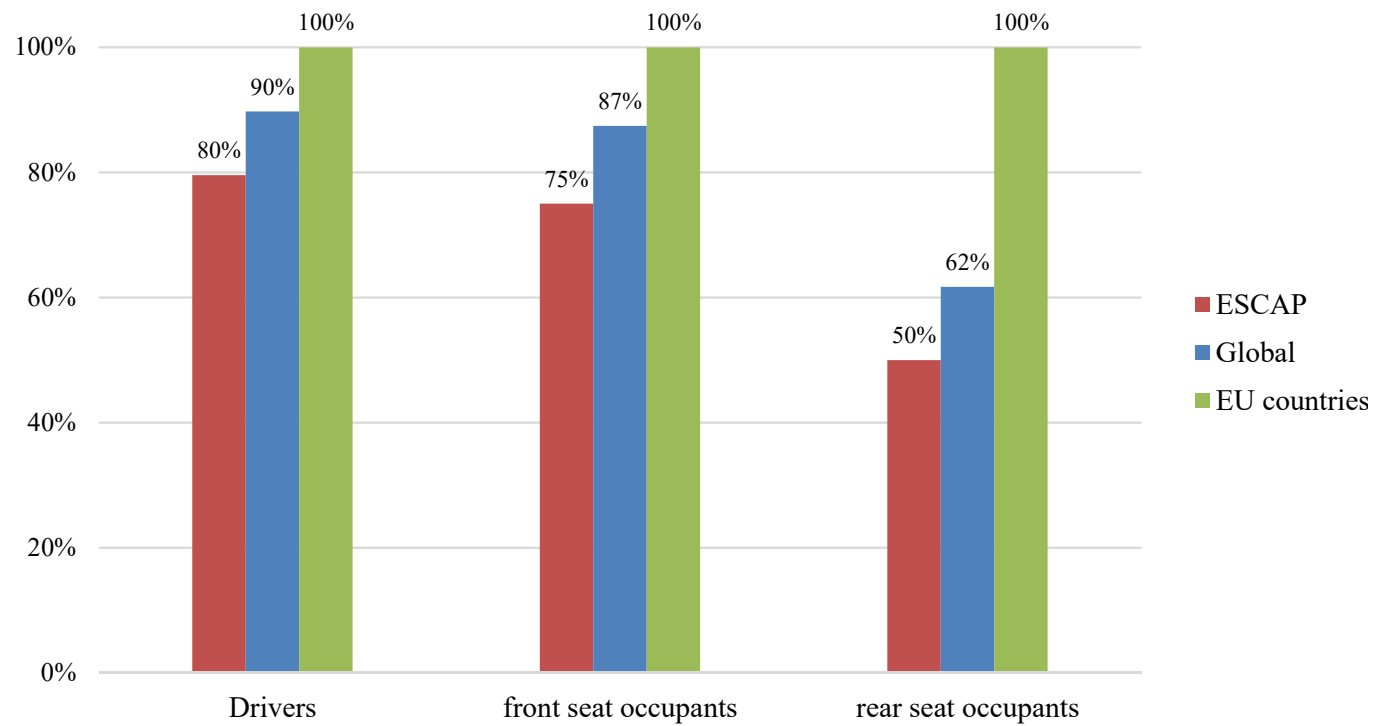
## Motorcycle helmet law

Proportion of countries had restriction on children passengers on motorcycles in ESCAP region, 2016



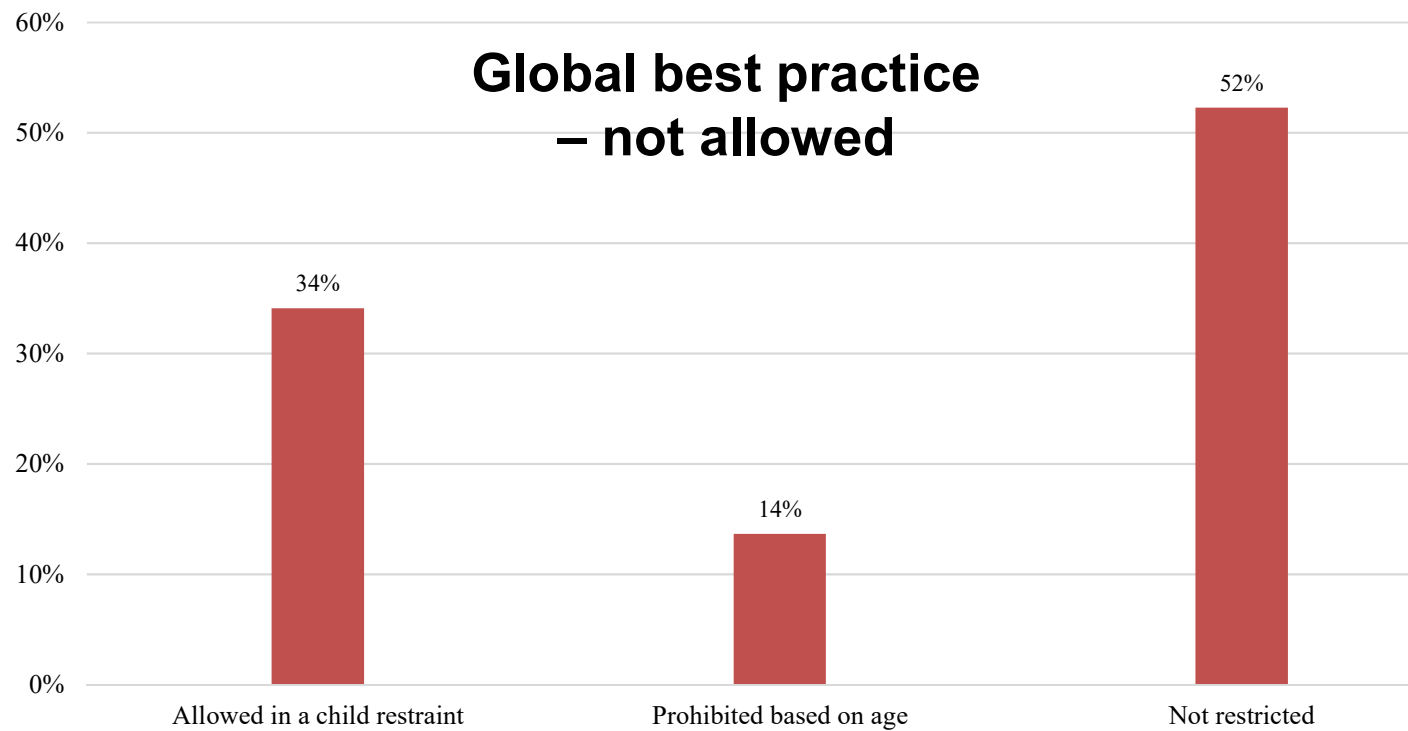
## Seat-belts law

Proportion of countries applied seat-belt law to riders, 2016

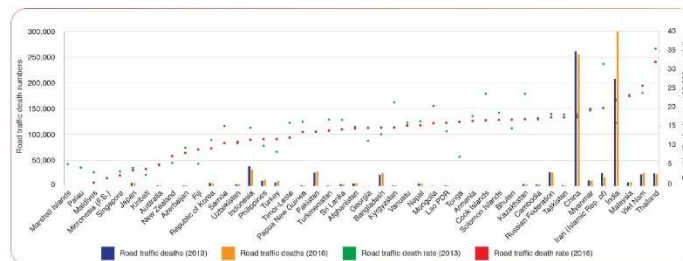


## Children restraints law example

Proportion of countries had restriction on children seated in front seat in  
ESCAP, 2016



## A colorful illustration of a busy city street. On the left, there's a tall grey building, a traffic light, and a red car. In the center, a yellow bus is driving, followed by a green car and a blue car. On the right, there's a red car, a white car, and a blue car. Pedestrians are walking on the sidewalks, and there are trees and clouds in the background.




UNITED NATIONS  
**ESCAP**  
Economic and Social Commission for Asia and the Pacific

- ESCAP website
- Editable for localized languages
- Two posters

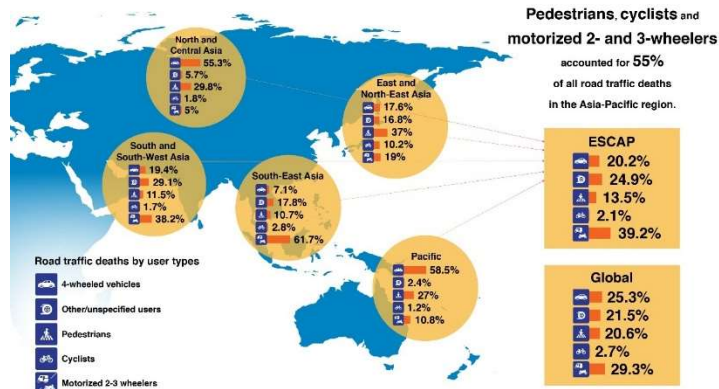


## KEY RISK FACTORS AND ROAD TRAFFIC DEATHS BY USER TYPES IN THE ASIA-PACIFIC REGION



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**.



Global Status Report on Road Safety 2018 by the World Health Organization (WHO)  
[https://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2018/en/](https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/)  
 Visit ESCAP Transport Division Website: [www.unescap.org/tour-work/transport](http://www.unescap.org/tour-work/transport)



## **Examples of technical support demands (RSF, proposal submissions from Asia-Pacific)**

- Strengthening road safety lead agencies (3)
- Safer roads (2)
- Vulnerable Road Users (2)
- Safer driving skills (2)
- Vehicle Standards (2)
- Child Seats (2)
- Speed Management (1)
- Post Crash Intervention (1)
- Road crash data system (1)

# Ways forward

- Quality road crash data
- Evidence-based policies and interventions
- Leaderships at all levels among all relevant sectors
- International and regional co-operations

# THANK YOU

[WWW.UNESCAP.ORG](http://WWW.UNESCAP.ORG)

