



SPECA

Road Safety Capacity Building Workshop

Almaty, Kazakhstan 11 September 2015

Regional mandate and initiatives to improve road safety

Road Safety Situation

Global Level

Leading causes of death, 2004 and 2030 compared

1.24 million people killed in 2010

By 2030 - the **fifth leading cause** of death, beating the rank of lung cancer and HIV/AIDS

Vulnerable age group: 15-29 years old: **# 1 leading cause of death**

Economic loss from road fatalities and injuries: 1-3% of GDP, up to 5% in some developing countries

TOTAL 2004			TOTAL 2030		
RANK	LEADING CAUSE	%	RANK	LEADING CAUSE	%
1	Ischaemic heart disease	12.2	1	Ischaemic heart disease	12.2
2	Cerebrovascular disease	9.7	2	Cerebrovascular disease	9.7
3	Lower respiratory infections	7.0	3	Chronic obstructive pulmonary disease	7.0
4	Chronic obstructive pulmonary disease	5.1	4	Lower respiratory infections	5.1
5	Diarrhoeal diseases	3.6	5	Road traffic injuries	3.6
6	HIV/AIDS	3.5	6	Trachea, bronchus, lung cancers	3.5
7	Tuberculosis	2.5	7	Diabetes mellitus	2.5
8	Trachea, bronchus, lung cancers	2.3	8	Hypertensive heart disease	2.3
9	Road traffic injuries	2.2	9	Stomach cancer	2.2
10	Prematurity and low birth weight	2.0	10	HIV/AIDS	2.0
11	Neonatal infections and other	1.9	11	Nephritis and nephrosis	1.9
12	Diabetes mellitus	1.9	12	Self-inflicted injuries	1.9
13	Malaria	1.7	13	Liver cancer	1.7
14	Hypertensive heart disease	1.7	14	Colon and rectum cancer	1.7
15	Birth asphyxia and birth trauma	1.5	15	Oesophagus cancer	1.5
16	Self-inflicted injuries	1.4	16	Violence	1.4
17	Stomach cancer	1.4	17	Alzheimer and other dementias	1.4
18	Cirrhosis of the liver	1.3	18	Cirrhosis of the liver	1.3
19	Nephritis and nephrosis	1.3	19	Breast cancer	1.3
20	Colon and rectum cancers	1.1	20	Tuberculosis	1.1

Source: World health statistics 2008 (<http://www.who.int/whosis/whostat/2008/en/index.html>)

Road Safety Situation

Global Mandate

UN GA Resolution 64/255
of 2 March 2010 on
Improving Road Safety
Proclaimed the period
2011-2020 as the
Decade of Action for
Road Safety

Goal is to stabilize and
then reduce the forecast
level of road traffic
fatalities around the
world by increasing
activities conducted at
the national, regional and
global levels

Road Safety Management

Safer Roads

Safer Vehicles

Safer Road Users

Post-crash Response

Global Plan
for the Decade of Action
for Road Safety 2011-2020



DECADE OF ACTION FOR
ROAD SAFETY 2011-2020

Road Safety Situation

Global Mandate

SDGs– OWG's Outcome Document

Goal 3 Ensure healthy lives and promote well-being for all at all ages

3.6. By 2020 halve global deaths and injuries from road traffic accidents

Goal 11 Make cities and human settlements inclusive, safe, resilient and sustainable

11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, **improving road safety**, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

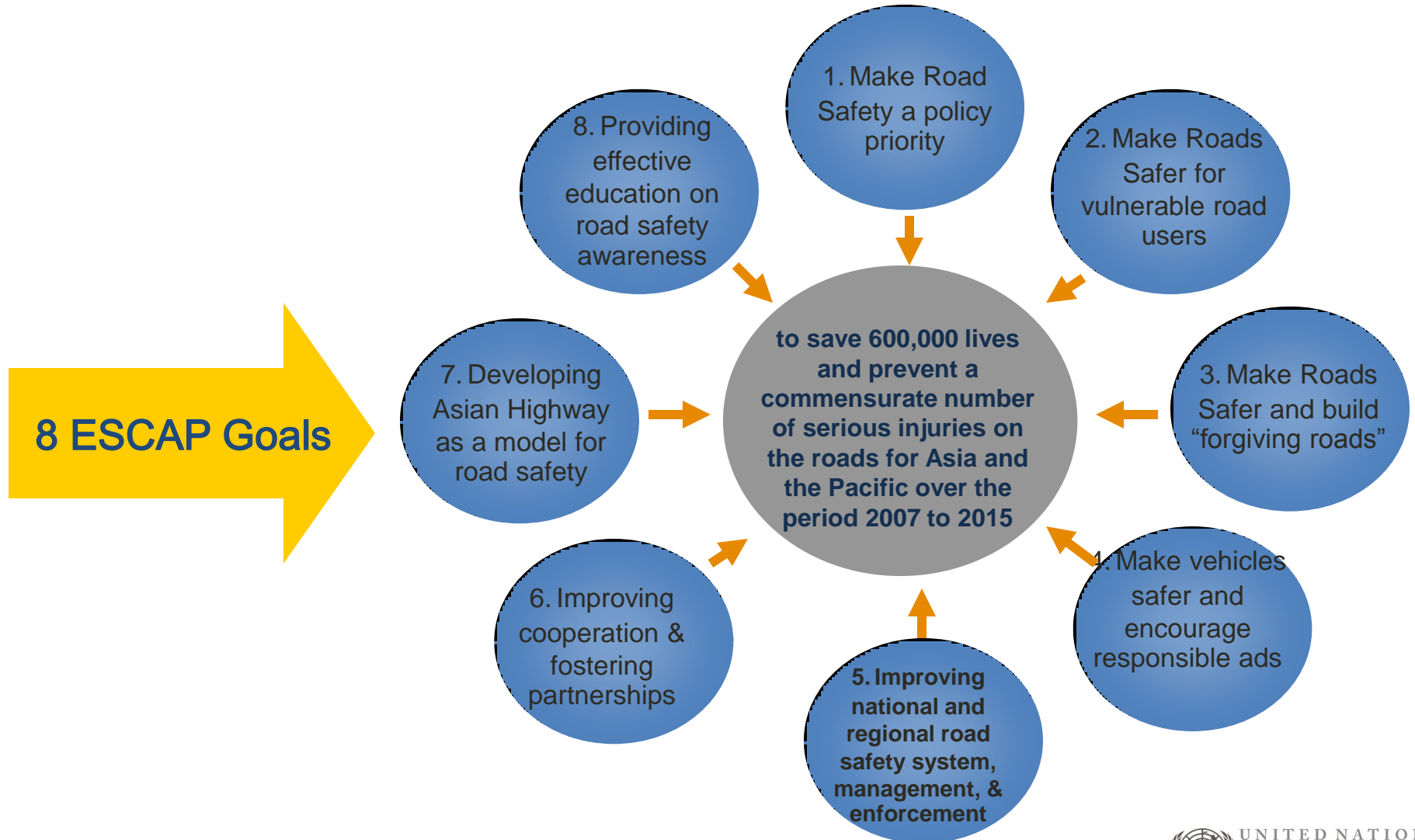
Road Safety Situation

Regional Mandate



Road Safety Situation

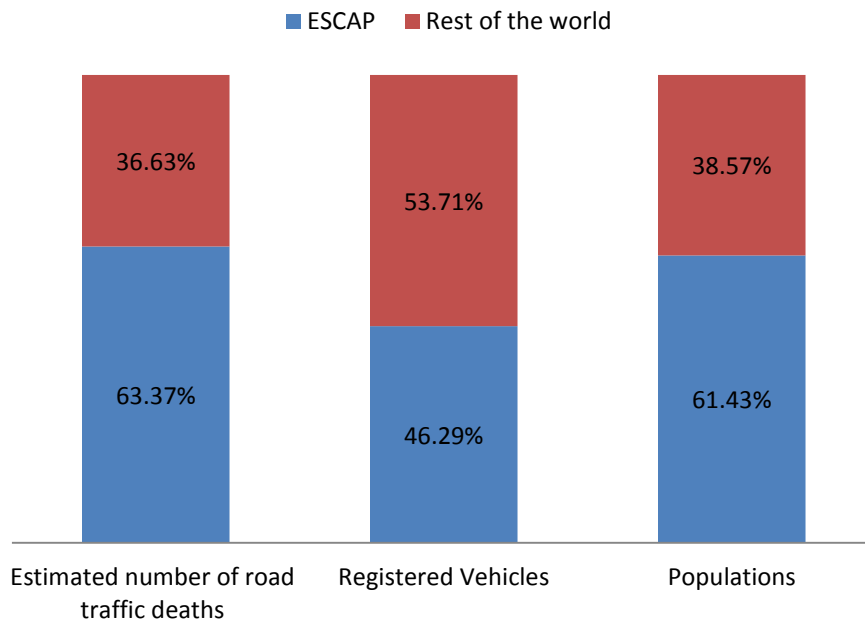
Regional Mandate



Road Safety Situation

Road Safety Situation in Asia-Pacific

Shares of ESCAP region

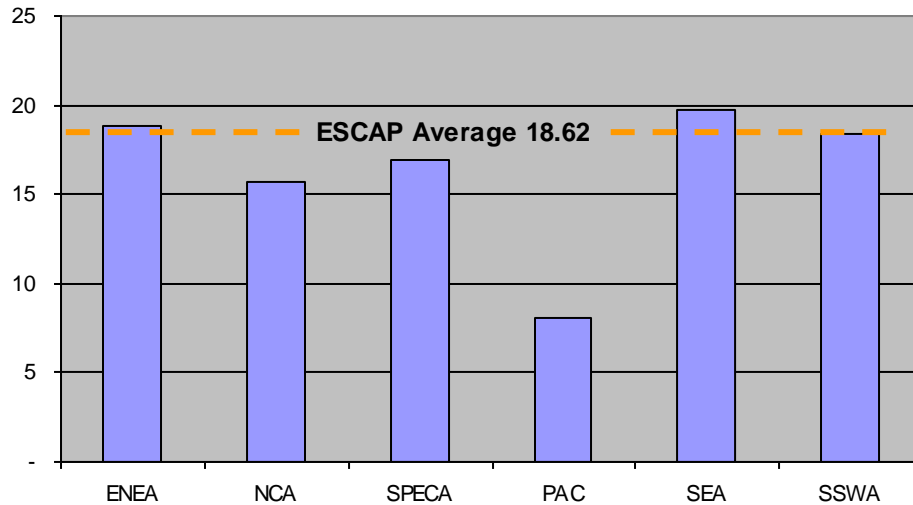


- Road traffic injuries are a leading cause of death and disability in the regions
- 777,000 deaths (approx. 62% of 1.24 m global road deaths)
- While less than half of registered vehicle are in ESCAP Region, the share of road fatalities is 63.37%

Road Safety Situation

Road Safety Situation in Asia-Pacific

**Road Traffic Death per 100,000 population
by subregions and SPECA**

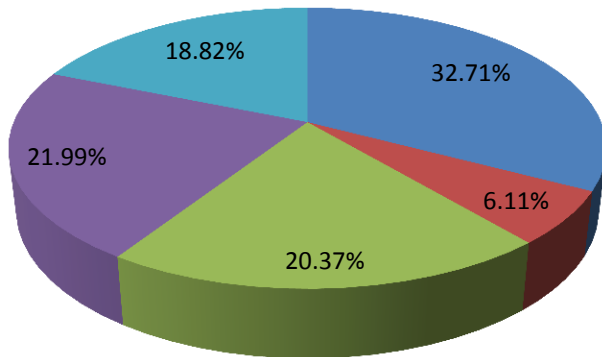


- ESCAP average road traffic death per 100,000 population is at 18.62
- World average is 18.04
- 2 regions (ENE and PAC) are above average
- SPECA average is at 16.93

Road Safety Situation

Road Safety Situation in Asia-Pacific

**ESCAP Region - Fatalities
by road user types
2010**



- Drivers/passengers of motorized 2- or 3-wheelers
- Cyclists
- Pedestrians
- Drivers/passengers of 4-wheeled vehicles
- Other/unspecified road users

Motorcyclists, pedestrians and cyclists are more vulnerable in the region

VRUs account for **more than half** of total deaths

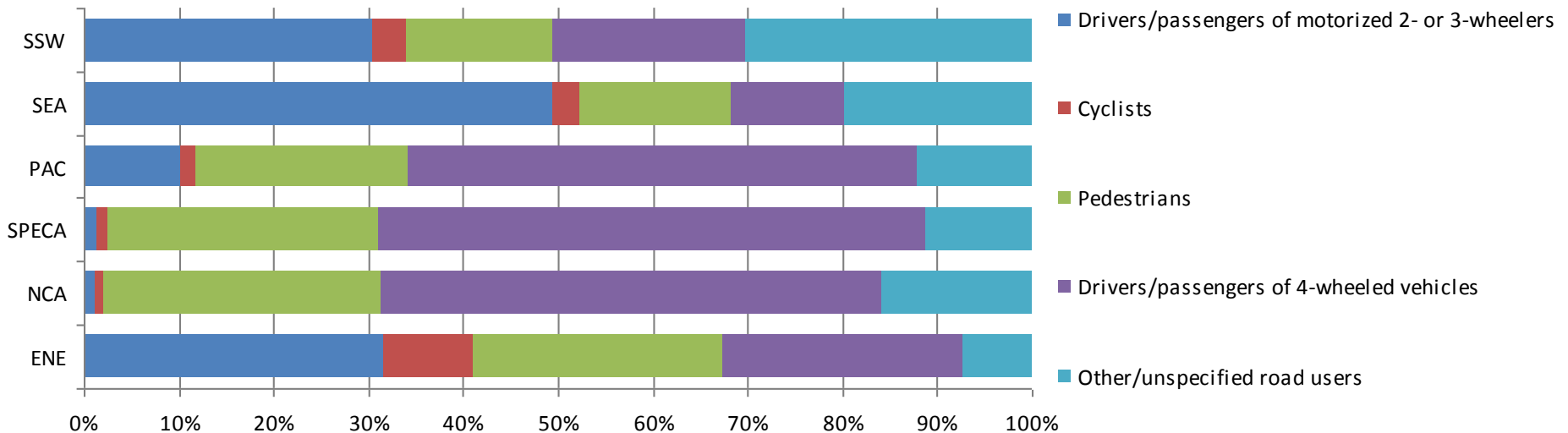
Diverse road safety issues in countries reflect diversity of the region

Most countries still in early stages of road safety action implementation, though progress has been made.

Road Safety Situation

Road Safety Situation in Asia-Pacific

**Distribution of road traffic deaths
by type of road users (2010)**

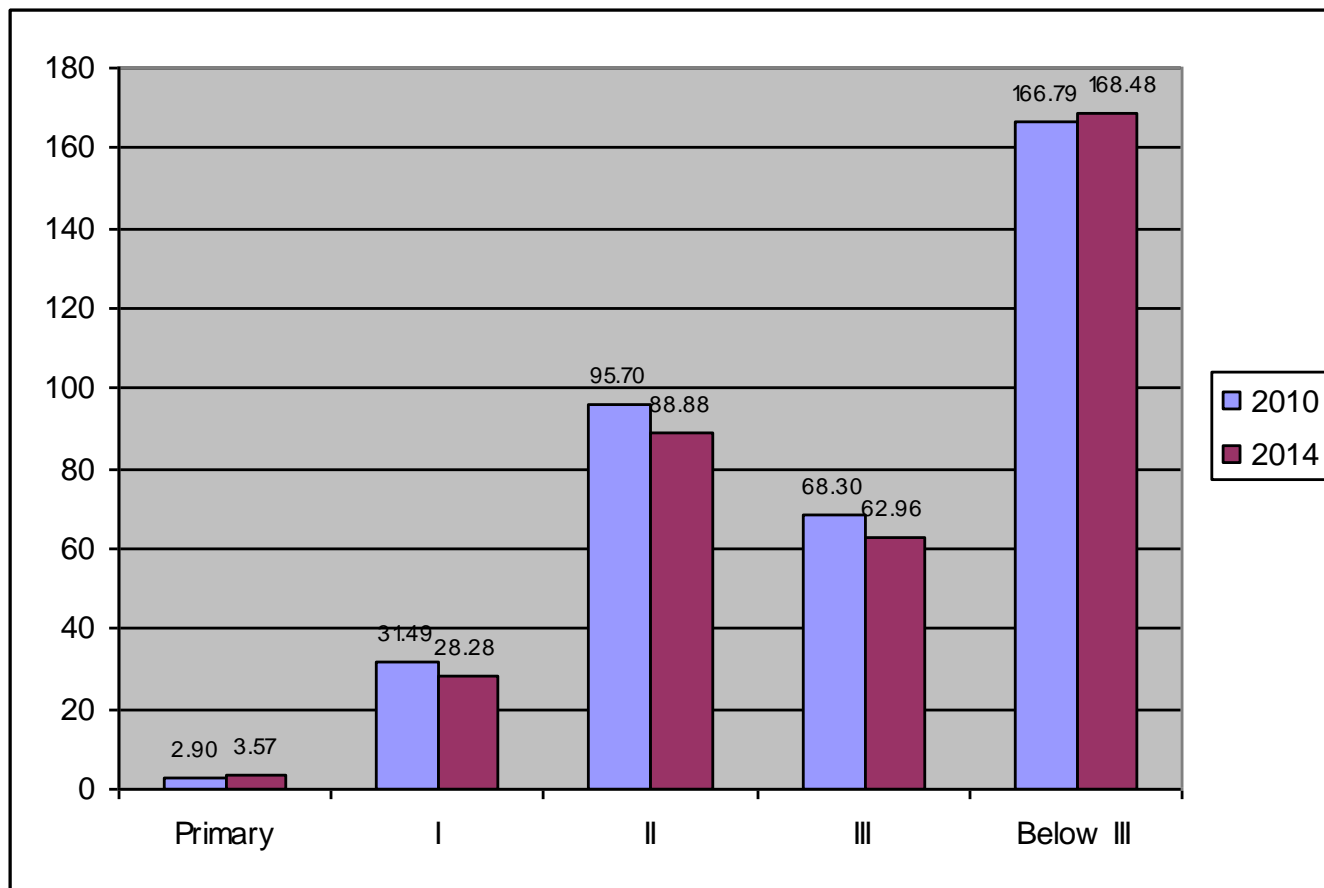


For SPECA, drivers/passengers of 4-wheelers has the highest share of traffic deaths

Road Safety Situation

Road Safety Situation in Asia-Pacific

Average fatality rates per billion vehicle-km by Asian Highway class



Road Safety Situation

Road Safety Situation in Asia-Pacific

Important Observations

- Road traffic crashes and death rates high in emerging and newly industrialized economies
- Death rates are linked to higher vehicle densities; an important link between road safety and infrastructure development
- AH Database - primary class roads have best record, below class III have the worst record – room for improvement through safer infrastructure design

ESCAP's activities

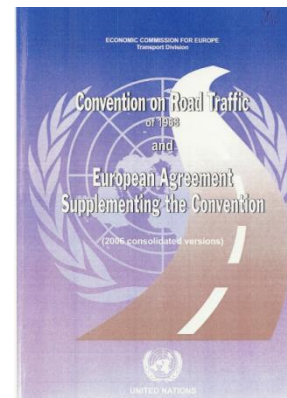
Capacity Building

National workshops focussed on developing national strategy with measurable goals, targets and timeframes and best practices

- Cambodia, Mongolia, Uzbekistan, Tajikistan, Philippines, Bangladesh, Azerbaijan, Lao People's Democratic Republic, Sri Lanka

■ National workshops focussed on harmonization and standardization of road traffic rules, and road signs and signals (UN Conventions)

- Sri Lanka, Viet Nam

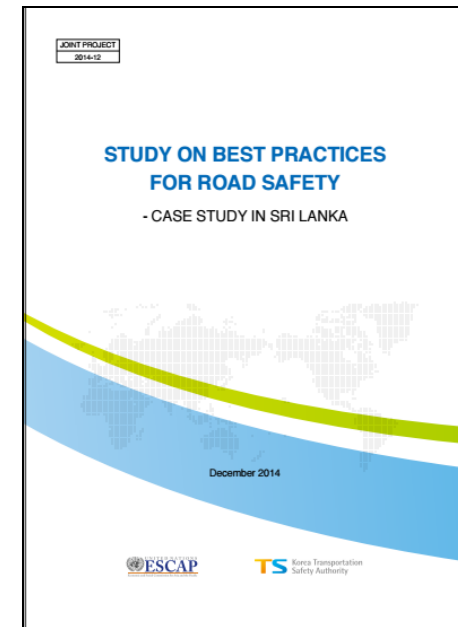


ESCAP's activities

Technical Assistance

Best practices and black spot improvement project (organized jointly with Korean Transportation Safety Authority – KOTSA)

- Sri Lanka, Viet Nam



ESCAP's activities

Regional Platforms

Regional expert group meetings (Bangkok in 2010 and 2011, Seoul 2013)

- Endorsed a set of regional road safety goals, targets and indicators in line with the Decade of Action and Global Plan and discussed issues and challenges related to data systems, and monitoring.
- Adopted joint statement on improving road safety

Regional seminar on safe, climate adaptive and disaster resilient transport for sustainable development (Kathmandu, Nepal – November 2015)

- Next regional meeting – November 2015 focusing on road safety and sustainable transport development
- Invitations to all SPECA countries will be distributed tentatively by the end of September

ESCAP's activities

Joint Activities with ECE and other RCs

Europe-Asia Road Safety Forum in Delhi in 2013

- Discussed harmonization and standardization of road traffic signs and signals and road traffic rules

United Nations Development Account Project

- Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition





Th@nk you

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