Developing global targets & indicators for road safety

Process and Progress

Submitted by the World Health Organization
The mandate

- United Nations General Assembly Resolution A/70/260

- World Health Assembly Resolution 69.7.

  "requests WHO, in collaboration with other United Nations agencies and the United Nations regional commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist interested countries to develop voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries."
Why we need global targets?

- Complement not compete with the SDG process
- Global level
  - Raises awareness of road safety issue
  - Allows assessment of progress towards DoA / SDG goals
- National level
  - Keeps focused action, especially where results made public
  - Allows adjustment of activities as needed
Criteria for developing targets

- High epidemiologic and public health **relevance** (strong causal links, other health co-benefits)
- **Evidence** driven targets and indicators
- Availability of effective and feasible public health interventions
- Evidence of **achievability** at the country level
- Ease of **communication**
- **Time bound**
Indicators

- For each global target → one or more indicator (outcome indicators, intermediate outcome indicators or national systems response indicators).

- Be strongly associated with the injury and/or fatality occurrence

- Be sensitive to changes brought about by road safety measures

- Have a clear operational definition, be measureable and quantifiable

- Be feasible for countries to collect, compile

- Be supported by data that can be collected through unambiguous data collection instruments with the potential to set a baseline and monitor changes over time.
Process for developing global targets for road safety

- Online consultation
- Informal consultation of Member States
- Inland Transport Committee consultation
- Non State Actor hearings
  - Civil society
  - Private sector

RELEASE OF REVISION 1

WHO Executive Board (Jan. 2018)

World Health Assembly (May 2018)

ZERO DRAFT

- Online consultation
- Informal consultation of Member States

RELEASE OF REVISION 2

Formal global consultation of Member States (WHO HQ)

Regional Committees discussions

SECRETARIAT TRANSMITS REPORT RESULTING FROM FORMAL MEETING
Proposed monitoring framework

- Based on the 5 pillars in the Global Plan of Action that is used to guide the Decade of Action for Road Safety 2011-2020

- Draft zero WHO discussion paper
  - Expert guided
  - Consultation from Oct 2016 → Jan 2017: comments received from 35 Member States / organizations

- Draft one WHO discussion paper
  - Now online for consultation Feb → April 2017
Proposed targets

- Pillar 1: Establish a multisectoral national road safety action plan with time-bound targets
- Pillar 2: Eliminate high risk roads
- Pillar 4: Reducing speed; drinking and driving; seat belts and helmets
- Pillar 5: Improve access to emergency care
## Pillar 3: Safe Vehicles

<table>
<thead>
<tr>
<th>Target</th>
<th>Indicator</th>
<th>Source within countries</th>
<th>Global source</th>
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<tbody>
<tr>
<td>Eliminate production (and importation) of substandard new vehicles</td>
<td>Implementation of UN regulations:</td>
<td>Submitted to UNECE WP29</td>
<td>Global status report on road safety</td>
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<tr>
<td></td>
<td>• No. 94 (front impact)</td>
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<td>• No. 95 (side impact)</td>
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<td>• No. 13H/140 (ESC)</td>
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<td>• No. 127 (pedestrian protection)</td>
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<td>• Nos. 14 and 16 (seat-belts and seat-belt anchorages)</td>
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<td>• No. 44/129 (child restraints)</td>
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<td>• No. 78 (motorcycle anti-lock brakes)</td>
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<td>Or equivalent national standards.</td>
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<td>100% of new vehicles (defined as produced or sold) meeting 8 priority UN regulations or equivalent recognized national standard.</td>
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Comments and suggestions

● To access multiple language versions please go to:


● Please send comments and suggestions to:

road交通安全目标@who.int

● By the end of April 2017