Global Road Safety

The United Nations Regional Commissions contribution

Michalis Adamantiadis
Chief, Transport Facilitation and Economics Section
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• Risks of road crashes
• UN Regional Commissions work
• UN global actions
• The way ahead
• Conclusions
Risks of road crashes

• Excessive speeding
• Driving under the influence of alcohol or other drugs
• Failure to use seat-belts and child restraints, helmets
• Poorly designed or insufficiently maintained road infrastructure
• Use of vehicles that are old, poorly maintained, or lacking safety features
Excessive speeding

Excessive speed, is the major road safety problem in many countries, often contributing to as much as one third of fatal accidents.

Drink Driving

In many countries more than 20% of driver fatalities involve a blood alcohol content (BAC) level in excess of the legal limits.

Not all countries have legislation setting alcohol limits and in those that have, the level is not always the same.
Seatbelts

In many countries around 50% of people killed in road crashes were not wearing a seatbelt. Many of these lives could have been saved had they done so.

In some countries seatbelt wearing is still only compulsory in the front seat and child restraint systems are neither mandatory nor regulated.
Child restraints

If correctly installed and used, child restraints reduce deaths among infants by approximately 70% and deaths of small children by 54% to 80%
Motorcycle Helmets

Wearing helmets correctly can reduce the risk of death by almost 40% and the risk of severe injury by over 70%

Over 90% of (163) countries of the survey have laws on helmets wearing, however legislation is incomplete in many of them.
Safe infrastructures

Many roads are unsafely designed and poorly maintained

In many roads there are black spots where many crashes occur, lacking shoulder sealing, audible edge-lining, unclear roadside vegetation.
Vehicle Safety

While safety of vehicles improved significantly in recent years due to technological development of passive (crash protection) and active (crash avoidance) systems, there is still widespread use of old cars lacking main safety features.

Electronic Stability Control systems represent a major recent advance in active safety, with collision avoidance and lane departure warning systems examples of other promising technologies.
The road safety issue in Europe

- **127,000** die a year
- **Age 15-29**: leading cause of death
- **2.4 million** injured or disabled
- Costs: between **1,5 to 2.5 % GDP**

Major social, economic, development and health issue
UNECE region

People killed per million vehicles, 2007

People killed per million vehicles in the UNECE region

2007

- EU-15
  - 114

- EU-12 new
  - 287

- South-Eastern Europe
  - 458

- EECCA
  - 1'292*

- Other Europe
  - 69

- North America
  - 269

*Figures are from 2003

United Nations Economic Commission for Europe - Transport Division
UNECE region
Fatalities per 100,000 inhabitants 1997-2007

Source: UNECE Transport Database, International Transport Forum, Eurostat

a/ Data refer to 2006
The driver (perhaps the most difficult to influence)

The vehicle

The infrastructure
Provide a set of international agreed road traffic regulations aimed at the improvement of the efficiency and safety of international road traffic (global scope)
For safe and clean vehicles (WP.29)

Vehicles Regulation, 1958
Agreement on the Uniform Technical Prescriptions for Vehicles, Equipment and Parts and for Reciprocal Recognition

Technical Inspection of Vehicles, 1997
Agreement on Uniform Conditions for Periodical Technical Inspections of Vehicles and the Reciprocal Recognition

Global Vehicles Regulation, 1998
Agreement on Global Technical Regulations for Vehicles, Equipment and Parts
For transport facilitation and efficiency

- **European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)** (driving and rest time rules for professional drivers)

- Dangerous goods (ADR)

  Facilitate international carriage of goods and passengers, increase safety, prevent professional drivers from driving excessive hours

- Transport Statistics, including road safety
For safe roads

European Agreement on Main International Traffic Arteries (AGR)

Geometric Characteristics for harmonized, safe and comfortable roads, tunnels and bridges

TEM Standards and Recommended Practice (Revision II - 2002)

TEM: 319 road priority projects - € 49.5 billion

EATL: 112 road priority projects - $ 13 billion
UNECE
Building on Partnerships

• Events
• Projects
• Capacity building
• Campaigns
• Publications
• Supporting initiatives
• Studies
• 4 bill. (62% of world population).
• 26% of world GDP.
• 635 mill. in absolute poverty
• 1/2 of world’s fatalities (with only 1/5 motor vehicles in the region.

• Economic cost $ 106 billion ≈ 2.3% of GDP of developing and transition economies in the region]

• ESCAP estimates 470,000 people killed and 20-30 million injured in road accidents in the region in 2007.

• Unless additional measures are taken > 600,000 road deaths by 2020.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Description</th>
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<tbody>
<tr>
<td>2003</td>
<td>General Assembly</td>
<td>Resolution 62/244 on improving global road safety has been adopted</td>
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<td>2006</td>
<td>ESCAP Ministerial Conference on Transport</td>
<td>ESCAP Ministerial Declaration on Improving Road Safety in Asia and the Pacific has been adopted</td>
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<td>The Declaration includes the goal “to save 600,000 lives and to prevent a commensurate number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015”</td>
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<td>The Declaration also invite member countries to “develop the Asian Highway as a model for Road Safety”</td>
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<td>2005</td>
<td>Intergovernmental agreement on Asian Highway Network</td>
<td>Parties to the Agreement have also made a formal commitment to give full consideration to issues of road safety.</td>
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</tbody>
</table>
Issues

- Heterogeneous modes of transport in roads
- Rapid growth of motorization compared to developed countries
- Inadequate health and ambulance service for post-accident response
- Many initiatives have been undertaken in a number of ESCAP countries.
Road Traffic Death and Injuries
African’s Hidden Epidemic

• 28 deaths per 100,000 population
• 2nd leading cause of death for the 5 to 44 age group
• Economic cost amount to 10 bill. – or 2% of the GDP
• Road traffic fatalities forecast to increase by 80% by 2020
• 45% killed are pedestrians
• Over 60% of persons killed are of active age group 18-55 years
• 70% killed are males

UNECA (road safety is covered by NEPAD (New Partnership for Africa’s Development & Regional Integration Division)
In February 2007 in Accra, Ghana, African ministers responsible for transport and health agreed to reduce by half the rate of accident fatalities by 2015, in the framework of the African Road Safety Conference.

The theme was road safety and the millennium development goals; reducing road traffic fatalities by half by 2015.

Objective: Advancing the development of national plans of action, for the implementation of the recommendations of the World report on road traffic injury prevention, and addressing how to mobilize resources.

Accra Declaration committed ministers to working together to stop the growing epidemic of death and injuries on African roads.
The UNECA started collecting data, in October 2007

High priority is given to the establishment of national, sub-regional and regional databases with prior attention given to data harmonization and collection procedures

Initiatives undertaken also by G8 to launch the infrastructure consortium for Africa
Road Safety in Latin America and the Caribbean

According to the WHO, the region with higher rate of death and injuries in the world, 26.1 dead per 100,000 inhabitants. Projections for 2020, shows that if no action, the region increase the rate to 31

<table>
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<tr>
<th>Predicciones del número (en miles) de víctimas mortales del tránsito, por regiones, una vez corregida la subnotificación, 1990–2020</th>
</tr>
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<tbody>
<tr>
<td>Región*</td>
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<tr>
<td>----------------</td>
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<tr>
<td>África subsahariana</td>
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<tr>
<td>América Latina y el Caribe</td>
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<tr>
<td>Asia meridional</td>
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<tr>
<td>Asia oriental y el Pacífico</td>
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<td>Europa oriental y Asia central</td>
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<tr>
<td>Oriente Medio y África septentrional</td>
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<tr>
<td>Subtotal</td>
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<tr>
<td>Países de ingresos altos</td>
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<tr>
<td>Total</td>
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* Los datos se presentan con arreglo a las clasificaciones regionales del Banco Mundial.
Fuente: reproducido de la referencia 49 (con pequeñas modificaciones), con permiso de los autores.

Participants agreed on a plan of action for road safety in the region and adopted the Declaration of San José.

The Second Latin American and Caribbean forum took place in December 2007 in Puerto Rico.

UNECLAC published research studies on:
- Road safety in the region of Latin America and the Caribbean - current situation and challenges and
- Instruments for the decision making process in road safety policy in Latin America.
Many countries make efforts, set targets, develop campaigns

Some have achieved important results, with significant cases in countries or cities such as

- Bogotá (Colombia),
- Rosario (Argentina)
- Chile and
- Costa Rica

The establishment of a road safety multidisciplinary network consisting of governmental and non governmental entities, international institutions, and individuals contributed to these results
Main road safety issues in ECLAC region

Lack of conscience and education for road safety risks within the society

Severe problem in enforcement of the laws

Lack of proper road infrastructure, as a result of legal and regulatory framework deficiencies

Large number of vehicles within the countries (recently motorcycles)

Chaotic urban and interstate public transport system

Lack of prevention policies and sustainable plans due to inadequate financing.
Number of Road Fatalities in the ESCWA Region, 2004

Deaths per 100,000 population

- Bahrain
- Jordan
- Syria
- KSA
- Kuwait
- Lebanon
- Oman
- Qatar
- UAE
- Yemen
Problem Areas in the ESCWA Region

• **Data Collection Problems**
  - Insufficient traffic crash reporters thus statistics underestimated
  - 30-days definition not apply by all countries, thus less registered
  - Lack of clearly description of accident location, black spots not identified

• **No casualty reduction targets set by all countries**
• **Infrastructure problems, excessive speed, etc.**
The Middle East and North Africa Road safety Partnership

Is a collaboration of governments, businesses, and civil society supporting projects aimed at reducing the burden of road traffic deaths and injuries in the Middle East and North Africa.

It focuses on knowledge sharing; identification, development and implementation of projects based on evidence and good practice;

Collecting, developing, and disseminating road safety material, policies, plans and documents on good-practices; and wherever a specific need arises, identify opportunities for conducting training and delivering workshops.

Workshops, training courses, awareness raising campaigns
The UN Global Actions – The UNRSC

- **Resolution (58/289) of 14 April 2004**
  - calls for greater attention and resources to road safety
  - invites WHO in close cooperation with the UN regional commissions, act as a coordinator on road safety within UN system

- **UNRSC**
  - informal consultative mechanism whose members, committed to road safety efforts and in the implementation of the recommendations of the World Report on Road Traffic Injury Prevention.
  - comprises organizations of the UN system, international agencies, Governments, non-governmental organizations, donors, research agencies and the private sector from transport, health and safety sectors

- **UNRCs** strengthened Collaboration, support the Moscow global Ministerial conference and the 2010-2020 Decade of Action
The Way Ahead
Working together for safe roads

• The role of government
  - Institutional development and policy (Political priority, lead agency, multidisciplinary approach, set targets, establish plans)
  - Legislation and enforcement (seat-belts, child restraints, helmets – alcohol and speed limits, vehicle standards, data collection, roads design standards)
  - Public Health (In health promotion activities, collect data, support research and capacity building, strengthen pre-hospital and hospital care, develop trauma care skills)

• The role of vehicle manufacturers
  - Vehicles safety standards (regardless where made, sold or used)
  - Produce vehicles with safer fronds (reducing injury)
  - Research and development
  - Emphasise safety in advertising and marketing vehicles
The Way Ahead
Working together for safe roads

• The donors community
  - Consider road safety a global development priority
  - Include road safety components in grants
  - Promote design of safe infrastructure
  - Research programmes -policies in low-and-middle income countries
  - Make funding for infrastructure conditional of safety audits
  - Fund sharing of knowledge, capacity building and road safety in developing countries

• The communities, civil society groups and individuals
  - Encourage governments to make roads safe
  - Identify local safety problems
  - Demand the provision of safety futures in cars
  - Encourage enforcement of traffic safety laws and regulations
  - Behave responsible, abiding by the speed and alcohols limits, wearing seat-belt, restrain children, wearing helmet when riding a two-wheeler
Conclusions

- In spite some progress, road traffic safety remains a major global social, economic, development and health problem
- If no action the problem would become worse
- Road traffic casualties can be prevented, with political will, specific actions, and multidisciplinary work
- UNRCs committed to assist countries improve road safety situation
- UNRCs support Moscow global Ministerial conference and the 2010-2020 Decade of Action
- Road safety is the responsibility of all
Join us in combating global road traffic deaths and injuries

Thank you!