



Improving Global Road Safety

Setting Regional and National Road Traffic Casualty Reduction Targets



Project Summary

Objective

To assist governments in low and middle income countries to develop regional and national road safety targets and to exchange experiences on good practices for achieving these targets by 2015.

Target group

Government authorities responsible for road safety, such as ministries of transport, interior, health and education, as well as road safety units where they exist. Ultimate beneficiaries are all road users.

Activities

Regional meetings, advisory services, case studies, report on setting and achieving road safety targets, and inputs for the planned global conference on road safety.

Project duration and funding

March 2008 to December 2009. Funded by the United Nations Development Account (5th tranche).

Mandate

United Nations General Assembly resolution A/RES/60/5 on improving global road safety.

crashes account for economic costs of more than US\$100 billion per year, or typically 1 to 3 percent of GDP. When a family's breadwinner is killed or injured in a road crash, it often impoverishes the entire family.

Road safety is determined by the complex interplay of road users, vehicles and road infrastructure, and thus requires governments to take an evidence-based systems approach that ideally makes use of specific goals and targets.

Road safety targets help to highlight the extent of the road safety problem and help to prioritize steps towards their

achievement. Agreeing on national targets will require ministries and relevant agencies to work together toward a common goal.

To date, few low and middle income countries have agreed on government-wide road safety targets because of their limited financial resources, weak statistical capabilities and because of other pressing economic or social problems.

The setting of targets at the regional level can be effective as it unites countries with often similar problems. Governments learn from each other's experience and compare their progress in contributing to the regional target. Africa and Asia and the Pacific have developed ambitious regional road safety targets and will require extensive assistance to be able to meet those targets.

The Issue

Road crashes claim the lives of more than 1.2 million people per year and are responsible for at least 40 million injuries throughout the world, the large majority of which occurs in developing countries and economies in transition.

Road safety is a development issue, as it disproportionately affects the poor in low and middle-income countries. Road

► Picture above: Balloon slip to commemorate the 1049 young people who die in road traffic crashes every day, during the First United Nations Global Road Safety Week, 23-29 April 2007, Palais des Nations, Geneva



Road Safety Targets

The Global Commission for Road Safety recommends that “governments ... should adopt their own national road traffic casualty reduction targets... and supplemented by regional road safety targets where appropriate.”

National

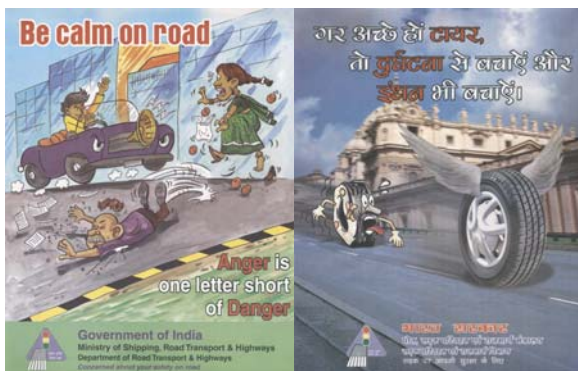
While the majority of developed countries use road safety targets, only a minority of developing countries have established and agreed upon targets, especially in Western Asia, Latin America and Africa.

Regional

The Declaration adopted by the African Ministers Responsible for Transport and infrastructure during the Meeting on transport and Millennium Development Goals (Addis Ababa, 6 April 2005) includes a regional target to halve the road fatality rate by 2015.

The ESCAP Ministerial Declaration on Improving Road Safety in Asia and the Pacific (Busan, 11 Nov. 2006) includes the commitment to “Save 600,000 lives and to prevent a commensurable number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015” and specifies eight road safety goals. It also refers to a complementary set of targets and indicators.

ASEAN has adopted a road safety action plan for 2005-2010. The European Union has a target to halve the road fatality rate from 2000 to 2010.



The ECLAC Declaration of San José (Costa Rica, 14 Sept. 2006), inter alia, calls for “the active participation of regional ministers of transportation, health, law enforcement, education, and others to set and achieve measurable targets for road safety and traffic-injury prevention in the states of the region”.

For Western Asia, ESCWA co-sponsored a Joint Workshop for Capacity Building of the National Focal Points for the First UN Road Safety Week (Cairo, 20-21 Dec. 2006) which, inter alia, discussed the development of a regional road safety strategy including the setting of targets.

Global

There are plans to hold a United Nations global ministerial conference on road safety in 2009. The project will provide inputs for the conference which might lead to a global road safety target.

Implementation Strategy

The project is divided into two tracks:

Track 1 aims to increase the capacity of governments to set regional and national road safety targets. Specific activities envisaged include: collecting information; advisory missions; regional seminars in all world regions to help develop regional and national targets; website, support for awareness campaigns; world report on regional and country targets (in English, Arabic, French, Portuguese, Russian and Spanish) with recommendations on how to achieve targets; and project evaluation.

Track 2 aims to increase the understanding of good road safety practices that countries can employ to help achieve their targets for 2015. Specific activities envisaged include: road safety seminars; examples of good road safety practice; and case studies.

By the end of the project, it is expected that many more low and middle income countries will have agreed on road safety targets and will understand what they have to do to reach these targets by 2015.

Management arrangements

The project is led by ECE and implemented in collaboration with the other United Nations Regional Commissions: ESCAP, ECLAC, ECA and ESCWA.



More information

We invite you to work with us and welcome any financial or in-kind contributions:

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