

Developing global targets & indicators for road safety

Process and Progress



**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

Road safety-related SDGs and targets



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

Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents



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

Target 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



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**

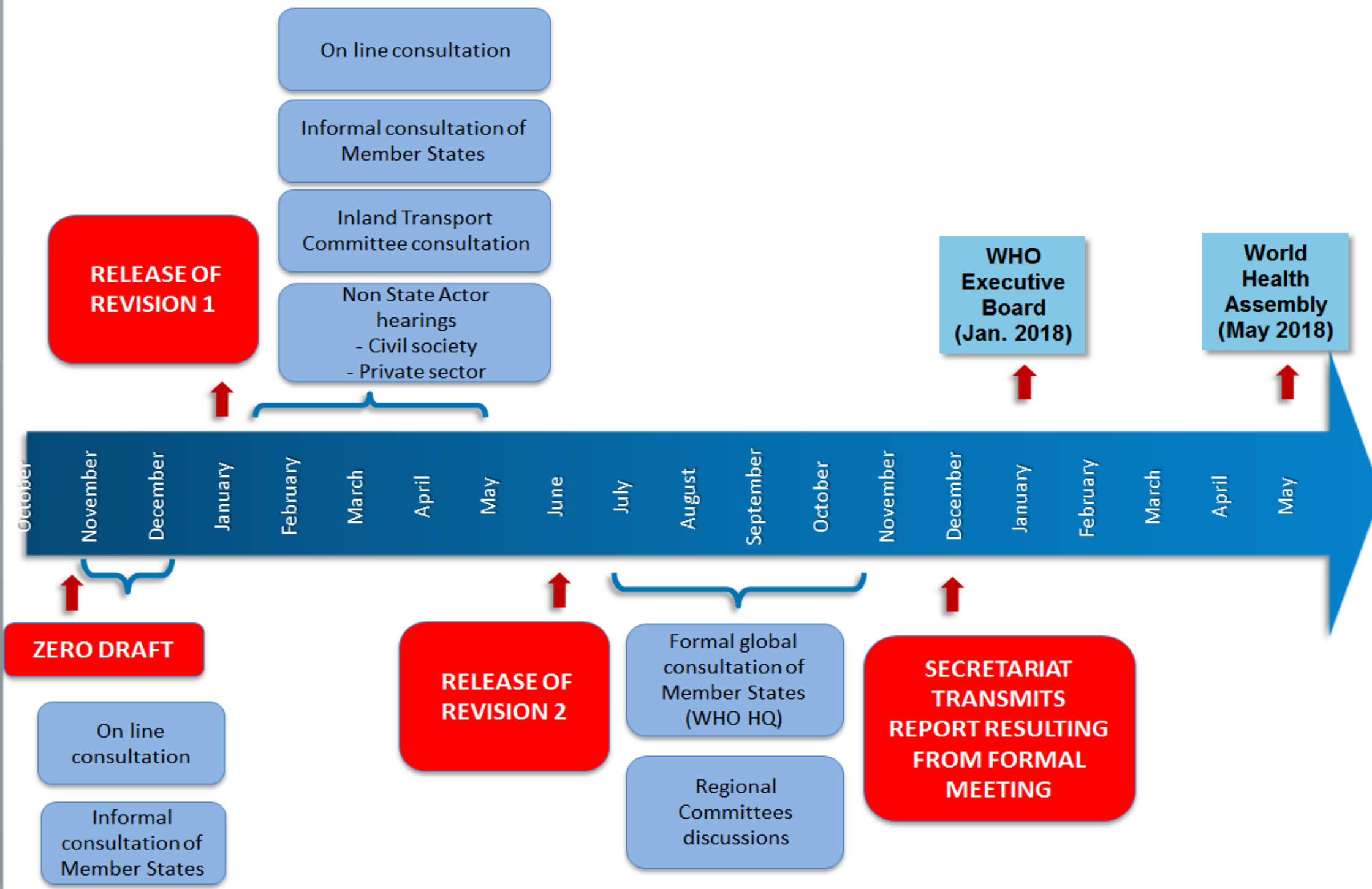


Indicators

- 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



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

Target	Indicator	Source within countries	Global source
<p>Eliminate production (and importation) of substandard new vehicles</p> <p>100% of new vehicles (defined as produced or sold) meeting 8 priority UN regulations or equivalent recognized national standard.</p>	<p>Implementation of UN regulations:</p> <ul style="list-style-type: none"> • No. 94 (front impact) • No. 95 (side impact) • No. 13H/140 (ESC) • No. 127 (pedestrian protection) • Nos. 14 and 16 (seat-belts and seat-belt anchorages) • No. 44/129 (child restraints) • No. 78 (motorcycle anti-lock brakes) <p>Or equivalent national standards.</p>	<p>Submitted to UNECE WP29</p>	<p><i>Global status report on road safety</i></p>



Comments and suggestions

- To access multiple language versions please go to:

http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/

- Please send comments and suggestions to:

roadsafetytarget@who.int

- By the end of April 2017

