



SUSTAINABLE DEVELOPMENT GOALS



ROAD SAFETY FOR ALL

JANUARY 2019

THE UN SUSTAINABLE DEVELOPMENT GOALS



11. SUSTAINABLE CITIES AND COMMUNITIES

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.

3. GOOD HEALTH

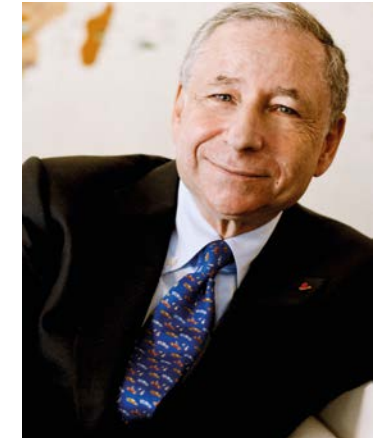
Ensure healthy lives and promote well-being for all at all ages.

TARGET 3.6

By 2020 halve the number of global deaths and injuries from road traffic accidents.

Dear Friend,

A target to halve global road traffic fatalities and injuries in just five years was set by the UN General Assembly in 2015, as part of the Sustainable Development Goals (SDGs). It is a very ambitious objective, which requires concerted effort of all stakeholders. It is my belief that road traffic deaths and injuries are largely preventable.



The developed world has shown that through a combination of funding, legislation and education, once-horrifying figures can be reduced. In the less developed world, the results are not as promising: 93% of global road fatalities take place in low- and middle-income countries, where 60% of the world's vehicles are registered. Road safety has become a form of privilege, but it should be a human right. We have the necessary tools at hand, to ensure that every person around the world is able to move safely.

Since my appointment in 2015, I travelled to more than 70 countries and had bilateral meetings with more than 150 officials, including 23 heads of States. We have achieved considerable progress in obtaining political attention and sustainable commitment to one of the most pressing development challenges, taking lives of an estimated 1.35 road users annually and leaving tens of millions more injured for life. We have launched the first-ever United Nations Road Safety Trust Fund, aimed at mobilizing much-needed resources to support Member States in their road safety efforts.

However, this is not enough and more needs to be done to revert the rising number of fatalities on the global roads. We must join efforts of all relevant stakeholders in coordinated and rigorous action towards achieving road-safety-related SDG targets 3.6 calling to halve the number of fatalities on roads by 2020 and 11.2 to provide access to safe and sustainable transport for all by 2030. I count on support and contribution of all the stakeholders involved towards implementing our shared vision of safe and sustainable future for all.

This brochure gives an overview of the global road safety situation and opportunities to make progress towards furthering global road safety agenda.

UN Secretary General's Special Envoy for Road Safety

APPOINTMENT OF THE UN SPECIAL ENVOY FOR ROAD SAFETY, JEAN TODT:

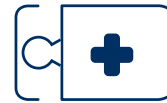
- On 29 April 2015 Jean Todt was appointed as the UN Secretary-General's Special Envoy for Road Safety. Jean Todt is also the President of the Fédération Internationale de l'Automobile (FIA).
- The Special Envoy is to: help mobilize sustained political commitment towards making road safety a priority; advocate and raise awareness about the United Nations road safety legal instruments; share established road safety good practices; and generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors.
- UNECE hosts the Secretariat of the UN SG's Special Envoy for Road Safety.



A GLOBAL CHALLENGE

1.35 MILLION

EVERY YEAR 1.35 MILLION PEOPLE ARE KILLED AND 50 MILLION SERIOUSLY INJURED DUE TO ROAD CRASHES.



EVERY 24 SECONDS

ROAD CRASHES KILL ONE PERSON EVERY 24 SECONDS – THAT'S NEARLY 3,700 KILLED A DAY.



#1 KILLER

ROAD CRASHES ARE THE NUMBER ONE KILLER OF 5 TO 29 YEARS-OLD.



#8 LEADING CAUSE OF DEATH

ROAD CRASHES ARE THE 8TH LEADING CAUSE OF DEATH GLOBALLY.



> 1/2 OF DEATHS

MORE THAN HALF OF ALL ROAD TRAFFIC DEATHS ARE AMONG VULNERABLE ROAD USERS (CYCLISTS, MOTORCYCLISTS AND PEDESTRIANS).



93% OF DEATHS

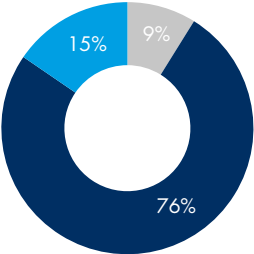
93% OF DEATHS OCCUR IN LOW- AND MIDDLE-INCOME COUNTRIES, WHICH ACCOUNT FOR ONLY 60% OF VEHICLES REGISTERED WORLDWIDE.



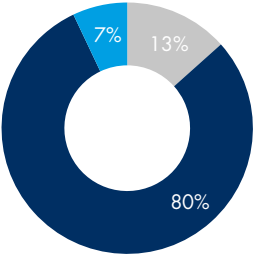
SOURCE: WHO

ROAD TRAFFIC FIGURES

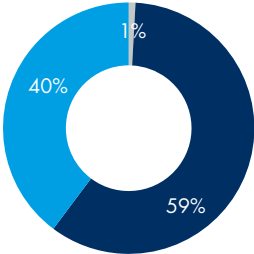
WORLD'S POPULATION



ROAD TRAFFIC FATALITIES



REGISTERED VEHICLES



- High-income countries
- Middle-income countries
- Low-income countries



ROAD SAFETY IN THE UN SUSTAINABLE DEVELOPMENT GOALS

GOAL 3: GOOD HEALTH, TARGET 3.6

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



HOW TO REACH IT:

1. Road Safety Management

All countries should have in place dedicated institutions for road safety, such as lead agencies, and develop national strategies with a comprehensive multisectoral national road safety action plan with time-bound targets.

2. More Effective Laws

According to the WHO, only 21% of the world's population is covered by adequate laws covering the five main risk factors: speed, drink driving, motorcycle helmet use, seat belt and child restraint use.

All countries should accede to one or more of the core road safety-related UN legal instruments to improve their UN road safety regulatory governance.

3. Infrastructure

The International Road Assessment Programme has estimated that 50% of casualties occur on around 10% of the road network. International efforts must be reinforced to ensure greater road safety for all road users through proper planning, design, building and maintenance of high safety performance standards of road networks.

4. Improved Data Collection

Effective action can only be taken if it is targeted and measured with accurate data. Regional collaborations such as Latin America's OESEVI should be supported and developed in other world regions. UNECE, International Transport Forum and Eurostat have jointly developed harmonized statistical methodology covering road safety statistics which could be easily implemented worldwide. All countries should be urged to adopt the '30 day rule' for defining and reporting road traffic fatalities and injuries.

5. United Nations Road Safety Trust Fund

More support for the United Nations Road Safety Trust Fund, launched in April 2018, which aims at assisting Member States in their efforts to substantially curb the number of fatalities and injuries from road traffic crashes and to reduce related economic losses.

6. Vehicle Safety

All new cars should meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements. Currently, a third of new cars (20 million) do not meet these standards.

7. Safer Road User Behaviours

Comprehensive programmes to improve road user behaviour should be developed. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, to reduce drink driving, speeding and restrict the use of mobile phones while driving. All countries should enact regulation for driving time and rest periods for professional drivers.

8. Post-Crash Care

All countries should establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

ROAD SAFETY IN THE UN SUSTAINABLE DEVELOPMENT GOALS

GOAL 11: SUSTAINABLE CITIES AND COMMUNITIES, 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.

HOW TO REACH IT:

1. Safe Cities

There is a need to provide safe, accessible, affordable and environmentally-friendly transport services for all road users, and in particular vulnerable users. Safe and sustainable transportation in cities, and adequate safe infrastructure for both non-motorized and motorized transport are vital.

2. Pedestrians and Cyclists

Design for all pavements and separate bicycle lanes should be provided to encourage active mobility.

3. Public Transport

There is a need for much stronger focus on transport policies and interventions, which promote a modal shift from private transportation to affordable, accessible, safe and environmentally friendly public transport.



GLOBAL ROAD SAFETY: OVERVIEW BY REGION

AFRICAN REGION

	DEATHS PER 100,000 POPULATION	NUMBER OF FATALITIES	NUMBER OF VEHICLES	TOTAL POPULATION
Liberia	35.9	1 657	1 085 075	4 613 823
Zimbabwe	34.7	5 601	1 198 584	16 150 362
Burundi	34.7	3 651	111 236	10 524 117
Democratic Republic of Congo	33.7	26 529	no info	78 736 152
Central African Republic	33.6	1 546	37 475	4 594 621

REGION OF THE AMERICAS

	DEATHS PER 100,000 POPULATION	NUMBER OF FATALITIES	NUMBER OF VEHICLES	TOTAL POPULATION
Saint Lucia	35.4	63	35 681	178 015
Dominican Republic	34.6	3 684	3 854 038	10 648 791
Venezuela	33.7	10 640	7 999 760	31 568 180
Belize	28.3	104	56 094	366 954
Guyana	24.6	190	15 694	773 303

SOUTH-EAST ASIA REGION

	DEATHS PER 100,000 POPULATION	NUMBER OF FATALITIES	NUMBER OF VEHICLES	TOTAL POPULATION
Thailand	32.7	22 491	37 338 139	68 863 512
India	22.6	299 091	210 023 289	1 324 171 392
Myanmar	19.9	10 540	6 381 136	52 885 224
Bhutan	17.4	139	86 981	797 765
Nepal	15.9	4 622	2 339 169	29 982 772

EUROPEAN REGION

	DEATHS PER 100,000 POPULATION	NUMBER OF FATALITIES	NUMBER OF VEHICLES	TOTAL POPULATION
Tajikistan	18.1	1 577	439 972	8 734 951
Russian Federation	18	25 969	54 014 259	143 964 512
Kazakhstan	17.6	3 158	4 383 120	17 987 736
Armenia	17.1	499	no info	2 924 816
Bosnia and Herzegovina	15.7	552	978 229	3 516 816

EASTERN MEDITERRANEAN REGION

	DEATHS PER 100,000 POPULATION	NUMBER OF FATALITIES	NUMBER OF VEHICLES	TOTAL POPULATION
Saudi Arabia	28.8	9 311	6 895 799	32 275 688
Somalia	27.1	3 884	59 457	14 317 996
Syrian Arab Republic	26.5	4 890	2 396 544	18 430 452
Libya	26.1	1 645	3 553 497	6 293 253
Sudan	25.7	10 178	1 252 740	39 578 828

WESTERN PACIFIC REGION

	DEATHS PER 100,000 POPULATION	NUMBER OF FATALITIES	NUMBER OF VEHICLES	TOTAL POPULATION
Viet Nam	26.4	24 970	50 666 855	94 569 072
Malaysia	23.6	7 374	27 613 120	31 187 264
China	18.2	256 180	294 694 457	1 411 415 375
Cambodia	17.8	2 803	3 751 715	15 762 370
Solomon Islands	17.4	104	no info	599 419

ALL FIGURES FOR FATALITIES ARE WHO 2018 ESTIMATES

ROAD TRAFFIC DEATHS: TOP 10 COUNTRIES BY TYPE OF ROAD USER

FATALLY INJURED 2- OR 3- WHEELERS USERS

PER 100,000 POPULATION

1	Thailand	24.3
2	Dominican Republic	23.2
3	Togo	20.9
4	Benin	15.5
5	Cook Islands	13.8
6	Cambodia	13.1
7	Myanmar	12.9
8	Paraguay	11.9
9	Mali	9.8
10	Colombia	9.7

FATALLY INJURED 4-WHEELED VEHICLES USERS

PER 100,000 POPULATION

1	Libya	19.6
2	Jordan	17.4
3	Comoros	17.3
4	Saint Lucia	16.5
5	Madagascar	15.1
6	Botswana	15
7	Eswatini	14.4
8	Angola	14
9	Demoncratic Republic of Congo	12.2
10	South Africa	11.6

FATALLY INJURED CYCLISTS

PER 100,000 POPULATION

1	Dominica	6.5
2	Malawi	5
3	Saint Lucia	4.7
4	Zimbabwe	4.2
5	Belize	3.4
6	Guyana	3.1
7	United Republic of Tanzania	2.3
8	Erithrea	2.3
9	Costa Rica	1.7
10	Uganda	1.7

FATALLY INJURED PEDESTRIANS

PER 100,000 POPULATION

1	Demoncratic Republic of Congo	17.5
2	Syrian Arab Republic	17.2
3	Malawi	15.4
4	Madagascar	13.4
5	Eswatini	11.8
6	Ghana	11.5
7	Uganda	11.5
8	El Salvador	10.9
9	Kenya	10.3
10	South Africa	9.9

ROAD SAFETY AS A HUMAN RIGHT



The Universal Declaration of Human Rights recognised the right to life of everyone. Yet every year, 1.35 million people die on the world's roads, including more than 182,000 children. Majority of these deaths and injuries are preventable.

Road safety is a critical issue for both sustainable development and human rights. States have all committed in SDG 3 on health to halving the number of deaths and injuries from road traffic accidents, and in SDG 11 to providing access to safe, affordable, accessible and sustainable transport systems for all. This is also clearly a human rights issue that relates to States' obligation to promote and protect right to life, right to health, right to development and a range of other rights.

Reducing road traffic deaths and injuries requires all of us to work together. We all have a role to play. This requires adequate regulation and investment in safe and accessible infrastructure and transport systems. This also requires access to emergency services and meaningful participation of communities in priority setting and design of infrastructure. We must also pay attention to special needs of persons with disabilities, older persons and other vulnerable groups.

Together we must stand up and ensure that human rights of everyone, everywhere are protected and promoted.

Michelle Bachelet
High Commissioner for Human Rights



**SUSTAINABLE
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