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**United Nations Sustainable Development Goals 3.6 and 11.2  
and definition of a serious injury: Potential contribution by  
WP.1**

**Submitted by Sweden**

This paper suggests a potential contribution by WP.1 in relation to UN SDG targets 3.6 and 11.2 and a definition of serious injury

## **United Nations Sustainable Development Goals 3.6 and 11.2 and definition of a serious injury: Potential contribution by WP.1**

1. At the last meeting of The Global Forum for Road Traffic Safety (WP.1) (No.174, March 2021) Sweden submitted and presented Informal document No. 8 which proposes to consider amending R.E.1 to include the definition of a serious injury and Italy gave a presentation on some existing definitions of a serious injury. WP.1 appreciated both presentations and invited Sweden to elaborate the document further for the next session. Finally, WP.1 decided to move the agenda item 8 (Definition of a serious injury) to item 7 (Sustainable Development Goals: Potential contribution by WP.1) as of the next session (September 2021).
2. This document try to elaborate the former agenda item 8 in to the present context of agenda item 7. The aim of this paper is to suggest to cooperate with WHO, WP.29, WP.5 and WP.6 as how to start to include the concept of serious injury in relation how to WP.1 can support the UN's Agenda 2030 and its targets 3.6 (road safety) and 11.2 (provide access to safe, affordable, accessible and sustainable transport systems for all) as decided in the ITC-strategy until 2030<sup>1</sup>.

### **What is the problem and why is it a problem?**

3. Mobility is integral to nearly every aspect of our daily lives. As such, ensuring road safety and by this enabling a sustainable mobility plays an important role in reducing poverty and inequities, increasing access to employment and education as well as mitigating the impact of climate change. The safety of transport systems directly or indirectly contributes to the realization of many of the United Nations Sustainable Development Goals.
4. The aim of the Global Forum for Road Traffic Safety is to improve road safety and serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules. By its designated role within UNECE, WP.1 has directly or indirectly in various documents and decisions being directed on what responsibility the forum should and can take for international road traffic safety and for parts of the UN's sustainability goals eg. in the ITC-strategy until 2030, the UN General Assembly resolution [74/299](#) (2020) on improving global road safety<sup>2</sup>, the Stockholm Declaration<sup>3</sup>, the proposed new global plan of action for the 2021-2030 – 2030 decade of action for road safety<sup>4</sup> (GoA) to be released in October 2021 etc.
5. For WP.1 to be able to further support and strengthen international road traffic safety and take responsibility for its parts of the UN sustainability goals regarding serious injuries due to road traffic crashes, a plan is needed that describes how WP.1 can support to reduce negative health and life consequences from road traffic injuries. Based on our knowledge, such a plan is currently lacking

### **Why should WP.1 act?**

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<sup>1</sup> ECE-TRANS-288add2e

<sup>2</sup> UN General Assembly resolution [74/299](#) (2020) proclaimed the period 2021 - 2030 as the Second Decade of Action for Road Safety.

<sup>3</sup> <https://www.roadsafetysweden.com/about-the-conference/stockholm-declaration/>

<sup>4</sup> <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030>

6. At its eighty-first plenary session (19–22 February 2019, Geneva), the ITC adopted its Strategy until 2030. With the adoption of this Strategy the United Nations Economic Commission for Europe (ECE) member States and ninety-six other United Nations Member States as Contracting Parties to the legal instruments administered by ECE set a vision to make ITC as the United Nations platform for inland transport to help efficiently address global and regional needs. At its eighty-first session, the Committee also invited its subsidiary bodies to take follow-up actions to align their work with the ITC Strategy (ECE/TRANS/288, paras. 15 (a).
7. The Resolution adopted by the General Assembly on 31 August 2020 on improving global road safety proclaims the period 2021–2030 as the Second Decade of Action for Road Safety (DoA), with a goal of reducing road traffic deaths and injuries by at least 50 percent from 2021 to 2030, and in this regard calls upon Member States to continue action through 2030 on all the road safety-related targets of the Sustainable Development Goals, including target 3.6.
8. In order to further contribute to a sustainable society, WP.1 can support this by the role and responsibility of the forum. In that work, a plan including targets is needed to concretize the forum's injury prevention will and efforts in to the forthcoming road traffic safety decade (the DoA). For this purpose WP.1 can support and cooperate with other WPs in UNECE and also with WHO.
9. The ITC-strategy until 2030, the proposed GoA and its action monitoring and evaluation outcomes can give guidance and support to WP.1. The General Assembly resolution [74/299](#) (2020) requests the World Health Organization to continue to monitor, through its global status reports on road safety, progress towards the achievement of the goals of the Decade of Action, and to leverage as appropriate existing efforts, including those of regional road safety observatories, to harmonize and make road safety data available and comparable;
10. The proposed Global plan of action for the 2021 – 2030 decade of action for road safety pay attention to the need of a definition of a serious injury. In the GoA which contains recommended actions and goals ascertains that the use and measurement of serious injuries is problematic in many countries due to lack of definitions of them. It is written in the part V, (p. 24-25) “Monitoring and Evaluation”:  
  

“As indicated in UN General Assembly resolution (RES 74/299), at least a 50% reduction in the number of road traffic deaths and serious injuries is called for during the Decade of Action.....//, though RES 74/299 expects a change in the number of people seriously injured in road traffic collisions to be shown, currently there is no comprehensive database with this information. Definition and measurement of serious injuries is problematic in many countries. An effort will be made to address these issues and show progress in any countries that take actions to collect robust data on serious injuries”.
11. As it can be noted in the proposed GoA, the evaluation of the decade of action comprises outcome, process measures and a timeline. Though the evaluation of the DoA will be at the global level, countries are supposed to evaluate their national and local plans as pointed out in the GoA. Countries and all stakeholders are therefore expected to evaluate their programmes routinely and use these findings to inform planning and implementation. Table 1 in the GoA show the suggested monitoring and evaluation outcomes and timeline (see table 1 below)

Table 1: The new Global plan of action monitoring and evaluation outcomes

Baseline year	2021	Stated in UNGA resolution
Main outcome indicator	Number of people killed and seriously injured in road traffic crashes Number of road traffic deaths and injuries per 100 000 population	A key road safety outcome
Other outcome indicators	Number of deaths per 10000 vehicles or 100 000 000 vehicle-kilometre travelled Years of life lost Years lived with disability	Other outcome indicators that will be explored
Process indicators	Implementation planning and rollout: <ul style="list-style-type: none"> <li>• Development of national plans</li> <li>• Resources allocated</li> <li>• Human resource capacity</li> <li>• Coordination &amp; engagement of diverse sectors and actors</li> </ul>	To be conducted at mid-term and end of the Decade to gain insights into how the Decade have been implemented. Interviews, surveys, review of documents and case illustrations will be used to collect information
Data sources	Global status report will be the main source of data. Other sources will be UN Regional Commissions, the Global Burden of Disease, World Bank and Regional Observatories	Main source of data used for DOA1 evaluation; still relevant for new Decade
Timeline	<ul style="list-style-type: none"> <li>• 2021: baseline assessment</li> <li>• 2025: Mid-term evaluation</li> <li>• 2030: End of Decade evaluation</li> </ul>	Internal and external evaluation will be conducted

12. The recommended use of Years of life are lost (YLL)<sup>5</sup> and Years Lived with Disability (YLD)<sup>6</sup> as “other outcomes” show that the proposed GoA suggest a focus to prevent life consequences from injuries and not only risk of mortality or focus on the injury on the human body itself. This is due to the chosen variables YLL and YLD which can be used to calculate Disability-adjusted life years (DALYs)<sup>7</sup>. The rationality from WHO must to our understanding be the known fact that a mortality focus do not give a complete picture of the global burden of road traffic injuries.
13. The overall global burden of road traffic injuries can (as among other outcome indicators) be assessed using the disability-adjusted life year (DALY), a time-based measure that combines years of life lost due to premature mortality (YLLs) and years of life lost due to time lived in

<sup>5</sup> <https://www.who.int/whosis/whostat2006YearsOfLifeLost.pdf?ua=1>

<sup>6</sup> [https://link.springer.com/referenceworkentry/10.1007%2F978-1-4020-5614-7\\_3817](https://link.springer.com/referenceworkentry/10.1007%2F978-1-4020-5614-7_3817)

<sup>7</sup> More detailed method of estimation is available at:  
[http://www.who.int/entity/healthinfo/statistics/GlobalDALYmethods\\_2000\\_2011.pdf?ua=1](http://www.who.int/entity/healthinfo/statistics/GlobalDALYmethods_2000_2011.pdf?ua=1)

states of less than full health, or years of healthy life lost due to disability (YLDs). One DALY represents the loss of the equivalent of one year of full health. Using DALYs, the burden of road traffic injuries can be compared from a life consequence perspective e.g. between countries, among different types of road users, mode of transport, between countries etc. and to be used to prioritize preventive measures.

14. By WHO's forthcoming GoA and their choice of YLL and YLD (used together can become DALY) as possible outcome indicators to be explored arises the possibility for WP.1 to use the GoA's planned actions itself (or cooperate with WHO), follow the WHO's evaluation over time, analyze their result from a WP.1's perspective and role within UNECE and then within WP.1 agree on how best support the UN's Agenda 2030, its targets 3.6 and 11.2 as decided in the ITC-strategy until 2030 and the GoA itself by analysing and transform the GoA in to a WP.1 context and also use the GoA evaluations for further actions.

### **What should be achieved?**

15. For enable WP.1 to act in line with the ITC-strategy until 2030 and the proposed GoA and do so from an injury prevention perspective, a cooperation with other stakeholders and a strategic plan which defines the future objectives and actions for the WP.1 is needed. The GoA is intended to serve as a guide for countries and other actors to develop, implement and evaluate iteratively, actions that are adapted and tailored to their specific contexts, to systematically and methodically improve the safety of road transport systems over the next decade.

### **What are the various options to achieve the objectives?**

16. One solution for WP.1 is to collaborate with WHO, WP.6, WP.5 and WP.29 as their work can be used by WP.1 to gather knowledge about a focus on serious injuries and used as an inspiration on how to draft a plan, it might also be possible to ask for specific monitoring from WHO and WP.6 tailor-made for the benefit of WP.1 to increase its effort to prevent serious injuries (the various options for this is described in the next chapter). Such cooperation can be used for to define a short- and long term objectives and actions for the Working Party towards 2030
17. WHO will monitor, through its global status reports on road safety, progress towards the achievement of the goals of the Decade of Action and harmonize and make road safety data available and comparable. The Working Party on Regulatory Cooperation and Standardization Policies (WP.6) encourages increased regulatory coherence in specific sectors that have a critical impact on sustainable development and promotes greater resilience to natural and man-made hazards. WP.6 monitor the transport-related Sustainable Development Goal indicators in the context of member States of the Economic Commission for Europe. It monitor the global indicators, discusses data availability and sub-indicators for specific population groups, as well as considering what regional-specific indicators may be appropriate. The WHO global status report and the WP.6 monitoring efforts can be analysed and used to consider how WP.1 can act.
18. The Working Party on Transport Trends and Economics (WP.5) have defined long-term activities in the focus of WP.5 which form the long-term (2020–2030) programme of work of WP.5 and a Biennial 2020–2021 programme of work and evaluation<sup>8</sup>. In their

<sup>8</sup> <https://unece.org/fileadmin/DAM/trans/doc/2019/wp5/ECE-TRANS-WP5-2019-06e.pdf>

programme of work they have listed activities and expected accomplishments. The World Forum for Harmonization of Vehicle Regulations (WP.29) is also revising its programme of Work<sup>9</sup>. The WP.5 and WP.29 efforts to systematize and prioritize their work can be used as a model if WP.1 also wish to define a long-term programme of work 2 (eg. 2022–2030) to support the UN SDGs 3.6 and 11.2 from a serious injury perspective.

19. The proposed GoA, the planned WHO-monitoring, evaluation of the outcomes of it and facts and figures from WP.6 monitoring of the transport-related Sustainable Development Goal indicators enable for WP.1 to gather knowledge of how WP.1 can incorporate the concept of serious injury in relation to the ITC-strategy until 2030 and also how to support the new global plan of action itself. For this purpose an analysis of how WP.1 best can utilize the WP.6 results and the GoA including its monitoring and evaluation of the outcomes is needed.
20. After an analysis according to the options described above, the result can be presented to WP.1 including suggestion to define short- and long term objectives and actions for the Working Party towards 2030.

**What are the options impacts according to the responsibility for WP.1 in the ITC strategy and who will be affected?**

21. The aim of this paper is to provide a suggestions as how to incorporate the concept of serious injury in relation to how WP.1 can support the UN's Agenda 2030 and its targets 3.6 (road safety) and 11.2 (provide access to safe, affordable, accessible and sustainable transport systems for all) as decided in the ITC-strategy until 2030. The aim is also to suggest how to incorporate the new global plan of action for the 2021-2030 – 2030 decade of action for road safety and others policy documents in to WP.1. The aim of what is proposed is well in line with the ITC-strategy as the Committee has invited its subsidiary bodies to take follow-up actions to align their work with the ITC Strategy (ECE/TRANS/288, paras. 15 (a). The suggested option can support the political will and good governance, promote good road safety management, create opportunities to leverage inter-dependencies and co-benefits of road safety, support accession to UN road safety conventions, give enhanced support to LMICs, manage the changing nature of transport and mobility etc.

**How do the different options compare according to the responsibility for WP.1 in the ITC strategy (effectiveness, efficiency and coherence)?**

22. As earlier written in the document, the aim of the Global Forum for Road Traffic Safety is to improve road safety and serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules. What is suggested in this document will increase the effectiveness, efficiency and coherence within WP.1 as the result might be a long term plan for how WP.1 can support the intentions of the forthcoming GoA and the WP.1 responsibility in the ITC-strategy until 2030, such a plan will also present the future direction of WP.1 aiming at improve the worlds road safety and by this visualize the WP.1 road safety efforts within the UN and to other actors.

**How will monitoring and subsequent retrospective evaluation be organised?**

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<sup>9</sup> <https://unece.org/sites/default/files/2021-06/WP.29-184-16e.pdf>

23. Monitoring (the process as a first step) will be made by use of the ordinary reports from the WP.1-meetings and by them follow the process and steps taken forward.

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