



**“Sixth United Nations Partnership Meeting for Road Safety”**

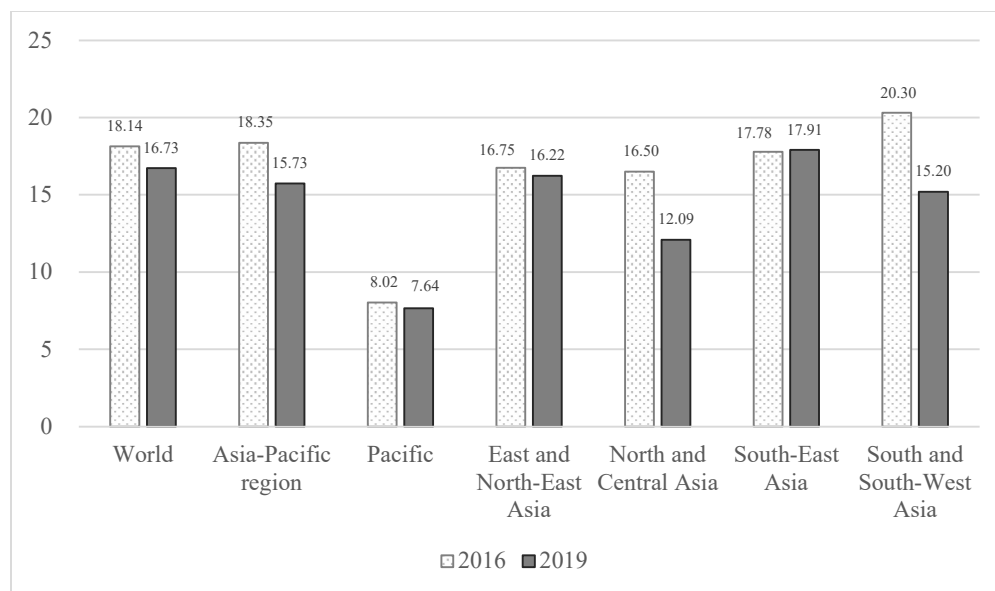
5 December 2022

**ESCAP note on road safety in the Asia-Pacific region and recent activities and initiatives**

**Road safety situation in ESCAP region**

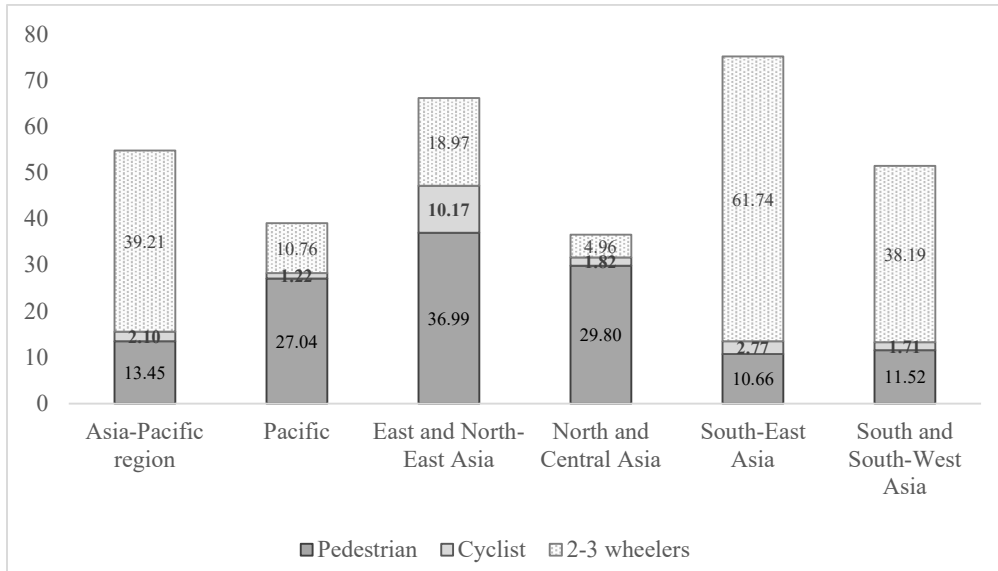
- Magnitude:** In the Asia-Pacific region, a recent analysis indicated that road fatalities had gone down by 12.13 per cent between 2016 and 2019. This improvement can also be seen in the decrease in the region’s proportion of global road deaths: from 62.8 per cent in 2016 to 58.5 per cent in 2019. While the average road traffic fatality rate in the region in 2016, 18.35 deaths per 100,000 inhabitants, was higher than the worldwide average of 18.14, in 2019 that rate had improved to 15.73, which was lower than the worldwide average of 16.73. However, 97 per cent of all transport-related deaths are estimated to occur on roads. Road crashes are the seventh leading cause of fatality in low-income countries and the tenth in middle-income countries. Road safety remains one of the major challenges for sustainable transport development.

**Road traffic fatalities per 100,000 inhabitants for different geographical areas**



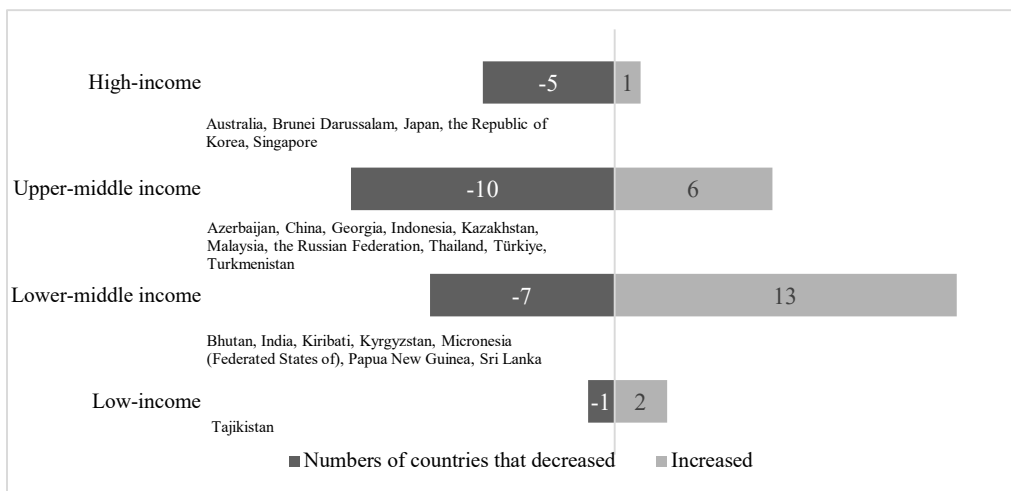
- Impacts:** Road crashes affect types of road users differently. Vulnerable road users- pedestrians, cyclists and motorized 2 and 3-wheelers represent more than half of all ESCAP region (approx. 55%) road fatalities. The burden of road fatalities is disproportionately high among upper and lower middle-income countries in relation to the size of their populations. The problem is more acute (54.8%) in the lower middle-income countries in the ESCAP region.

**Fatalities of vulnerable road users in the region in 2016 (Percentage)**

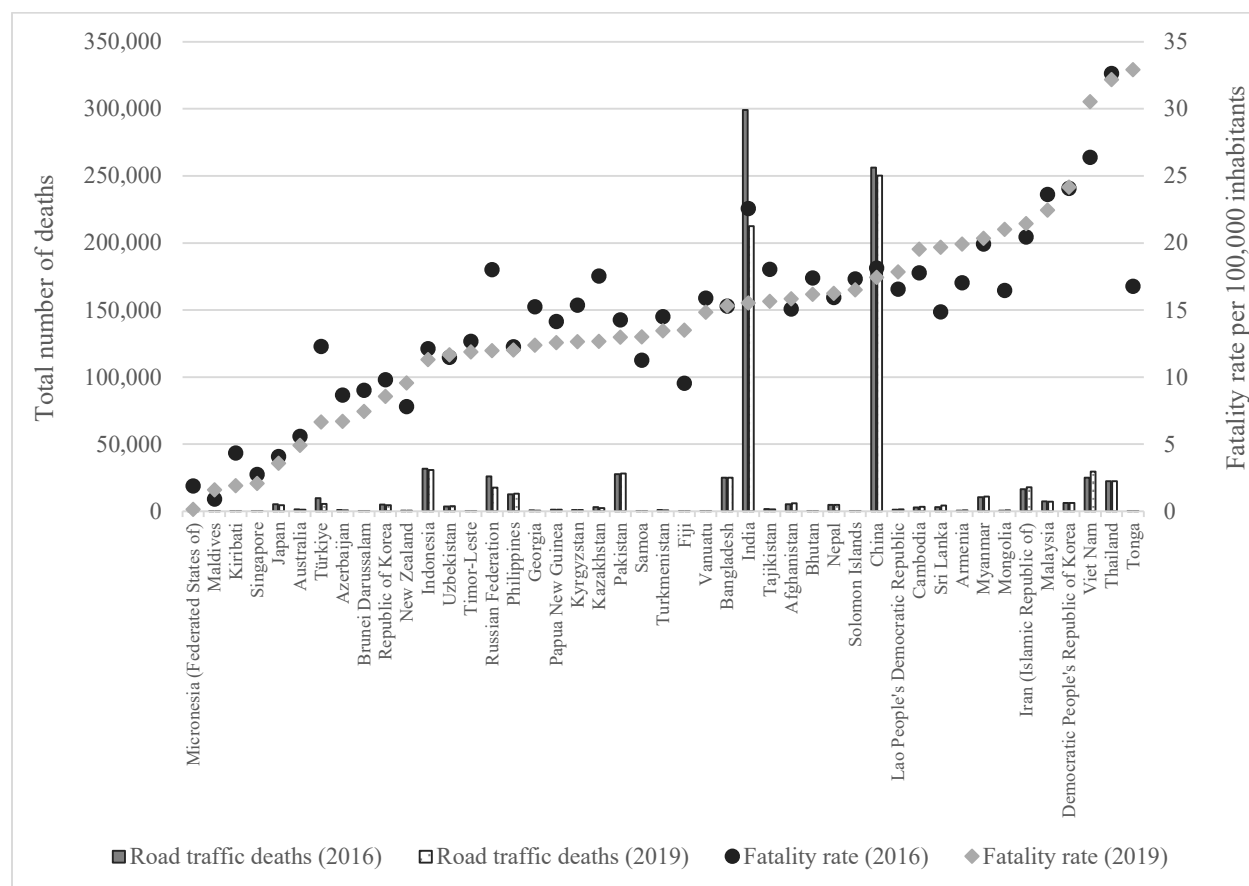


- Progress:** The progress in reducing road traffic fatalities has not been uniform among the income group of countries in the Asia-Pacific region. Between 2016 and 2019, there was more progress in reducing the number of road traffic fatalities in the upper-middle-income and high-income countries than lower-middle-income and low- income countries. Twenty-three ESCAP member countries were successful in reducing road crashes between 2016 and 2019.

**Countries that experienced a reduction or increase in road traffic fatality numbers between 2016 and 2019, by income group**



## Number of road traffic deaths compared to fatality rate



## Regional mandates

- Road safety remains a key thematic area under the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026) which was adopted at the 4th Ministerial Conference on Transport on 14-17 December 2021.

More info on the Regional Action Programme:

[https://www.unescap.org/sites/default/d8files/event-documents/EN\\_MCT\\_5\\_Add\\_2.pdf](https://www.unescap.org/sites/default/d8files/event-documents/EN_MCT_5_Add_2.pdf)

## ESCAP recent initiatives and activities

- Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030**

At the Fourth Ministerial Conference on Transport, held in Bangkok and online in December 2021, the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific 2022–2026 was adopted. In the Regional Action Programme, road safety was identified as one of the priority areas for the region. The Regional Action Programme includes the development of a regional plan of action for the

Second Decade of Action for Road Safety 2021–2030, in line with the Global Plan for the Second Decade of Action for Road Safety 2021–2030, as one of its activities.

The Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030 was prepared in consultation with the members and associate members and welcomed by the Committee on Transport at its seventh session which took place from 23 to 25 November 2022.

- **The United Nations Road Safety Fund (UNRSF) projects**

Under the United Nations Road Safety Fund (UNRSF), ESCAP is currently implementing a project on the improvement of the driver licensing system in Lao People’s Democratic Republic and, a project on strengthening the capacity of the Iranian National Road Safety Commission (NRSC) as the lead national road safety agency in Iran. Additionally, four concept notes of projects got accepted by UNRSF in 2022, which will be implemented in next few years.

- **Awareness raising and capacity building events/activities**

- National Capacity Building Workshop on the implementation of the Regional Plan, Siem Riep, Cambodia, November 2022
- Regional Meeting on the Regional Plan for the Decade of Action for Road Safety, Bangkok and online, August 2022
- Expert Group Meeting on Improving Road Safety, Bangkok and online, August 2022
- Regional Capacity Building Workshop on the development of a regional plan of action for the Second Decade of Action for Road Safety (2021-2030), online, March 2023
- Sustainable Mobility for Asia and the Pacific #RoadSafetyMatters, side event of the Committee on Transport, Bangkok, November 2022
- High-level roundtable: Achieving transport-related Sustainable Development Goals through sustainable, inclusive and resilient transport development in the region, side event of the Committee on Transport, Bangkok and online, November 2022
- Partnerships for safe and sustainable mobility, side event of the Asia-Pacific Forum for Sustainable Development, Bangkok and online, March 2022
- Saving lives on the Asia-Pacific roads, side event of the Ministerial Conference on Transport, 4th session, December 2021

- **Research and analytical works**

In 2022, the ESCAP secretariat is conducting a study on “Road Safety and Mobile Phone Use in the Asia-Pacific Region” and an infographic on the “Road Safety Status in the Asia-Pacific Region” which are scheduled to be published in December 2022.