Supporting countries on improving road traffic safety data systems

The Global Forum for Road Traffic Safety (87th session)  
(WP.1)

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AGENDA

Road Safety Decade of Action: 2021-2030

WHO Road Traffic Safety Data: Fatality & Good Practice

WHO Road Traffic Safety Data: Legislation & Good Practice

Collaboration and Cooperation: Present and Future
SDGs for Road Safety

By 2020, to halve the number of global deaths and injuries from road traffic crashes.

By 2030, to 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.
In September 2020, the UN General Assembly adopted resolution A/RES/74/299 "Improving global road safety", proclaiming the Decade of Action for Road Safety 2021-2030, with the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030.
How to achieve the ambitious goal?

GLOBAL PLAN

Global Status Report on Road Safety (GSRRS)
1. **To monitor progress** of the Decade of Action for Road Safety and SDG 3.6 at the national and international levels.

1. **The road safety situation** in MS has evolved since the publication of previous versions of GSRRS.

1. **The gaps** in road safety stimulate action.

1. **Data to stimulate research** on road safety implementation decision making.

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**GSRRS 2023 Objectives**

Road traffic injuries are a leading cause of death, killing nearly 1.3 million people annually. Approximately 90% of these deaths occur in low- and middle-income countries. Unless action is taken urgently, the number of road traffic injuries and deaths is likely to continue to rise in most regions of the world as motorization increases. Indeed, road traffic injuries are predicted to rise from their current position to become the fifth leading cause of death by 2030.

In 2009 WHO published the first Global status report on road safety. Since then, a standardized assessment of the road safety situation at the global level and national road safety efforts. In March 2018 the United Nations resolution 64/255 which proclaimed 2011–2020 as the decade of action for Road Safety was adopted at the 40th session of the Commission for Sustainable Development for road safety is to be set in place by 2030.

WHO is currently working on the 5th Global Status Report:

1. To monitor progress relating to the Decade of Action for Road Safety at the national and international levels.
2. To describe the road safety situation in Member States, and assess changes since the publication of previous versions.
3. To evaluate the gaps in road safety nationally and to strengthen the network of stakeholders across the world.

As with previous Global Status reports, the national level aims to reflect national consensus through the request of CRVS data and administration of a questionnaire involving multi-sectoral consensus among national stakeholders. In addition, supplementary data will be collected through alternative national sources. Unlike previous reports, the process benefits of the collaboration of the Regional Road Safety Observatories. In addition, the process to generate the report will operate under a web-based platform securing safe access to all those involved; training and meetings will take place online, and regional reports and other products will be crafted into the project management since inception.

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1. [https://indocx.org/A/RES/64/255](https://indocx.org/A/RES/64/255)
3. [2009 Global Status Report on Road Safety](https://apps.who.int/iris/bitstream/handle/10665/44122/9789241500103_eng.pdf)
4. [2013 Global Status Report on Road Safety](https://apps.who.int/iris/handle/10665/78296)
5. [2015 Global Status Report on Road Safety](https://apps.who.int/iris/handle/10665/180222)
6. [2016 Global Status Report on Road Safety](https://www.who.int/publications/i/item/9789241565684)
GSRRS data sources

- WHO modelled deaths and nonfatal road injuries by country.
- Data collected for this report via the online survey.
- WHO review of legislation and related information collected for the GSRRS.
- Data from all previous editions of WHO’s GSRRS (2009, 2013, 2015 and 2018 editions)

Others:
- Data on country populations
- Data on income level per country
- Data on mobility patterns
- Data on UN/regional conventions and regulations
Global road traffic safety data review and analysis in GSRRS

- **Mortality**:
  - Reported
  - GSRRS estimated

- **Legislation**:
  - Reported
  - GSRRS evaluated
WHO Good practice for improving the reporting of road traffic deaths

Objective

Strengthen existing health information systems in countries to provide accurate and timely data through civil registration on vital statistics for road traffic deaths.

The process

1. Business Process Mapping (BPM)

To determine if the data systems are working effectively and where gaps exists

2. Development of a plan of action

To outline specific actions that will be made and serve as the basis for technical assistance and monitoring by WHO

3. Analysis of stakeholder perceptions, attitudes, and beliefs about the quality of reporting on road traffic deaths

To provide valuable information on the missing or weak elements of the current enabling environment

4. Undertake data linkage

To estimate the discrepancy between the official report and the integrated data based on the linkage.
Business Process Mapping
## How can GSRRS 2023 benefit in the development of BPM?

### What is required to conduct BPM?

- **To identify all relevant stakeholders and aligns their views of how the systems operates** (BPM core team)
- **Team must be appointed and empowered by relevant authorities**
- **Collection of strategic documents on the existing information systems, standard operating procedures and protocols**
- **Stakeholders meeting to develop the As-Is business process map**

### Enabling environment of GSRRS 2023

- Some of the officially nominated GSRRS national data contributors can serve as BPM core team.
- All contributors are officially nominated, and the assigned BPM core team will have the official authority.
- Collection of documents is part of GSRRS and documents related to BPM exercise can be collected (13 sections, 87 main questions)
- BPM core team can meet and develop the map as a side meeting after the consensus meeting
WHO Good practice for improving road traffic safety legislation

Road safety laws are grounded in

1. Epidemiological evidence
2. There is evidence of their ability to be implemented

There is strong evidence that implementing and enforcing good laws on key behavioral risk factors can positively influence road traffic safety.

9. Also calls for joint multisectoral action to increase the proportion of countries with comprehensive legislation on key risk factors for road traffic injuries, including the non-use of seat belts and child restraints and helmets, drink-driving and speed, from the 15 per cent identified in the Global Status Report on Road Safety: Time for Action to over 50 per cent by the end of the Decade, and encourages Member States to strengthen their enforcement of existing road safety legislation on these risk factors;
Review and evaluate road traffic safety law: WHO best practice criteria

Five main behavioral risk factors:
- Speeding
- Drink-driving
- Failure to use helmets
- Failure to use seatbelts
- Failure to use child restraints

As well as two merging risk factors:
- Drug driving
- Distracted driving
WHO best practice criteria for laws on:

• Speed

  Legislative criteria representing best practices:
  ✓ National speed law in place;
  ✓ Speed limits on urban roads ≤ 50km/h;
  ✓ Local authorities have the power to modify national speed limits.

• Drink-driving

  Legislative criteria representing best practices:
  ✓ National drink-driving law in place;
  ✓ Drink-driving law is based on BAC or equivalent BrAC;
  ✓ BAC limit for general population ≤ 0.05 g/dl;
  ✓ BAC limit for young/novice drivers ≤ 0.02 g/dl.
WHO best practice criteria for laws on:

• **Motorcycle helmet**

  Legislative criteria representing best practices:
  - National motorcycle helmet law in place;
  - Law applies to motorcycle **drivers and adult passengers**;
  - Law applies to **all road types**;
  - Law requires helmet to be **properly fastened**;
  - Law refers to and/or specifies a helmet **standard**.

• **Seat-belt**

  Legislative criteria representing best practices:
  - National seatbelt law in place;
  - Law applies to **drivers and front seat passengers**;
  - Law applies to **rear seat passengers**.

Figure 11: Countries with **helmet laws** meeting best practice, 2017

Figure 12: Countries with **seat-belt laws** meeting best practice, 2017
WHO best practice criteria for child restraints laws

Legislative criteria representing best practices:

- National child restraint law in place;
- Law requires child restraint use at least until 10 years of age or 135cm in height;
- Law refers to and/or specifies a child restraint standard;
- Law restricts children under a certain age or height from sitting in front seat.
Since GSRRS 2023:

**Road traffic safety legislation improvement in line with safe system approach**

<table>
<thead>
<tr>
<th>Area</th>
<th>Legislation for road safety and the enforcement:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed legislation</td>
<td>✓ Safer road users</td>
</tr>
<tr>
<td>Helmets for 2/3 powered vehicles</td>
<td>✓ Vehicle safety</td>
</tr>
<tr>
<td>Seat belts</td>
<td>✓ Safer road and infrastructure</td>
</tr>
<tr>
<td>Child seats</td>
<td>✓ Post-crash</td>
</tr>
<tr>
<td>Alcohol and driving</td>
<td>✓ Insurance</td>
</tr>
<tr>
<td>Drugs and driving</td>
<td></td>
</tr>
<tr>
<td>Distraction</td>
<td></td>
</tr>
</tbody>
</table>

- Mandatory vehicle registration
- Mandatory formal driving licensing processes
- Mandatory driving time and rest periods for professional drivers
- Mandatory road inspections/assessments considering all road users
- Mandatory vehicle safety requirements
- Mandatory periodic inspection of motorized vehicles in your country
- Mandatory third-party motor insurance for all vehicles circulating on roads
- Guaranteed access to emergency care services and ensuring that no payment is required prior to receiving care
- Guaranteed free to access public/government services for psychological assistance to road victims or their families
- Guaranteed rehabilitative medical care to all injured persons regardless of their ability to pay? (This means that rehabilitation medical care is considered an essential or basic health service)
Collaboration between WHO & EuroMed

- Publication of a brochure entitled "Explaining the discrepancies between estimated and reported fatality data".
- To answer the question received from the users of the brochure, a toolkit was developed to explain the steps to be taken as mentioned in the slides above to improve road traffic data "Road traffic deaths: a toolkit for strengthening data systems"

Road traffic deaths: a toolkit for strengthening data systems

https://iris.who.int/bitstream/handle/10665/366665/9789240065017-eng.pdf?sequence=1

WHO/EMRO: CRVS improvement

Countries with functioning system
• eg Egypt, Lebanon, Morocco, Palestine, Tunisia,…
• are supported to improve data quality

Countries with low level capacities of system
• eg Libya, Jordan, Syria
• are supported to develop national electronic system
Supporting Tunisia on improving road safety

01: Develop and implement sustainable mechanism of linkage of data of road traffic deaths

02: Develop the multisectoral strategy for road safety (in progress)

03: Develop the "investment case" study
Supporting countries on improving road safety

• **Linkage different data sources**
  - in **Morocco** -- first step using Rabat city data (only 2019 data)
  - In **Tunisia** -- first step 50% of population (2017 data) and second step whole population (2019 data)

  the result of these linkage will be used in the estimation of the road traffic deaths.

• **WHO** is supporting **Algeria** to **develop a national strategic plan for Road safety.**

  We have initiated the first discussions with our country office, the MoH and the road safety lead agency in this regard.
  We are planning for an initial workshop to discuss the best way on improving road traffic deaths by using matching the different sources of data and improving road safety related laws and supporting them on the strategy for the new decade.
Supporting countries on improving road safety legislation

Working with other international partners, WHO support 14 countries on improving road safety legislation.
* Argentina, Brazil, Columbia, Mexico
* Bangladesh, China, India, Malaysia, Vietnam
* Ecuador, Ethiopia, Ghana, Kenya, Uganda

Regional and bi-regional legislation training
* Addressing alcohol impairment in road safety policy in Africa and Latin America
* Helmet use and two/three wheelers road safety in Africa and Latin America
* Improving road traffic safety laws in Asian

Rapid response
* review the bills,
* support the legislation and amendment, etc
Improving the road safety legislation in EuroMed:
Based on the GSRRS 2023 legal review and evaluation
Supporting countries on improving road safety: capacity building in 2024

Developing national strategic plan for road safety

Improving fatality data system

Improve legal system
Supporting countries on improving road traffic safety data systems.

THANK YOU!