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Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

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Item 2 of the provisional agenda

Activities of interest to the Working Party

Submitted by the Chair

This document provides draft WP.1 contribution to “ECE Road Safety Action Plan, 2023-2030” (ECE/TRANS/2023/7). WP.1 will be invited to discuss the document with the aim of finalizing it at this session.

Chapter E

E. Effective Post-Crash Response

Existing instruments:

- (a) United Nations conventions
1958 Agreement on UN Regulations for vehicle type approval; UN Regulation No. 144 on automated emergency call systems
- (b) Resolutions
United Nations Consolidated Resolutions on Road Traffic
- (c) Recommendations

Screening result

Working parties provide input here:

INPUT BY GLOBAL FORUM FOR ROAD TRAFFIC SAFETY (WP.1)

Existing instruments:

- (b) Resolutions
United Nations Consolidated Resolutions on Road Traffic

The first step in approaching injuries as a public health concern is to determine the scope and the characteristics of the problem.

Traditionally, the scope of injuries has been described as the number of mortalities due to injuries. A problem from a global public health perspective with this approach is that mortality do not show the full consequences on health caused by road traffic injuries (RTIs). In order to come closer to showing the long-term burden of road traffic injuries, other disease, trauma and health measures need to be used in addition to mortality. This will enable to better determine the scope and characteristics of the problem and by this identify related risk and protective factors, later develop and test new prevention strategies and later assure widespread adoptions

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- (a) Loopholes

Working parties provide input here:

To date, road safety policies and post-crash care focus only on mortality ratio and life changing permanent injuries. However, recent studies¹ have proved the impact of non-fatal injuries, their ethical and socio- economical cost, long term need of care and social services.

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- (b) Missing elements

Working parties provide input here:

The consequences of non-fatal injuries can also reach beyond only the physical aspect of the injury and include psychosocial consequences following of the injury and include psychosocial consequences following the injury as loss of quality of life, Examples can be found in medical reports related to minor traffic injuries as Post

¹ Amin, K., Skyving, M., Bonander, C., Krafft, M., & Nilson, F. (2022). <https://doi:10.1016/j.jsr.2022.02.007>

Traumatic Stress Syndrome (PTSD), light impairment, isolation, mental health etc. This immediate outcome might differ from

the long-term outcomes and differentiating the use of data source is important to consider (e.g. police vs. Hospital).

In order to be able to understand the burden of these often-overlooked injuries it is important to have as good data as possible and to use a measure(s) that captures aspects of long-term consequences following an injury. For policy making and regulation it is essential to pay attention to the fact that negative consequences of RTIs can be long-term and can arise even for apparently minor non-fatal injurious events (if a measure is used that can give this information).

So, in terms of the actual health impact of RTIs, it is important to produce, complement, or improve the available measures by moving from the concept of trauma severity to that of life consequences to prevent all health losses.

Many countries vision today are to achieve a society without health losses from road traffic injuries. The goal is usually that no one should be killed or seriously injured because of a traffic accident. In Agenda 2030 health is also increased as a central goal, which includes better traffic safety incorporated in the societal development as a natural part of achieving a future transport system and interaction in traffic without health losses.

. In order to be able to identify the full burden of RTIs on individual lives a analytical focus shift is needed and a broader approach, including also road traffic related premature deaths with non-life threatening injuries , yet, causing disability, mental impairment and stress – especially in vulnerable fragile people - with long-term consequences. The suggested approach would be therefore more compliant and closer to the spirit of Agenda 2030, and to the transformational role of safe mobility would have once implemented across the globe

- (c) Necessary amendments

Working parties provide input here:

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- (d) New legal instruments

Working parties provide input here:

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Capacity development

Working parties provide input here:

Shift In perspective where policies showing the long-term burden of road traffic injuries is taken into account as contribution to the global public health analysis.....

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- (a) Training materials

Working parties provide input here:

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- (b) Competency criteria

Working parties provide input here:

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(c) Training courses

Working parties provide input here:

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Monitoring

Working parties provide input here:

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(a) Indicators

Working parties provide input here:

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