



GLOBAL STATUS REPORT ON ROAD SAFETY

TIME FOR ACTION



World Health
Organization

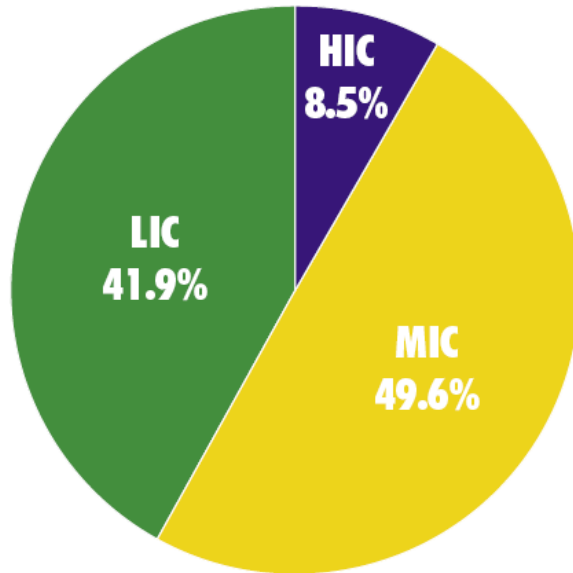


SURVEY METHODS

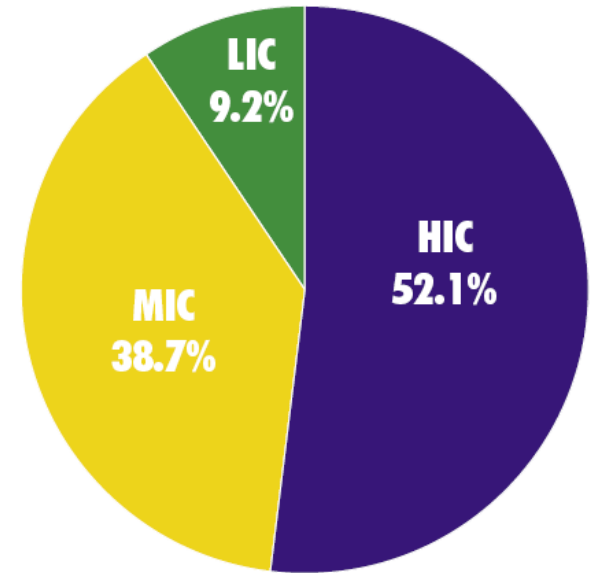
- First global survey
- Conducted in 2008
- 178 participating countries
- Covers 98% of world population
- >1000 people involved
- Multisectoral consensus meetings
- Results cleared by government

DEATHS VS VEHICLE OWNERSHIP

Road traffic deaths
>1.2 million deaths

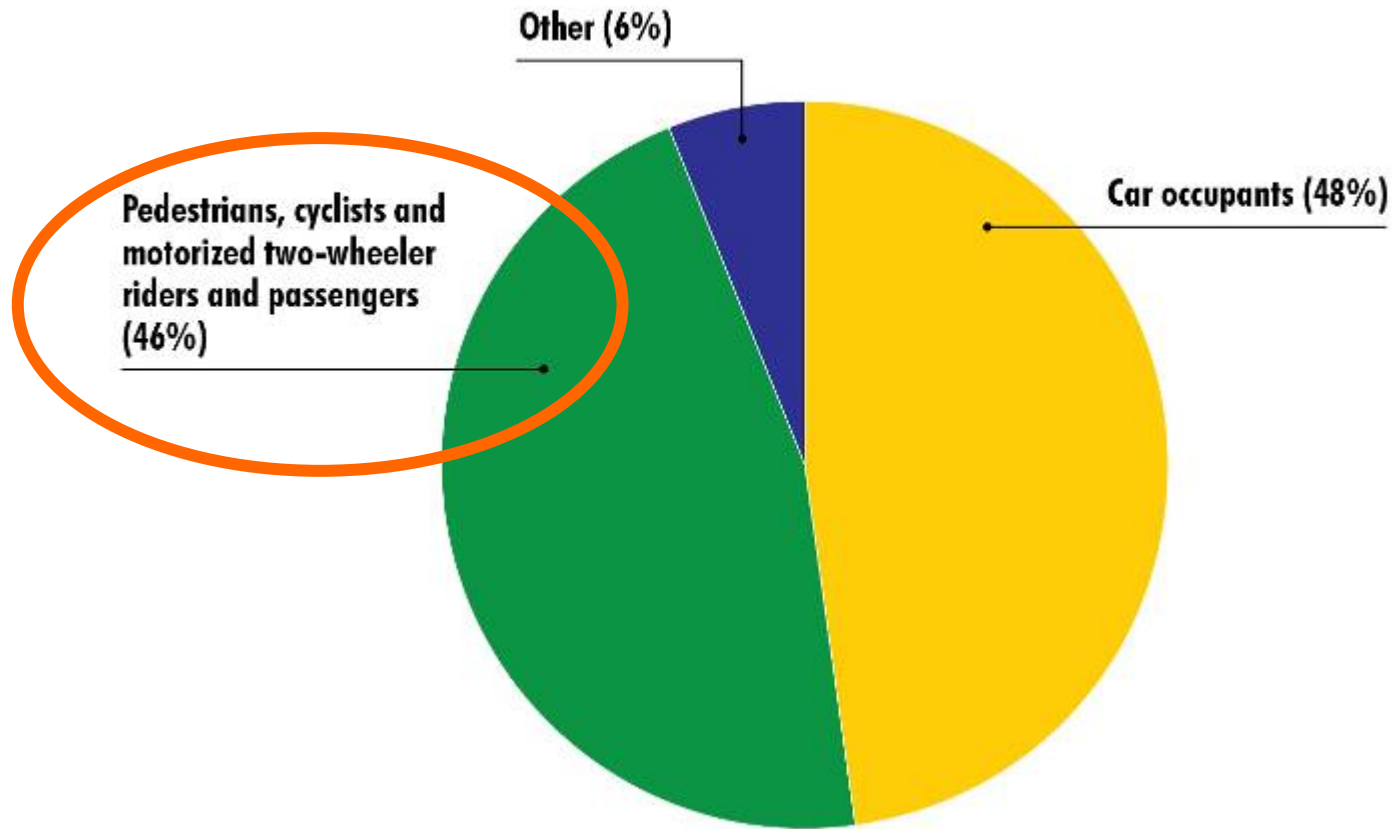


Registered vehicles
1.3 billion vehicles



HIC = high-income countries; MIC = middle-income countries; LIC = low-income countries

ROAD TRAFFIC DEATHS BY TYPE OF USERS



SPEED

Urban speed limits should not exceed 50 km/h and local authorities should be able to reduce speeds where necessary.



This is the case in only 29% of countries.

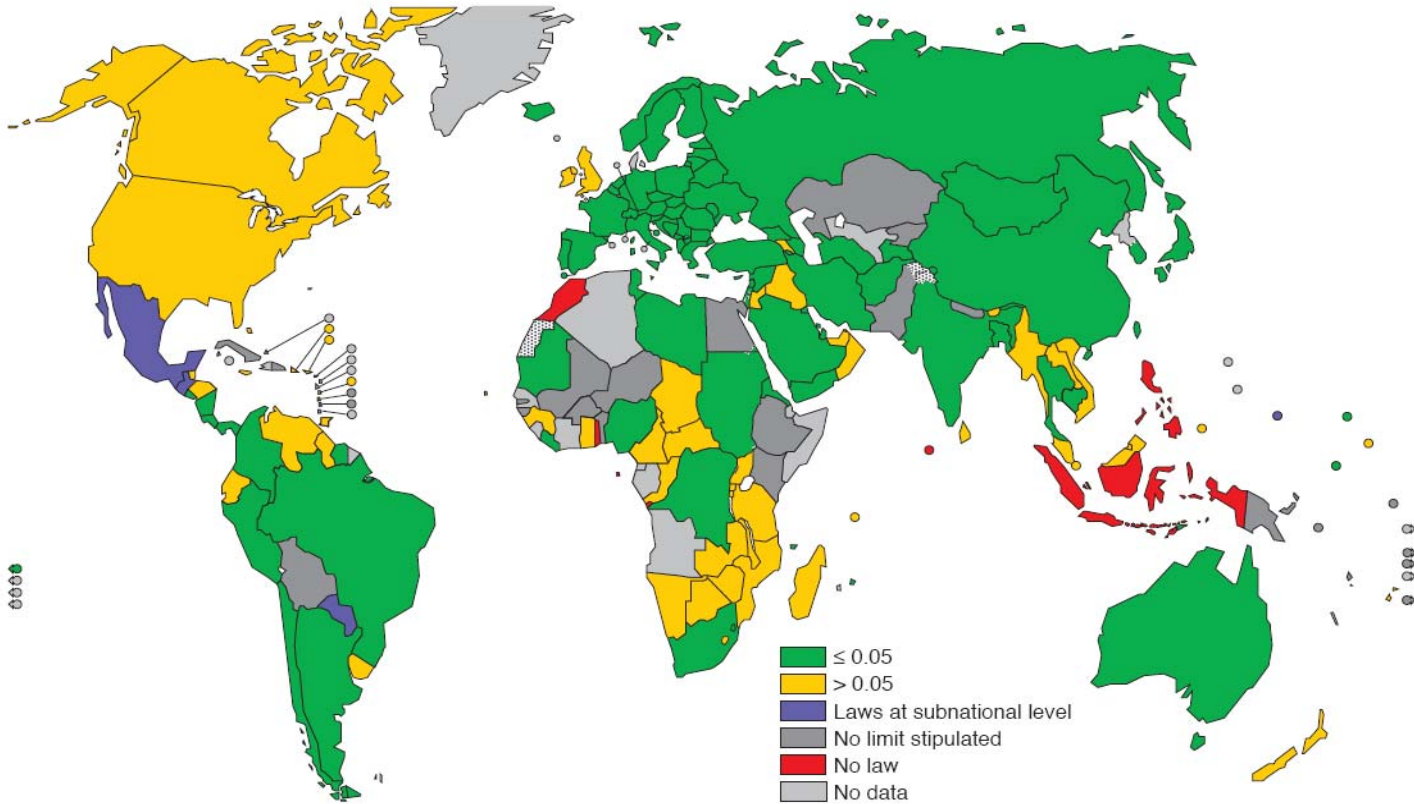
DRINK-DRIVING

BACs should be set at 0.05 g/dl for the general population.



This is the case in <50% of countries.

DRINK-DRIVING



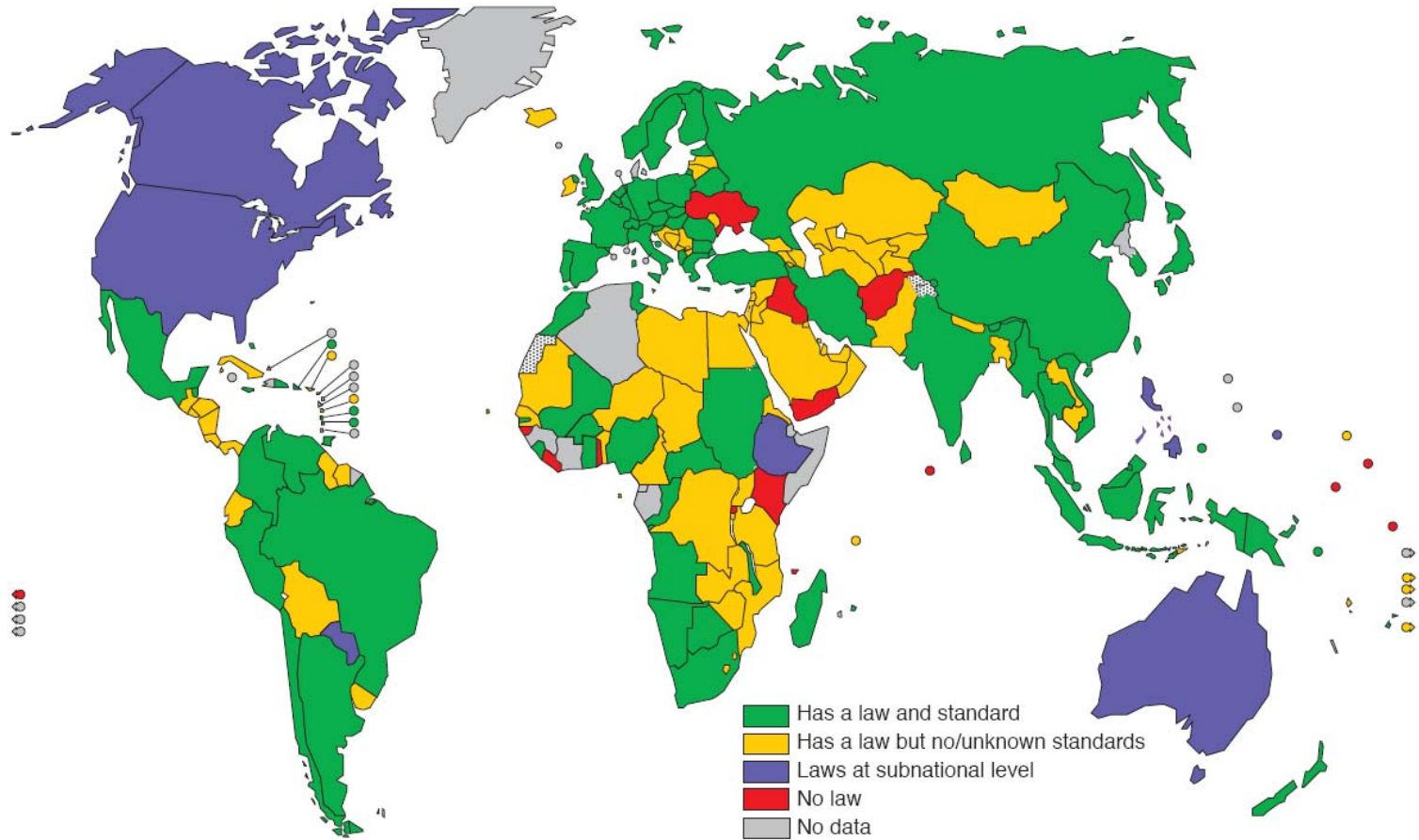
MOTORCYCLE HELMETS

Wearing a good quality motorcycle helmet can reduce the risk of death by $\pm 40\%$ and severe head injury by $>70\%$.



Only 40% of countries have a comprehensive helmet law + helmets standards.

HELMETS



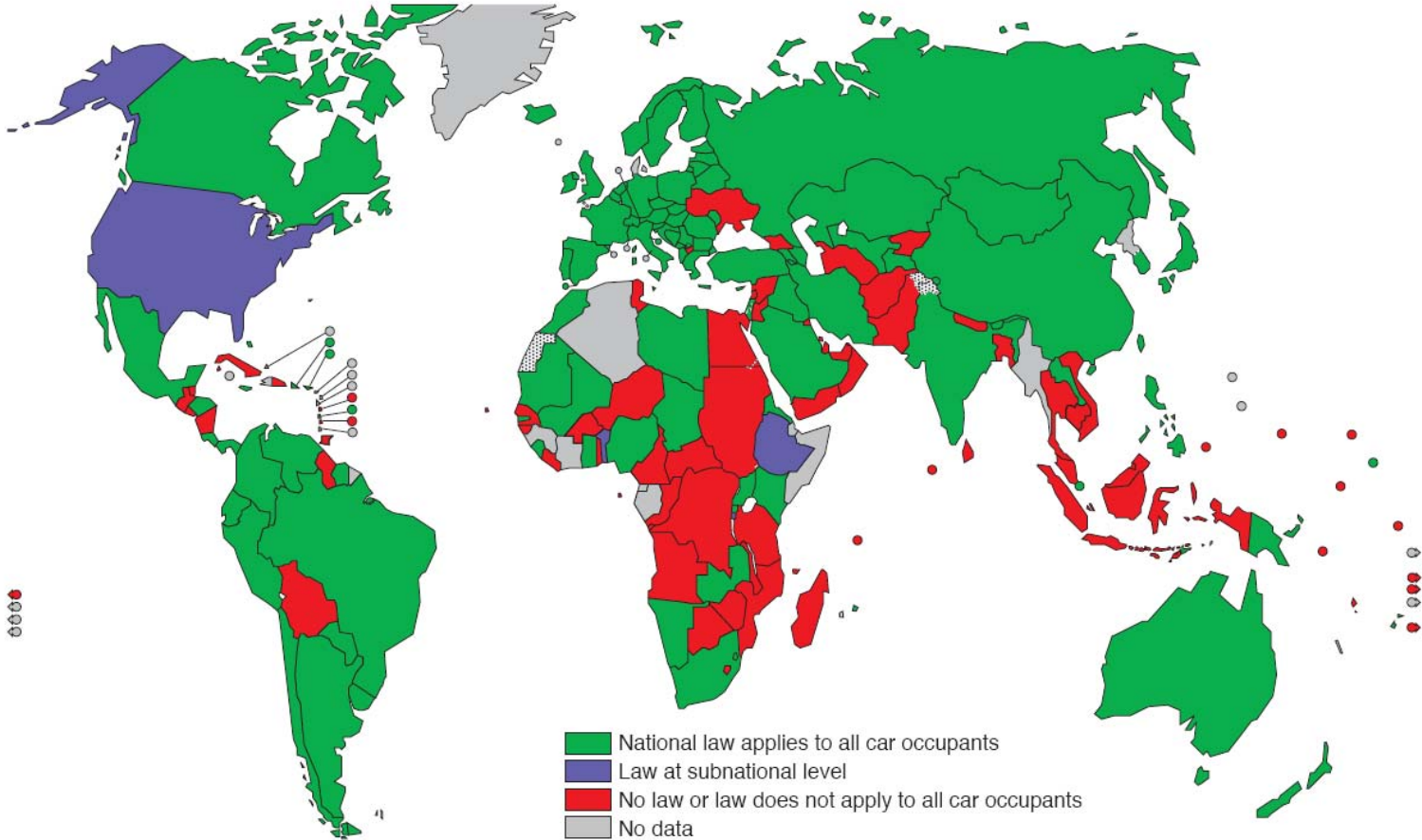
SEAT-BELTS

Wearing a seat-belt reduces the risk of death among front-seat passengers by 40–65% and among rear-seat occupants by 25–75%.



Only 57% of countries require seat-belts to be used by both front- and rear-seat passengers.

SEAT-BELTS



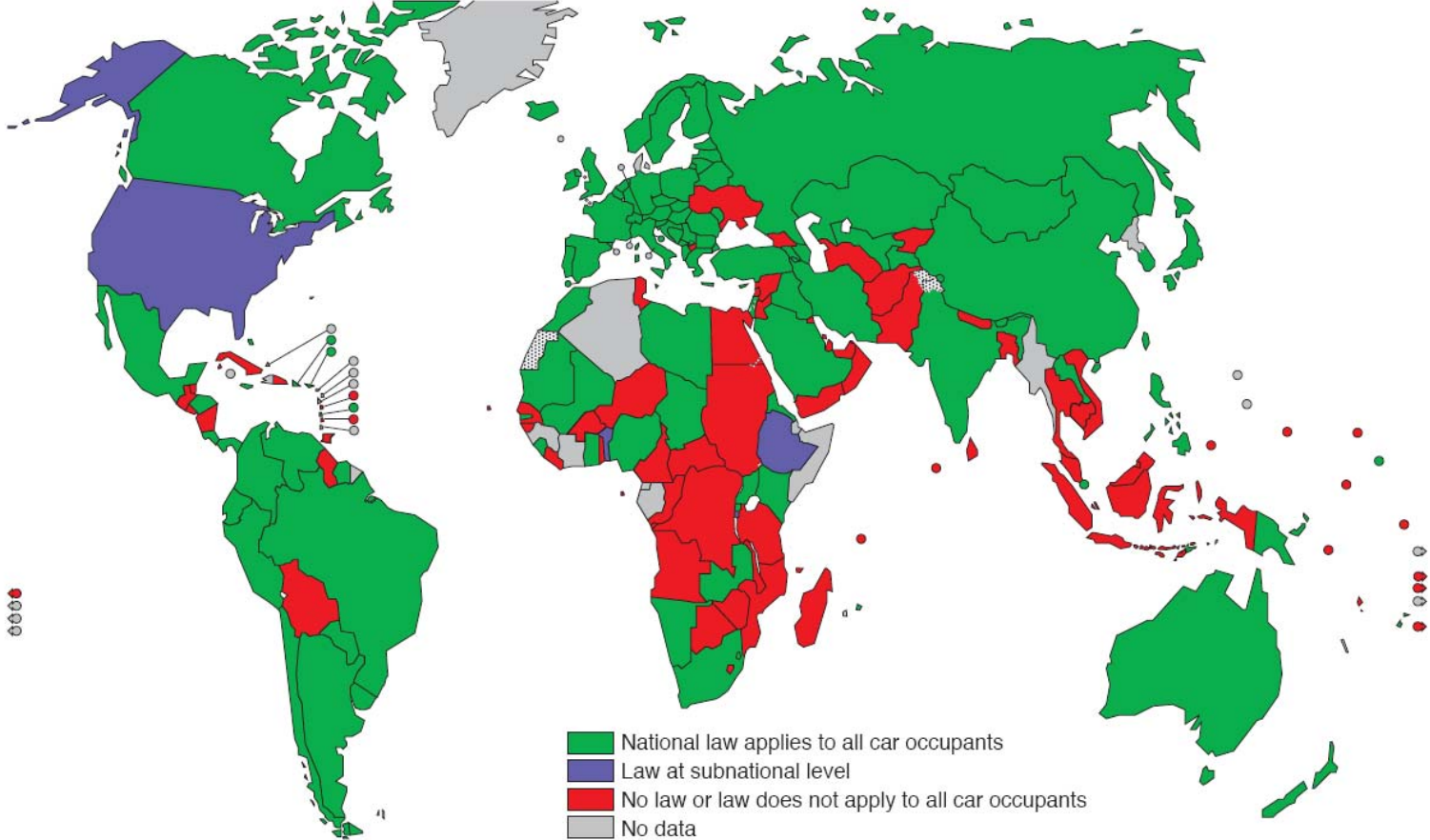
CHILD RESTRAINTS

Infant seats, child seats and booster seats can reduce deaths of infants by $\pm 70\%$ and deaths of small children by between 54%–80% in the event of a crash.



<50% of countries have a child restraint law.

SEAT-BELTS



SUMMARY ON EXISTENCE OF LEGISLATION

- 48% of countries have laws on all 5 risk factors.
- 15% have **COMPREHENSIVE** laws on all 5 risk factors.



ENFORCEMENT OF LEGISLATION

Law	Countries with enforcement >7/10
Speed	9%
Drink driving	13%
Motorcycle helmet-use	25%
Seat-belt-use	19%
Child restraint-use	6%

DATA

- Different definitions
- Different sources
- Underreporting



REPORTED VS MODELLED DATA

WHO REGION	REPORTED DATA ^a		MODELLED DATA ^a	
	<i>n</i>	RATE PER 100 000 POPULATION	<i>n</i>	RATE PER 100 000 POPULATION
AFRICAN REGION	52 302	7.2	234 768	32.2
REGION OF THE AMERICAS	139 466	15.5	142 252	15.8
SOUTH-EAST ASIA REGION	143 977	8.4	285 020	16.6
EASTERN MEDITERRANEAN REGION	76 912	14.1	175 668	32.2
EUROPEAN REGION	113 346	12.8	117 997	13.4
WESTERN PACIFIC REGION	135 316	7.6	278 321	15.6
GLOBAL	661 319	10.1	1 234 026	18.8

PRE-HOSPITAL CARE SYSTEMS

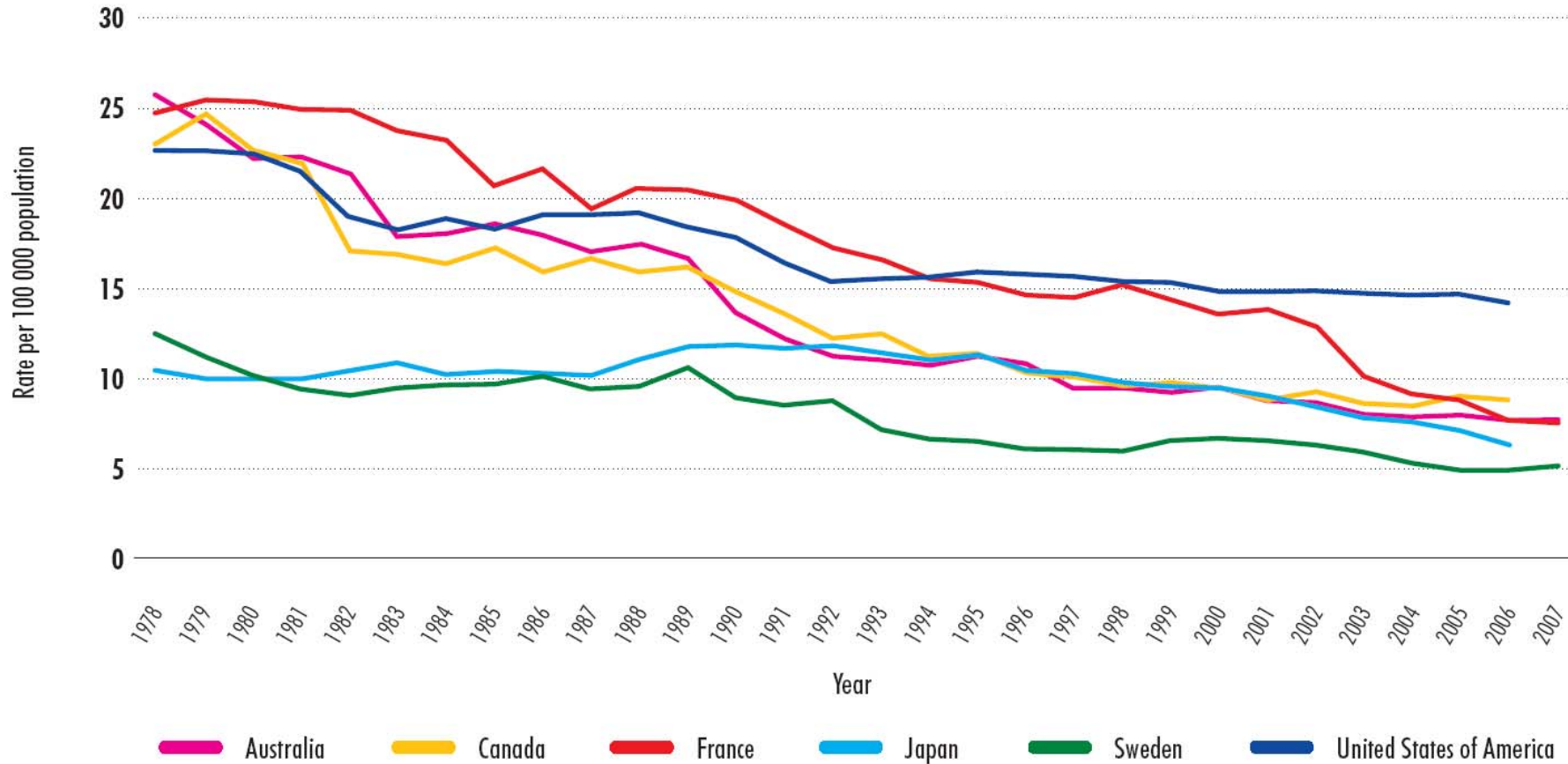
76% of countries have a formal pre-hospital care system.

Varying quality and coverage.

>90 different telephone access numbers.



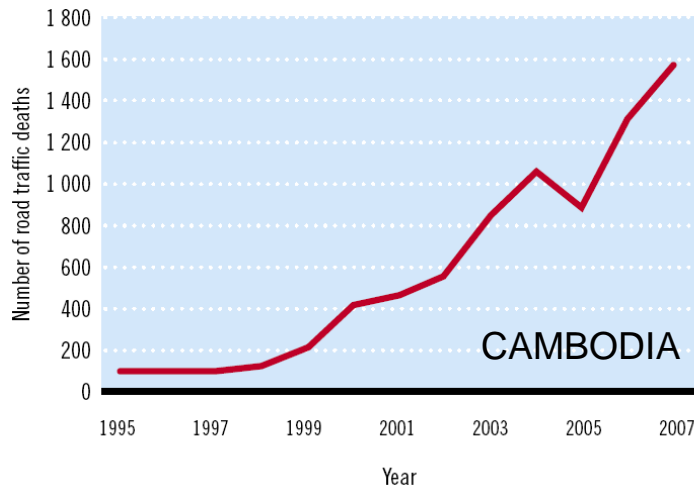
ROAD TRAFFIC DEATHS IN SELECTED COUNTRIES



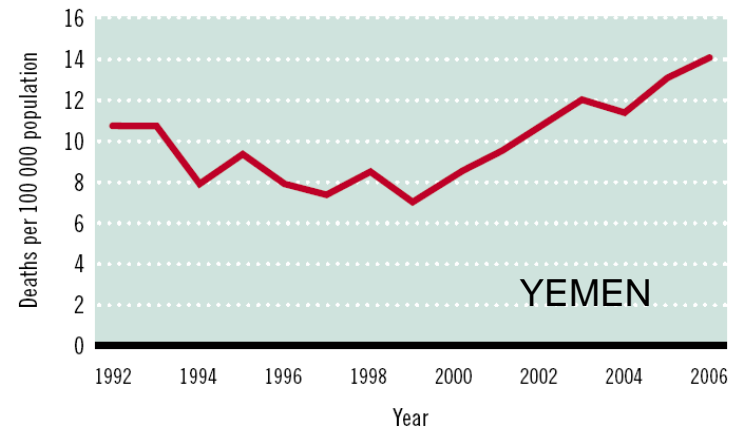
Australia Canada France Japan Sweden United States of America

ROAD TRAFFIC DEATHS IN SELECTED COUNTRIES

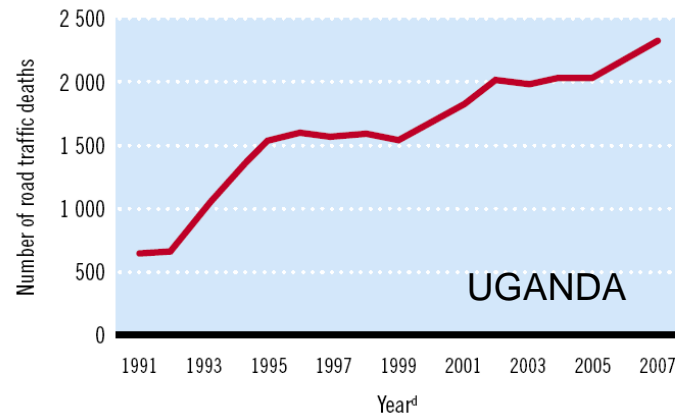
TRENDS IN ROAD TRAFFIC DEATHS



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TRENDS IN ROAD TRAFFIC DEATHS





WHAT COUNTRIES CAN DO

- Include vulnerable road users in transport policies
- Laws
 - Put in place where missing
 - Make more comprehensive where weak
- Enforce existing legislation (accompanied by public awareness)
- Improve data quality



TIME FOR ACTION

- Road safety needs to be higher on development agenda.
- First Global Ministerial Road Safety Conference, Moscow, 19-20 November 2009.
- Decade of Action : 2011 to 2020.
- Baseline survey for measuring future efforts.