

WHO perspectives, contributions and support to member states on road safety

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“6th Meeting of the Transport Community Technical Committee for Road Safety”

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WHO at a glance

- ▶ 194 Member States
 - ▶ Headquarters in Geneva
 - ▶ 6 regional offices
 - ▶ More than 150 country offices
 - ▶ More than 7000 staff
- ▶ More than 700 institutions supporting WHO's work
 - ▶ Close partnerships with UN agencies, donors, foundations, academia, nongovernmental organizations and the private sector



Road safety??

Why WHO??



ALBANIA

5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44
Road injury	Road injury	Road injury	Road injury	Road injury	Road injury	Road injury	Ischaemic heart disease
Congenital anomalies	Natural disasters	Self-harm	Interpersonal violence	Interpersonal violence	Ischaemic heart disease	Ischaemic heart disease	Road injury
Lower respiratory infections	Congenital anomalies	Interpersonal violence	Self-harm	Self-harm	Interpersonal violence	Interpersonal violence	Stroke
Leukaemia	Stroke	Ischaemic heart disease	Ischaemic heart disease	Ischaemic heart disease	Self-harm	Stroke	Self-harm
Natural disasters	Lower respiratory infections	Stroke	Natural disasters	Stroke	Stroke	Self-harm	Cirrhosis of the liver

BiH

5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44
Road injury	Road injury	Road injury	Road injury	Road injury	Road injury	Ischaemic heart disease	Ischaemic heart disease
Congenital anomalies	Congenital anomalies	Self-harm	Self-harm	Self-harm	Self-harm	Self-harm	Self-harm
Epilepsy	Self-harm	Interpersonal violence	Stroke	Stroke	Ischaemic heart disease	Road injury	Stroke
Leukaemia	Epilepsy	Brain and nervous system cancers	Interpersonal violence	Ischaemic heart disease	Stroke	Stroke	Road injury
Drowning	Drowning	Stroke	Falls	Falls	Trachea, bronchus, lung cancers	Cirrhosis of the liver	Trachea, bronchus, lung cancers

MONTENEGRO

5-9	10-14	15-19	20-24	25-29	30-34	35-39
Road injury	Self-harm	Self-harm	Self-harm	Self-harm	Self-harm	Self-harm
Drowning	Drowning	Road injury	Road injury	Road injury	Road injury	Ischaemic heart disease
Congenital anomalies	Road injury	Lymphomas, multiple myeloma	Falls	Testicular cancer	Stroke	Stroke
Lower respiratory infections	Lower respiratory infections	Brain and nervous system cancers	Interpersonal violence	Stroke	Brain and nervous system cancers	Road injury
Falls	Congenital anomalies	Drowning	Stroke	Interpersonal violence	Ischaemic heart disease	Breast cancer

NORTH
MACEDONIA

5-9	10-14	15-19	20-24	25-29	30-34	35-39
Brain and nervous system cancers	Stroke	Road injury	Road injury	Self-harm	Ischaemic heart disease	Ischaemic heart disease
Road injury	Leukaemia	Self-harm	Cardiomyopathy	Ischaemic heart disease	Self-harm	Stroke
Leukaemia	Cardiomyopathy	Cardiomyopathy	Self-harm	Road injury	Stroke	Self-harm
Cardiomyopathy	Road injury	Congenital anomalies	Ischaemic heart disease	Cardiomyopathy	Road injury	Cardiomyopathy
Congenital anomalies	Brain and nervous system cancers	Lower respiratory infections	Stroke	Stroke	Cardiomyopathy	Road injury

SERBIA

5-9	10-14	15-19	20-24	25-29	30-34	35-39
Brain and nervous system cancers	Road injury	Road injury	Road injury	Road injury	Road injury	Ischaemic heart disease
Road injury	Congenital anomalies	Self-harm	Self-harm	Self-harm	Self-harm	Self-harm
Leukaemia	Drowning	Leukaemia	Leukaemia	Ischaemic heart disease	Ischaemic heart disease	Road injury
Congenital anomalies	Lower respiratory infections	Congenital anomalies	Epilepsy	Cardiomyopathy	Cardiomyopathy	Stroke
Exposure to mechanical forces	Self-harm	Epilepsy	Lymphomas, multiple myeloma	Brain and nervous system cancers	Stroke	Breast cancer

Number of deaths unacceptably high

1.35

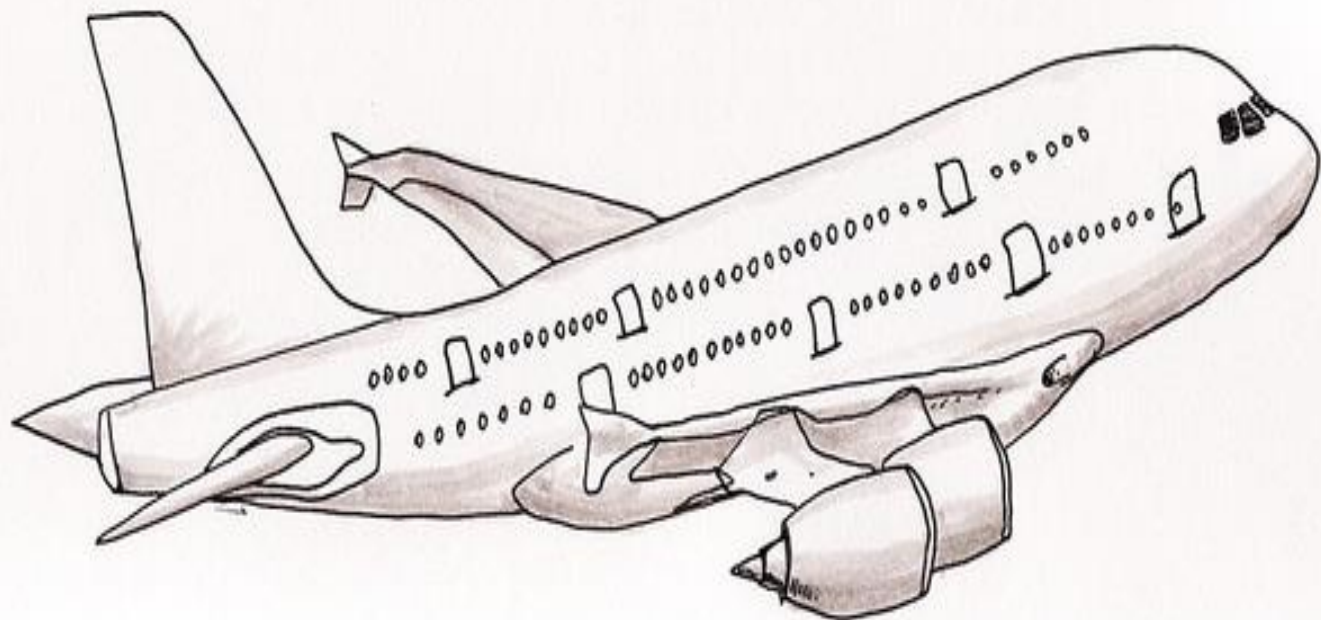
million deaths each year

8th

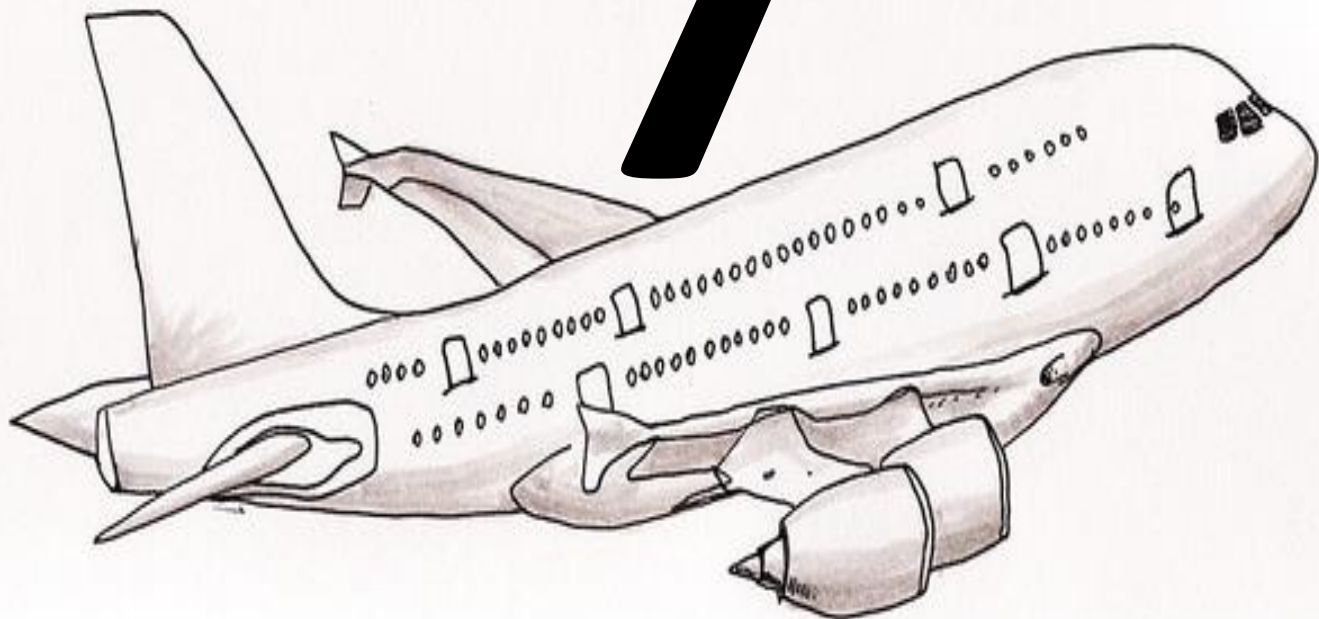
leading cause of death for
people of all ages

#1

cause of death for children
and young adults aged 5-29
years



7





Someone is killed on the world roads, every 23 seconds,

Death on the roads

Based on the WHO Global Status Report on Road Safety 2018



DEATHS



LAWS

Drink-driving Speed Helmets Seat-belts Child seats

STANDARDS

Vehicles

Global

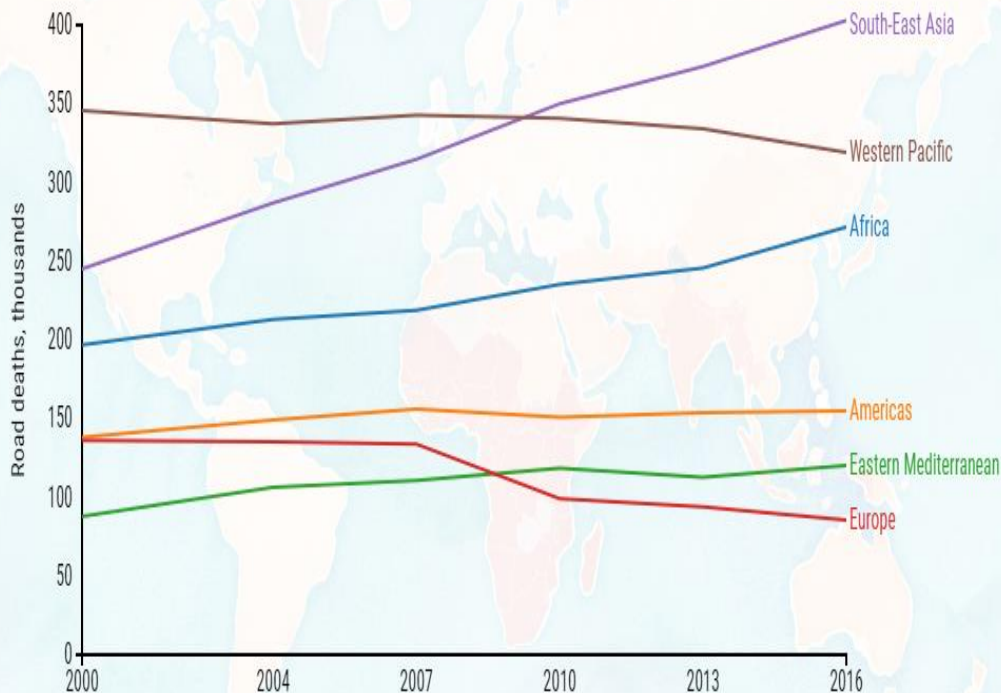
WHO regions

Deaths

Vehicles

Absolute

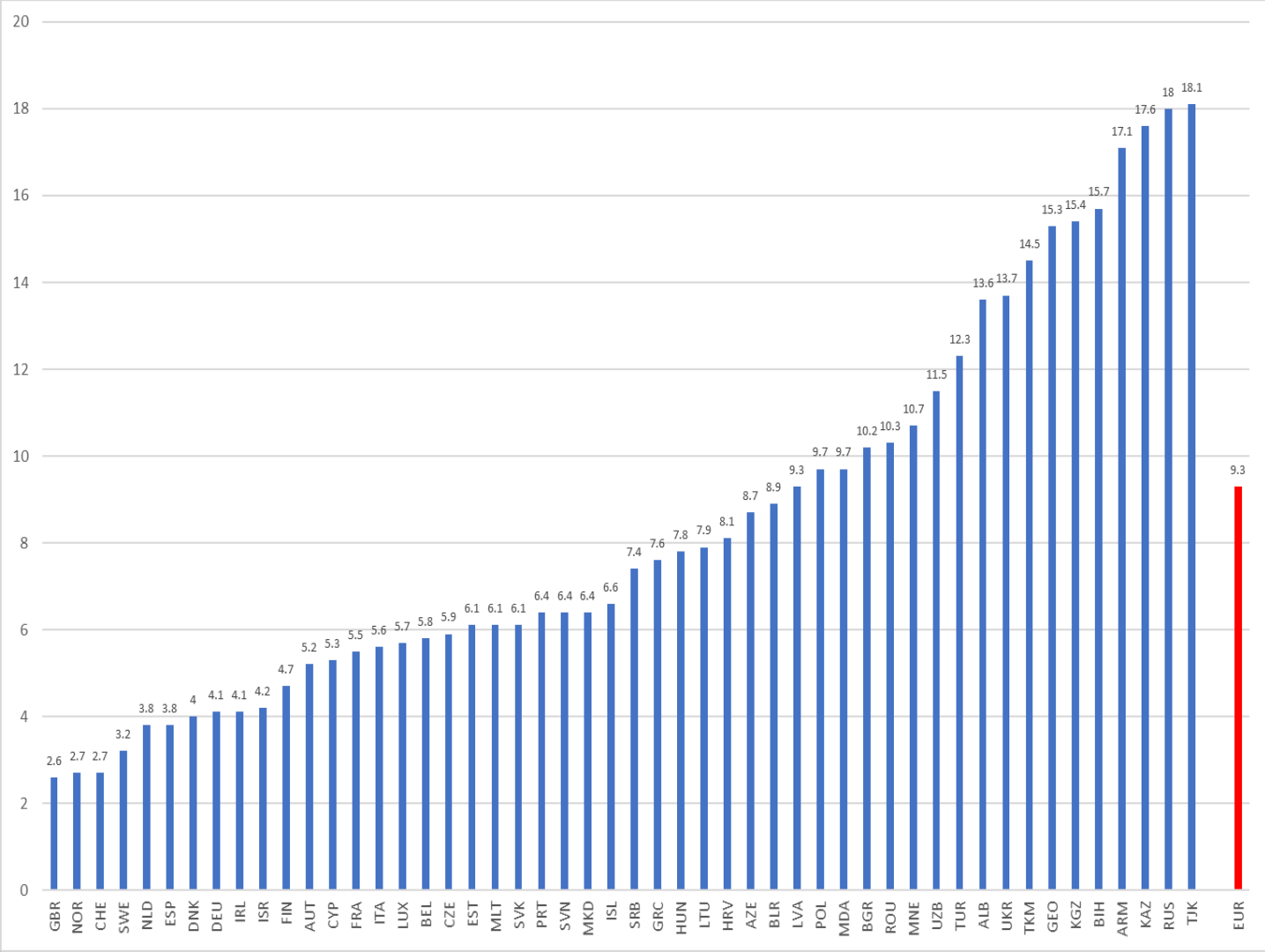
Per capita



Road traffic deaths fell by 34% between 2000 and 2016

Cause of death	2000 (deaths)	2016 (deaths)	Change (2000-2016)
Injury	699 367	493 471	-29.4%
Unintentional injuries	431 086	320 700	-25.6%
Road injury	118 734	90 332	-34.1%
Poisonings	14 873	8009	-55.6%
Falls	84 227	83 325	-1.1%
Fire, heat and hot substances (burns)	28 100	15 918	-43.4%
Drowning	48 283	23 093	-52.2%
Other unintentional injuries	136 868	113 560	-17.0%
Intentional injuries	268 281	172 771	-35.6%
Self-harm	189 466	141 089	-25.5%
Interpersonal violence	70 156	30 139	-57.0%

BUT...



The injury “iceberg”



Injuries
resulting
in death

Injuries resulting in:

- hospitalization
- ambulatory treatment
- emergency treatment
- primary care treatment
- paramedic treatment
- unreported or no treatment at all



SUSTAINABLE
DEVELOPMENT
GOALS

1 NO
POVERTY



2 ZERO
HUNGER



3 GOOD HEALTH
AND WELL-BEING



4 QUALITY
EDUCATION



5 GENDER
EQUALITY



6 CLEAN WATER
AND SANITATION



7 AFFORDABLE AND
CLEAN ENERGY



8 DECENT WORK AND
ECONOMIC GROWTH



9 INDUSTRY, INNOVATION
AND INFRASTRUCTURE



10 REDUCED
INEQUALITIES



11 SUSTAINABLE CITIES
AND COMMUNITIES



12 RESPONSIBLE
CONSUMPTION
AND PRODUCTION



13 CLIMATE
ACTION



14 LIFE
BELOW WATER



15 LIFE
ON LAND

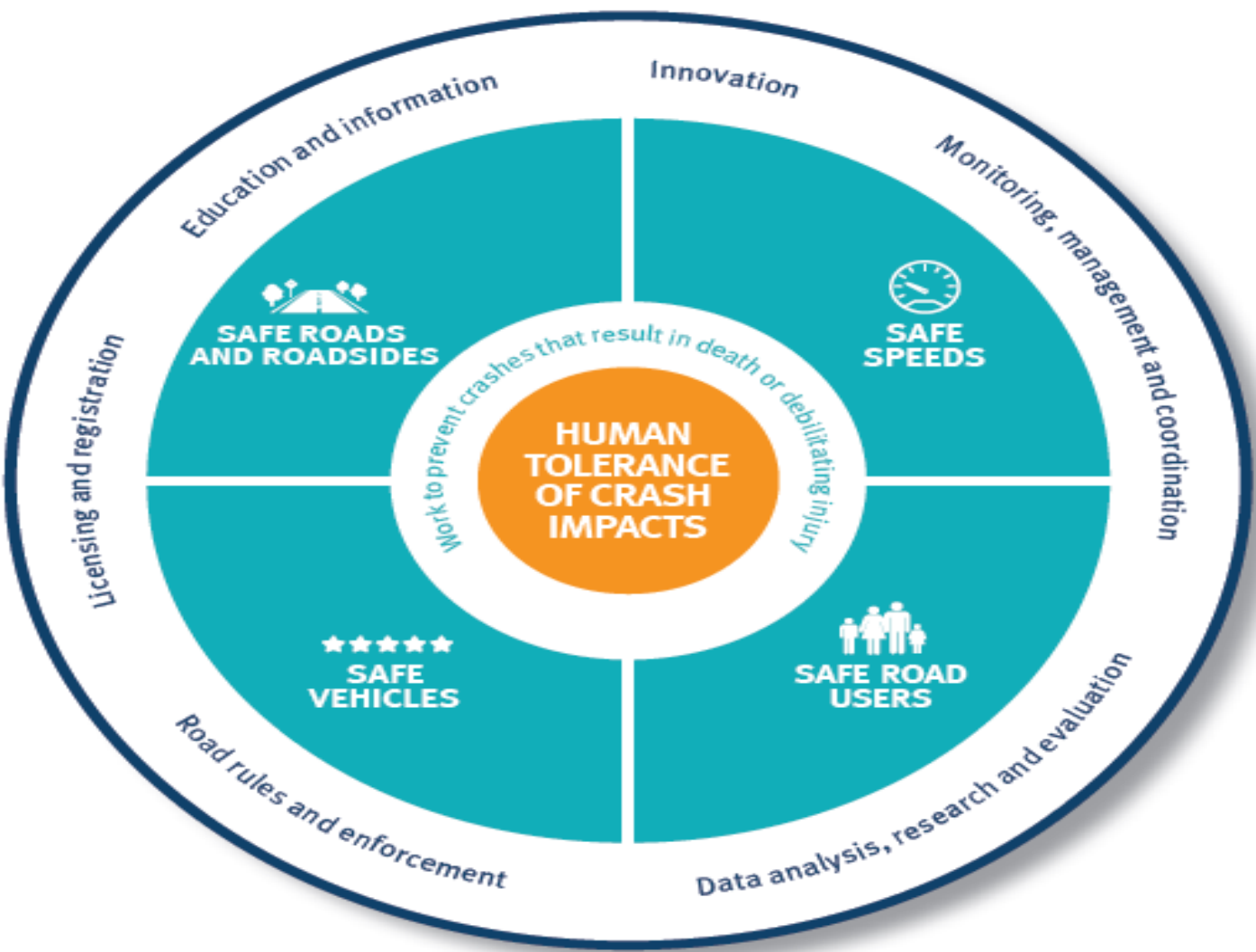


16 PEACE, JUSTICE
AND STRONG
INSTITUTIONS



17 PARTNERSHIPS
FOR THE GOALS







HUMAN LIFE IS PARAMOUNT

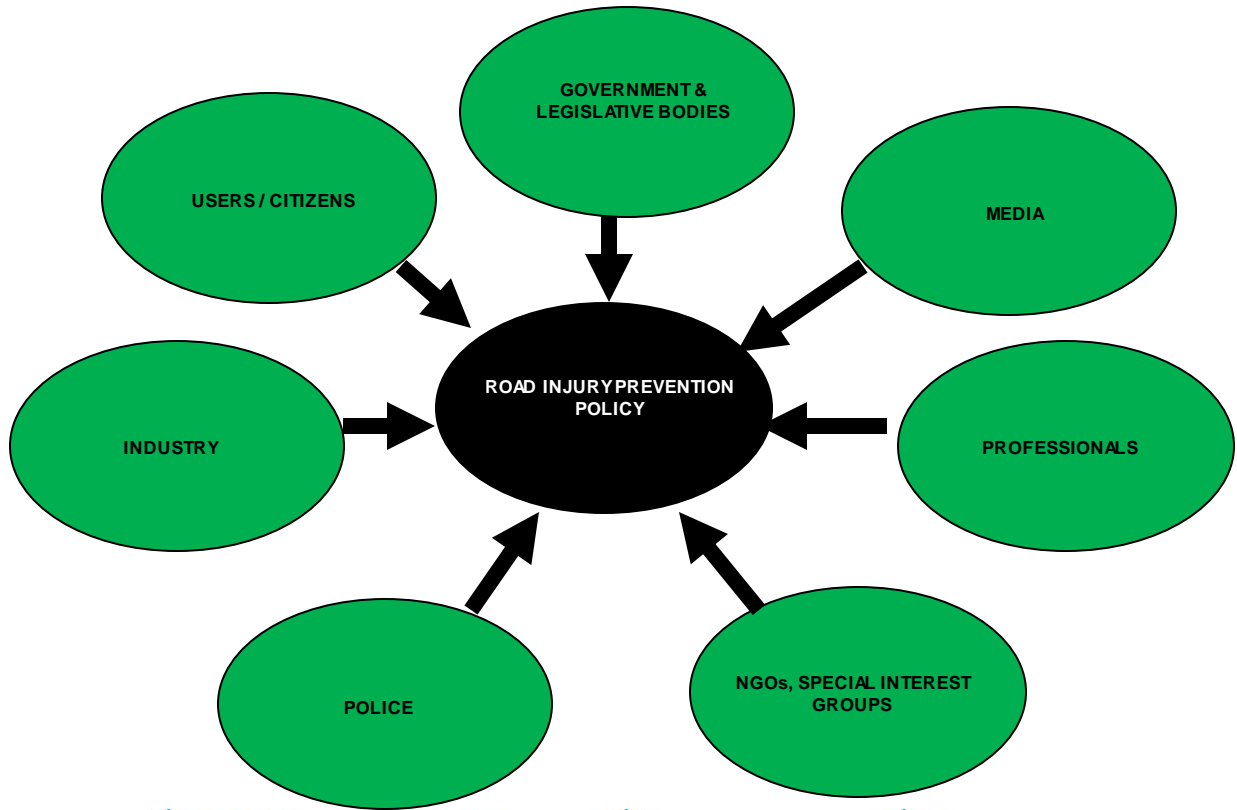


Humans make mistakes but those mistakes shouldn't result in a death or serious injury



Human have a finite tolerance before serious or fatal injuries or sustained

Road Safety is a shared responsibility



Simultaneous Action

NATIONAL ACTIVITIES



INTERNATIONAL COORDINATION OF ACTIVITIES

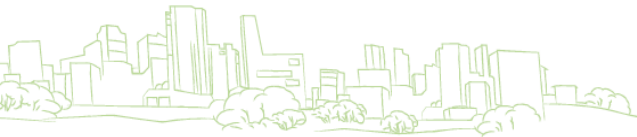
A paradigm shift

	Traditional road safety policy	Safe System
What is the problem?	Try to prevent all crashes	Prevent crashes from resulting in fatal and serious casualties
What is the appropriate goal?	Reduce the number of fatalities and serious injuries	Zero fatalities and serious injuries
What are the major planning approaches?	Reactive to incidents Incremental approach to reduce the problem	Proactively target and treat risk Systematic approach to build a safe road system
What causes the problem?	Non-compliant road users	People make mistakes and people are physically fragile/vulnerable in crashes. Varying quality and design of infrastructure and operating speeds provides inconsistent guidance to users about what is safe use behaviour.
Who is ultimately responsible?	Individual road users	Shared responsibility by individuals with system designers
How does the system work?	Is composed of isolated interventions	Different elements of a Safe System combine to produce a summary effect greater than the sum of the individual treatments- so that if one part of the system fails others parts provide protection.



http://www.who.int/violence_injury_prevention/publications/en/

GLOBAL STATUS REPORT ON ROAD SAFETY 2018



Bosnia and Herzegovina

Population: 3 576 616 | Income group: Middle | Gross national income per capita: US\$ 4 800



INSTITUTIONAL FRAMEWORK

Lead agency	Agency for Traffic Safety of the Republic of Srbija, Ministry of Communications and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Capacity reduction target	50% (2015-2022)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians/cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investments in urban public transport	No

SAFER VEHICLES

Total registered vehicles for 2014	979 229
Cars and 4-wheeled light vehicles	840 280
Motorized 2- and 3-wheelers	14 299
Heavy trucks	79 135
Buses	4 275
Other	40 140

Vehicle standards applied (UNECE WP29)

Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle and kick braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2014)	318*
WHO estimated road traffic fatalities (2014)	552 (95% CI 500 - 600)
WHO estimated rate per 100 000 population (2014)	15.7

* Combined sources, including Federal Ministry of Interior and Ministry of Interior of Republic of Serbia.
Data within 30 days of crash

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limits	50 km/h*
Max rural speed limits	80 km/h
Max roadway speed limits	130 km/h
Local authorities can modify limits	No
Enforcement	0 12 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated

National drink driving law

BAC limit - general population	0.05 g/dl
BAC limit - young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	21%*

National motorist helmet law

Applies to drivers and passengers	Yes
Helmet wearing required	No
Helmet standard referred to and/or specified	No
Children passengers on motorist class	Prohibited under 12 yrs
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—

National seat-belt law

Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	51% Front seats*, 11% Rear seats*

National child restraint law

Children seated in front seat	Prohibited under 12 yrs*
Child restraints required	Up to 12 yrs*
Child restraints standard referred to and/or specified	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	62%*

National law on mobile phone use while driving

Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug driving law	Yes

* Can be increased up to an unspecified speed
* 2014, Ministry of Interior of Republic of Serbia
* 2014, Association of Republics of Bosnia and Herzegovina
* In motorcycle, a child under 12 years can be seated in the front if there is no seating restriction or if the seating restriction is waived when the child is seated in a rear-facing seat
* Children aged 5-12 years can be seated in a booster seat or in a child restraint
* 2014, Association of Republics of Bosnia and Herzegovina
* 2014, Association of Republics of Bosnia and Herzegovina

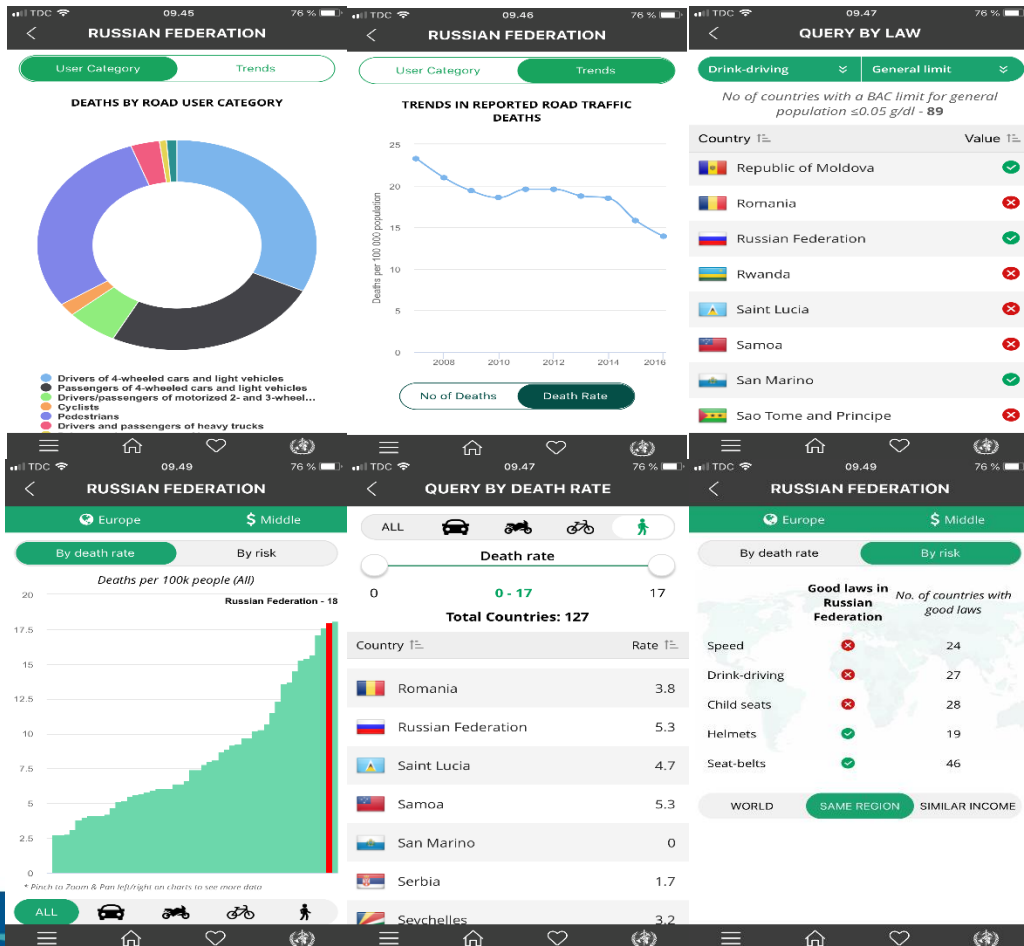
Deaths by road user category



Trends in reported road traffic deaths

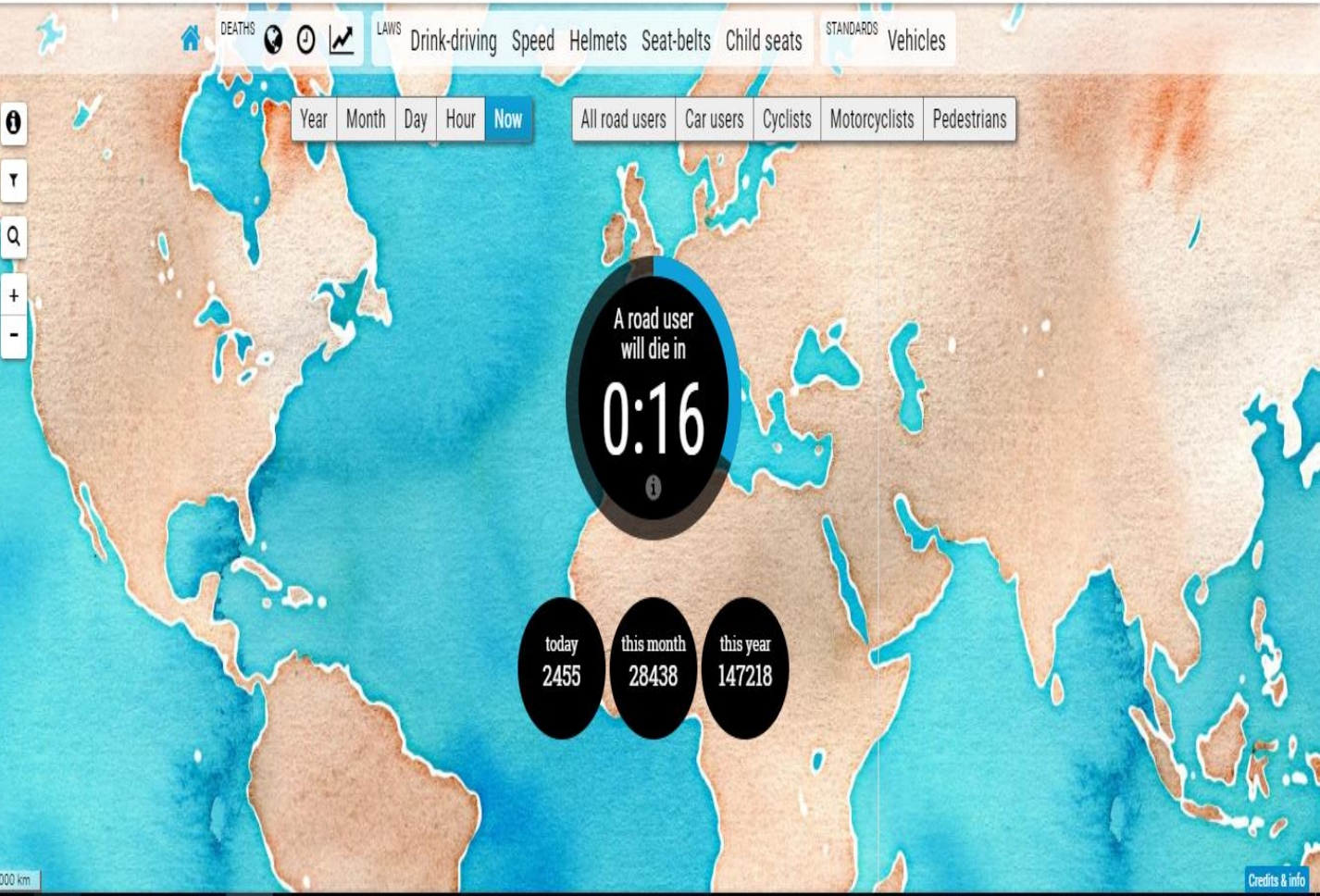


Mobile App: WHO GRS Info



Death on the roads

Based on the WHO Global Status Report on Road Safety 2018



FOR MORE INFORMATION PLEASE CONTACT:

WORLD HEALTH ORGANIZATION
MANAGEMENT OF NONCOMMUNICABLE DISEASES, DISABILITY,
VIOLENCE AND INJURY PREVENTION (NVI)
20 AVENUE APPIA
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SWITZERLAND
PHONE: +41 22 791 2881
http://www.who.int/violence_injury_prevention/road_traffic/en/



Save LIVES

A road safety
technical
package



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World Health
Organization



GLOBAL
ROAD SAFETY
PARTNERSHIP



WORLD BANK

**HANDICAP
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 **OECD**
BETTER POLICIES FOR BETTER LIVES

**Bloomberg
Philanthropies**



TRAFIKVERKET



GLOBAL NCAP
www.globalncap.org



UNECE



**ROAD
SAFETY
COMMISSION**



CENTERS FOR DISEASE
CONTROL AND PREVENTION



Johns Hopkins
International Injury Research Unit



FOUNDATION

 **World Health
Organization**
REGIONAL OFFICE FOR
Europe

 **Organisation
mondiale de la Santé**
BUREAU REGIONAL DE L'
Europe

 **Weltgesundheitsorganisation**
REGIONALBÜRO FÜR
Europa

 **Всемирная организация
здравоохранения**
Европейское региональное бюро

Six Components



Speed
management



Leadership on
road safety



Infrastructure
design and
improvement



Vehicle safety
standards









Enforcement
of traffic laws



Survival after
a crash

22 evidence based interventions

Acronym	Component	Interventions
	Speed management	<p>Establish and enforce speed limit laws nationwide, locally and in cities</p> <p>Build or modify roads which calm traffic, e.g. roundabouts, road narrowing, speed bumps, chicanes and rumble strips</p> <p>Require car makers to install new technologies, such as intelligent speed adaptation, to help drivers keep to speed limits</p>
	Leadership on road safety	<p>Create an agency to spearhead road safety</p> <p>Develop and fund a road safety strategy</p> <p>Evaluate the impact of road safety strategies</p> <p>Monitor road safety by strengthening data systems</p> <p>Raise awareness and public support through education and campaigns</p> <p>Provide safe infrastructure for all road users including sidewalks, safe crossings, refuges, overpasses and underpasses</p> <p>Put in place bicycle and motorcycle lanes</p>
	Infrastructure design and improvement	<p>Make the sides of roads safer by using clear zones, collapsible structures or barriers</p> <p>Design safer intersections</p> <p>Separate access roads from through-roads</p> <p>Prioritize people by putting in place vehicle-free zones</p> <p>Restrict traffic and speed in residential, commercial and school zones</p> <p>Provide better, safer routes for public transport</p>
	Vehicle safety standards	<p>Establish and enforce motor vehicle safety standard regulations related to:</p> <ul style="list-style-type: none"> • seat-belts; • seat-belt anchorages; • frontal impact; • side impact; • electronic stability control; • pedestrian protection; and • ISOFIX child restraint points <p>Establish and enforce regulations on motorcycle anti-lock braking and daytime running lights</p>
	Enforcement of traffic laws	<p>Establish and enforce laws at national, local and city levels on:</p> <ul style="list-style-type: none"> • drinking and driving; • motorcycle helmets; • seat-belts; and • child restraints
	Survival after a crash	<p>Develop organized and integrated prehospital and facility-based emergency care systems</p> <p>Train those who respond to crashes in basic emergency care</p> <p>Promote community first responder training</p>

New directions and next steps

- Safe systems 101
- Road policing
- Urban road safety - default 30km/hr limits
- Communications and information products
- Parliamentarians
- UNRSW – May 2021
- Global Plan for the Decade of Action 2021-2030
- High Level Meeting September 2022

THANK YOU

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