Global status report on road safety 2023

TC 17th Road Safety Technical Committee and 8th WBRSG meeting
April 25, 2024
## GSRRSs and WHO baseline report

<table>
<thead>
<tr>
<th>GSRRS#</th>
<th>Publication year</th>
<th># MS submitting data (+territories)</th>
<th>% World population they represent</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>2023</td>
<td>170+2</td>
<td>97%</td>
</tr>
<tr>
<td>4</td>
<td>2018</td>
<td>174+1</td>
<td>98%</td>
</tr>
<tr>
<td>3</td>
<td>2015</td>
<td>179+1</td>
<td>97%</td>
</tr>
<tr>
<td>2</td>
<td>2013</td>
<td>180+2</td>
<td>96%</td>
</tr>
<tr>
<td>1</td>
<td>2009</td>
<td>178</td>
<td>98%</td>
</tr>
<tr>
<td>baseline</td>
<td>2004</td>
<td>No country analysis</td>
<td></td>
</tr>
</tbody>
</table>

*UNGA RES 74/299*
Fig. A1.1 Number of editions of the Global status report on road safety participated in by countries since 2009
Global Status Report on Road Safety 2023

Overview of Situation

Monitoring Tool

Requested by UNGA and WHA resolutions to track progress towards global goals and assess progress during 2011-2020 Decade of Action
Data and Methods

1. Mathematical modelling to estimate road fatalities (point estimate and 95% CIs), following WHO GHE methods
   - Please visit Global Health Estimates (who.int) and https://platform.who.int/mortality/countries

2. Legal review of legal documents to validate existence of selected legislation topics and whether some of these legislation match WHO best practice

3. Voluntary completion of survey submitted to WHO Member states through formal channels. One government-designated National Data Focal Point assisted by up to 10 collaborators (including observatory members)

4. Data published by other institutions (e.g., WB, EUNECE)
Number of deaths unacceptably high

1.19
Million deaths

66%
Deaths aged 18-59 years

12th
Leading cause of deaths for people all ages

#1
Cause of death for children and young adults aged 5-29 years
Number of deaths

<table>
<thead>
<tr>
<th>Region</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>African Region</td>
<td>19%</td>
<td></td>
</tr>
<tr>
<td>Region of the Americas</td>
<td>12%</td>
<td></td>
</tr>
<tr>
<td>Eastern Mediterranean Region</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>European Region</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>South-East Asia Region</td>
<td>28%</td>
<td></td>
</tr>
<tr>
<td>Western Pacific Region</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td>Global</td>
<td>19%</td>
<td>12% 11% 5% 28% 25%</td>
</tr>
</tbody>
</table>

Global status report on road safety

2023
There are signs of progress

5%

Reduction since 2010

Global status report on road safety 2023
There are signs of progress
Country-level changes

• Decreases by 50% or higher. These are: Belarus, Brunei Darussalam, Denmark, Japan, Lithuania, Norway, Russian Federation, Trinidad and Tobago, United Arab Emirates, and Venezuela.

• Not reaching the 50% target, but close enough are another 15 reducing deaths between 40% and 49%. They are Congo, Greece, Kazakhstan, Lebanon, Maldives, Mauritania, Montenegro, Oman, Poland, Republic of Korea, Republic of Moldova, Singapore, Thailand, Turkmenistan, Viet Nam.

• Increases by 50% or higher: Afghanistan, Belize, Benin, Burkina Faso, Comoros, Gambia, Ghana, Guinea, Haiti, Iraq, Jamaica, Jordan, Kenya, Malawi, Micronesia, Niger, Syria, and Yemen. Nine of these countries are in the African region and five others in the Eastern Mediterranean Region, which are the two regions with the most growth in road fatalities during the Decade.
  • Increase between 40 and 49%: Bahamas and Equatorial Guinea.

• Among the countries with the largest populations,
  • China and Brazil have lowered their deaths by 10% and 23%, respectively, whereas
  • India and the United States of America have increased theirs by 2% and 33%, respectively.
# User type

<table>
<thead>
<tr>
<th></th>
<th>Global</th>
<th>EUR</th>
<th>WBRSO?</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 wheelers</td>
<td>25% (-19% since 2011)</td>
<td>50% (no change)</td>
<td></td>
</tr>
<tr>
<td>2/3 wheelers</td>
<td>30% (+30% since 2011)</td>
<td>12% (no change)</td>
<td></td>
</tr>
<tr>
<td>Cyclist</td>
<td>5% (no change)</td>
<td>6% (+50% since 2011)</td>
<td></td>
</tr>
<tr>
<td>Pedestrians</td>
<td>21% (-5% since 2011)</td>
<td>25% (-7% since 2011)</td>
<td></td>
</tr>
<tr>
<td>Other &amp; Unknown</td>
<td>19% (no change)</td>
<td>7% (no change)</td>
<td></td>
</tr>
</tbody>
</table>
Inequalities persist

3x Rates of death in lower income countries higher than in high-income countries

- High-income
- Upper middle-income
- Lower middle-income
- Low-income

Population: 43% (9%), 32% (16%), 35% (8%)
Estimated road fatalities: 44% (13%), 35% (8%)
Powered vehicles: 34% (28%), 38%
Paved roads: 88% (10%), <1%, <1%
Multimodal transport

People perceive themselves as…
1. Pedestrians (85-95%)
2. Public transport users (68-96%)
3. 4-wheel vehicle passenger (93%)
4. 4-wheel vehicle driver (67-81%)
5. Powered 2/3 wheeler user (41-72%)

Source: ESRA
Infrastructure

Road safety rating by user, 3-star rating or more (Source: iRAP)
Policies on vehicle safety

Legislation on 5 “core” safety standards

35 Countries have all 5 laws

<table>
<thead>
<tr>
<th>Vehicle safety equipment:</th>
<th>Total N=170</th>
<th>Income levels</th>
<th>Income levels</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>High-income</td>
<td>Lower-middle-income</td>
</tr>
<tr>
<td>National law on front and side impact protection</td>
<td>52</td>
<td>39</td>
<td>9</td>
</tr>
<tr>
<td>National law on seat-belt and seat-belt anchorages</td>
<td>88</td>
<td>44</td>
<td>21</td>
</tr>
<tr>
<td>National law on electronic stability control</td>
<td>49</td>
<td>39</td>
<td>8</td>
</tr>
<tr>
<td>National law on pedestrian protection</td>
<td>44</td>
<td>35</td>
<td>7</td>
</tr>
<tr>
<td>National law on braking systems</td>
<td>56</td>
<td>38</td>
<td>11</td>
</tr>
<tr>
<td>National law requiring periodic vehicle inspection/assessment</td>
<td>134</td>
<td>46</td>
<td>30</td>
</tr>
</tbody>
</table>

*a Not shown by income level counted in totals are the three countries for which there is no information on income level.*
Policies on user behaviour

Speed, Drink and Drive, Seat-belt use, Child restraint system use, Helmet use

140 Countries have at least one of these laws at WHO best practice

7 Countries have all 5 laws at met WHO best-practice
Challenges remain

2x Estimated fatalities higher than reported fatalities
Conclusions

• Global progress not enough, still far from target
• Hope as evidenced by progress in some regions and countries
  • EUR?
  • WB?
• Greater focus on implementation of Safe Systems & strengthening data
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Spain

Population: 46,895

Income group: Low income

WHO Region: European region

GDP per capita: 31,050

Global status report on road safety 2023: Country and territory profiles.

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PRODUCTS

- Report EN PDF
- Summary report EN PDF Paper
- Country and Territory Profiles EN PDF
  - Individual country (and territory) profiles
  - Data in CTP (.xlsx)
  - Questionnaire
  - Links with report and previous reports
  - Release video and gifs
- Mobile application EN (Android and Apple)
- Other languages to follow ASAP: Report, summary, mobile application
THANKS

To participating countries & collaborating entities.