Nhan T. Tran, PhD, MHS
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World Health Organization, Geneva, Switzerland

World Health
Organization

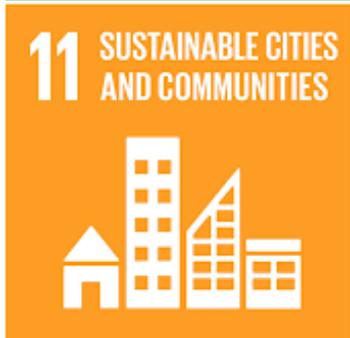# Current state of Road Safety

2016 Global Health Estimates

Rank	Cause	Deaths (000s)	% of total deaths
0	All Causes	56,874	100.0
1	Ischaemic heart disease	9433	16.6
2	Stroke	5781	10.2
3	Chronic obstructive pulmonary disease	3041	5.3
4	Lower respiratory infections	2957	5.2
5	Alzheimer disease and other dementias	1992	3.5
6	Trachea, bronchus, lung cancers	1708	3.0
7	Diabetes mellitus	1599	2.8
8	Road Traffic Injury	1402	2.5
9	Diarrhoeal diseases	1383	2.4
10	Tuberculosis	1293	2.3
14	HIV/AIDS	1012	1.8

Global Response

SDGs

GLOBAL ROAD SAFETY PERFORMANCE TARGETS

Target 1: 2020 By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

Target 2: 2030 By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.

Target 3: 2030 By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

Target 4: 2030 By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

Target 5: 2030 By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

Target 6: 2030 By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.

Target 7: 2030 By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.

Target 8: 2030 By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

Target 9: 2030 By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

Target 10: 2030 By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

Target 11: 2030 By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

Target 12: 2030 By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.


United Nations Road Safety Trust Fund

Global Response

- Based on evidence-based solutions

- Effectiveness in reducing fatalities and injuries, as well as in changing in behaviour, attitudes and knowledge

- 22 interventions were specified and grouped into six core components: **S**peed management, **L**eadership on road safety, **I**nfrastructure design and improvement, **V**ehicle safety standards, **E**nforcement of traffic laws and **S**urvival after a crash

Speed management
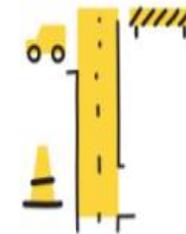
Infrastructure design and improvement

Enforcement of traffic laws

Leadership on road safety

Vehicle safety standards

Survival after a crash

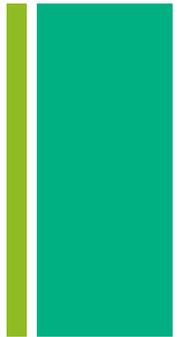# Current State of Road Safety Globally (2016 Global Health Estimates)
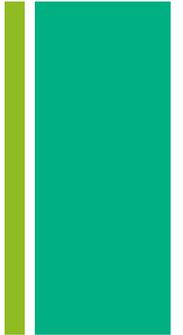
Road traffic deaths per 100,000 persons (Global Health Estimates)

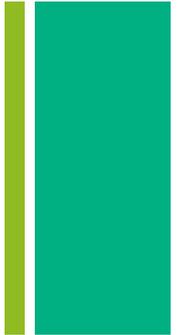# Economist Intelligence Unit
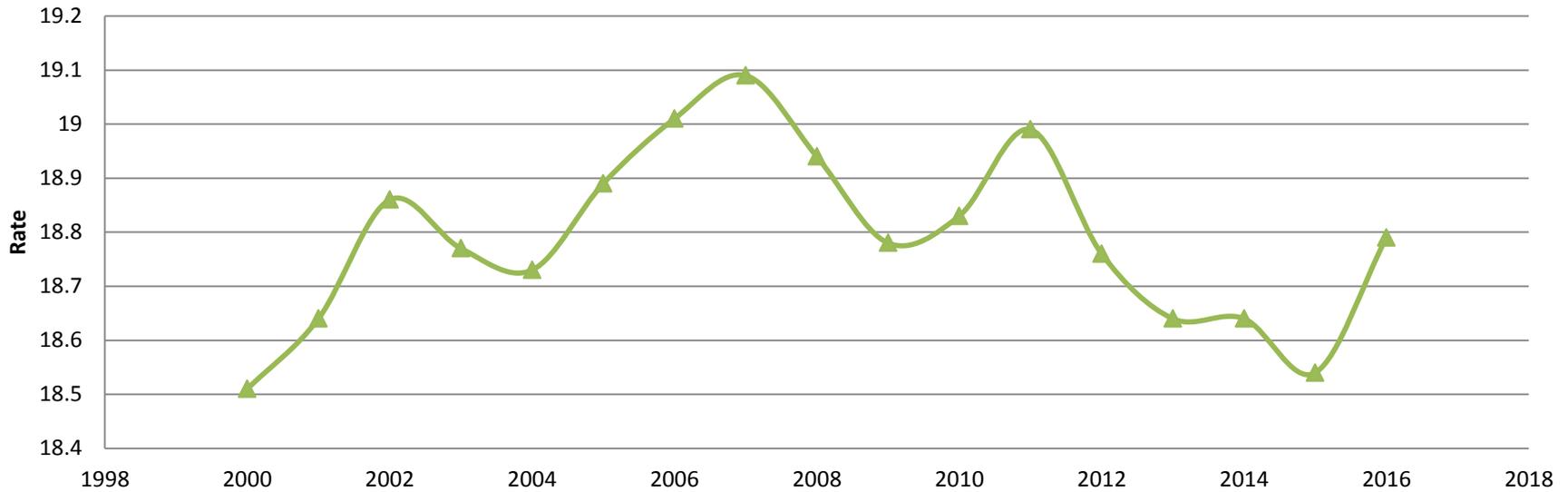
The Economist

Enabling efficient
policy implementation

A report from the Economist Intelligence Unit
Sponsored by Oracle

Perspectives on Implementation: Economist survey

- **Poor implementation is widespread and damaging to a large majority of organizations.**

  - 30% of organizations admit that they are at best only occasionally effective at policy change, and one-half say that they are only somewhat effective.

  - Of government respondents, 89% have suffered some negative impact from failure in this area, including 52% who have seen their ability to deliver their mandated mission damaged.

  - In the private sector, 81% have experienced some damage, including 41% with a reduced ability to execute strategy.

Implementation is about change
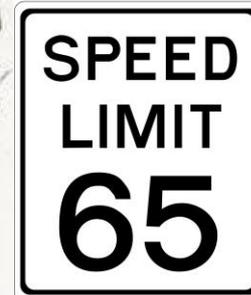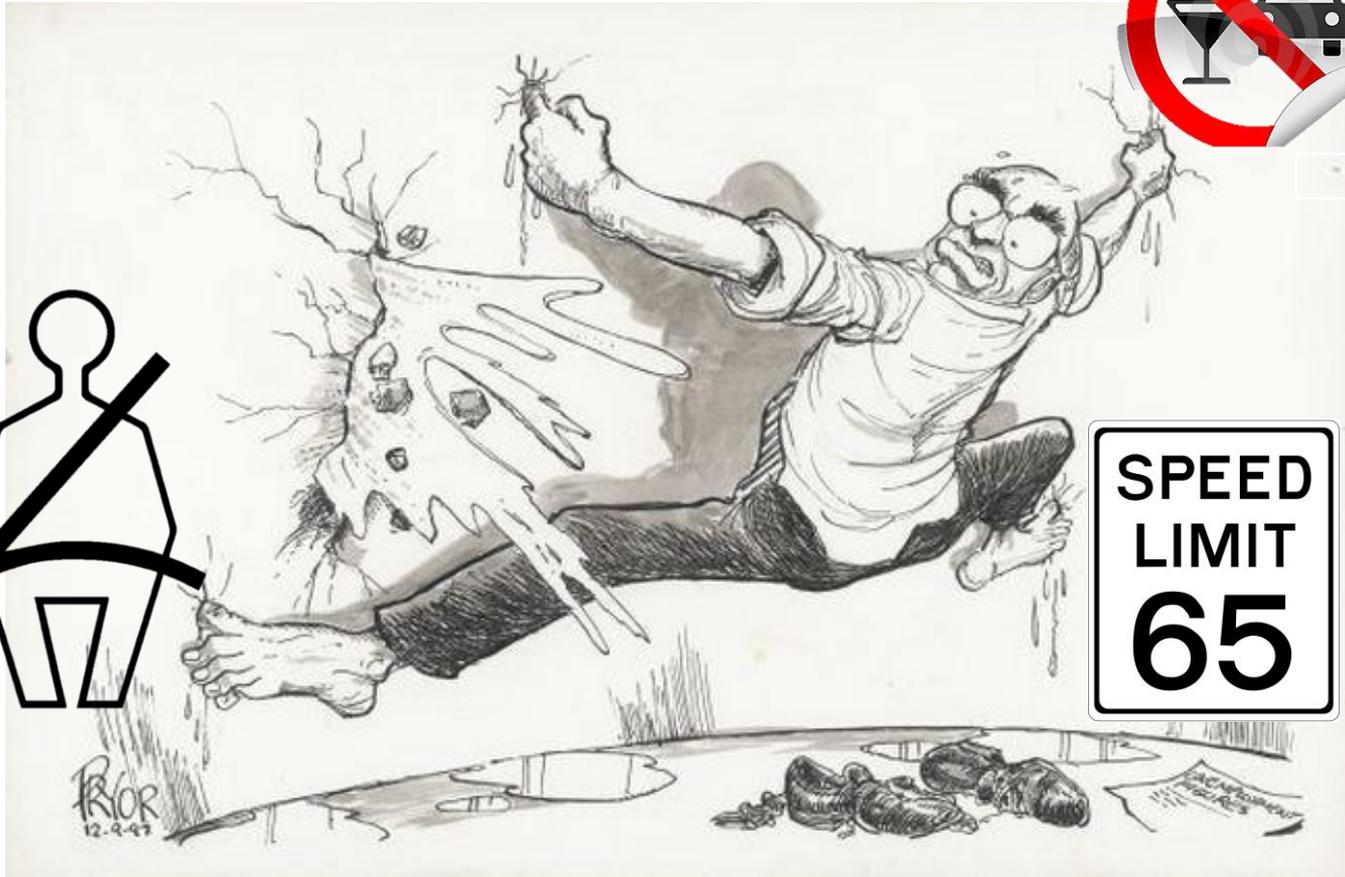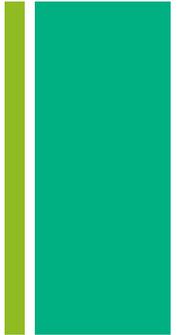
Change is NOT hindered by a know-do gap

- Assumption that failure to implement or change results from a 'know-do-gap' – specifically about the benefits of harm of intervention/behaviour is NOT TRUE
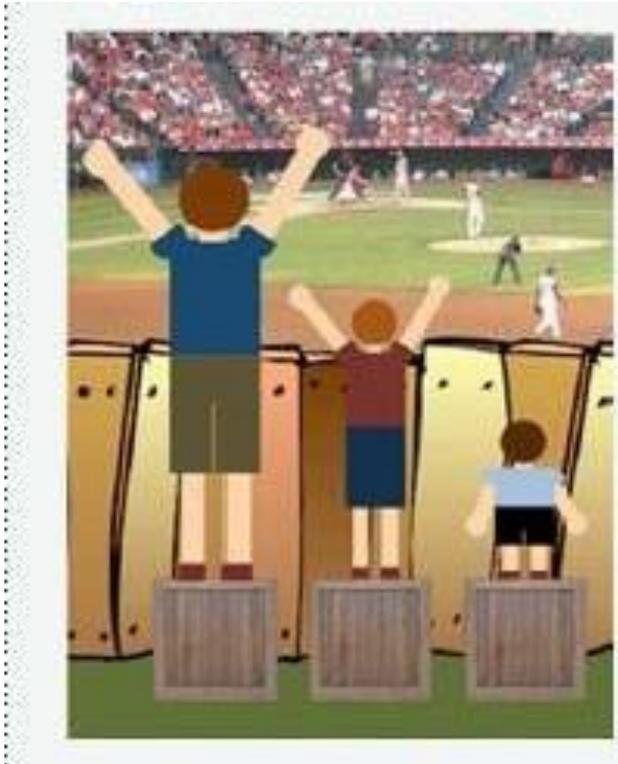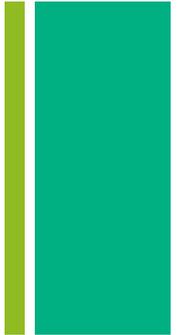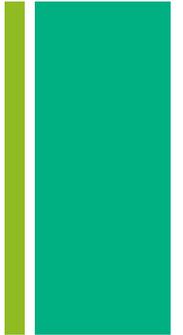
Change is a process not an event
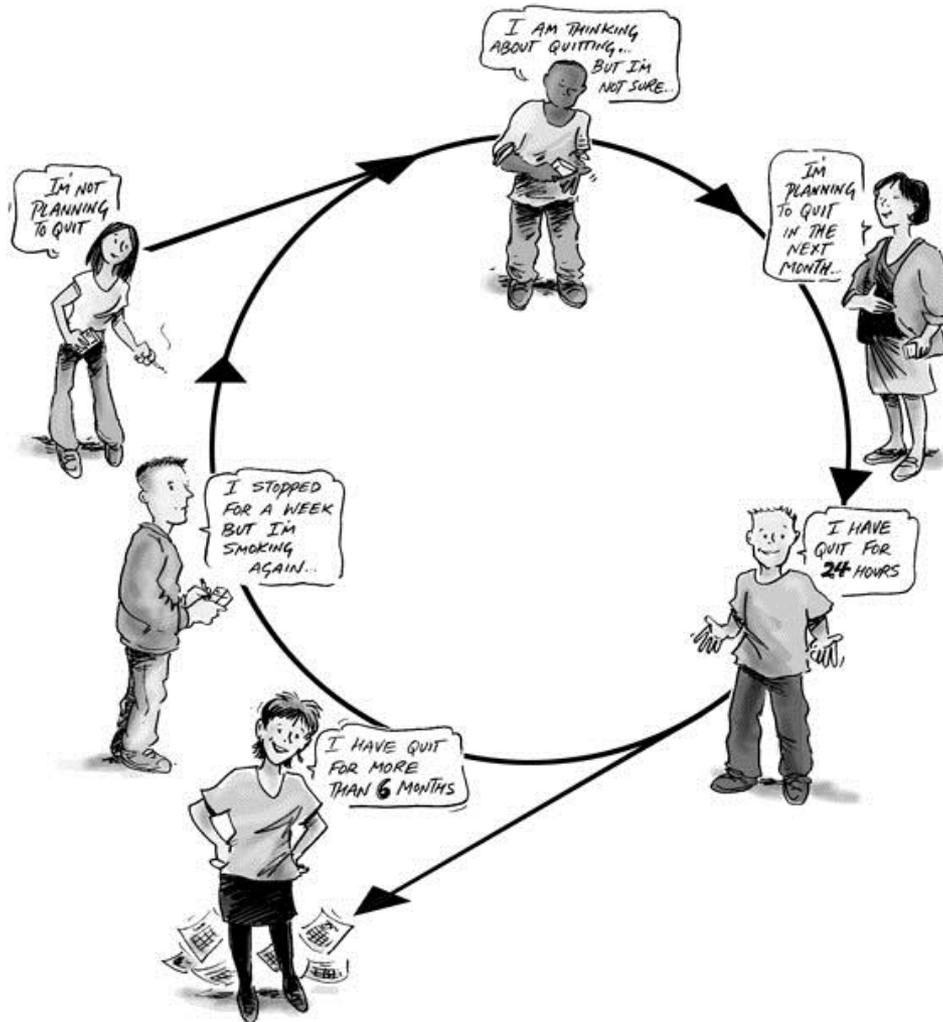
+ Change occurs within systems

Systems Thinking

Public health framework for road traffic injuries & fatalities

Haddon Matrix (1970)

	Person	Vector	Environment
Pre-Event	Driver education, avoiding alcohol	Use of visibility enhancement materials	Clear road signs, street lighting
Event	Safety helmets	Placement of equipment (baskets)	Separation of traffic
Post-Event	Prevention of disability	First aid equipment	Availability of EMS

Safe systems approach to road safety (mid-1990s)
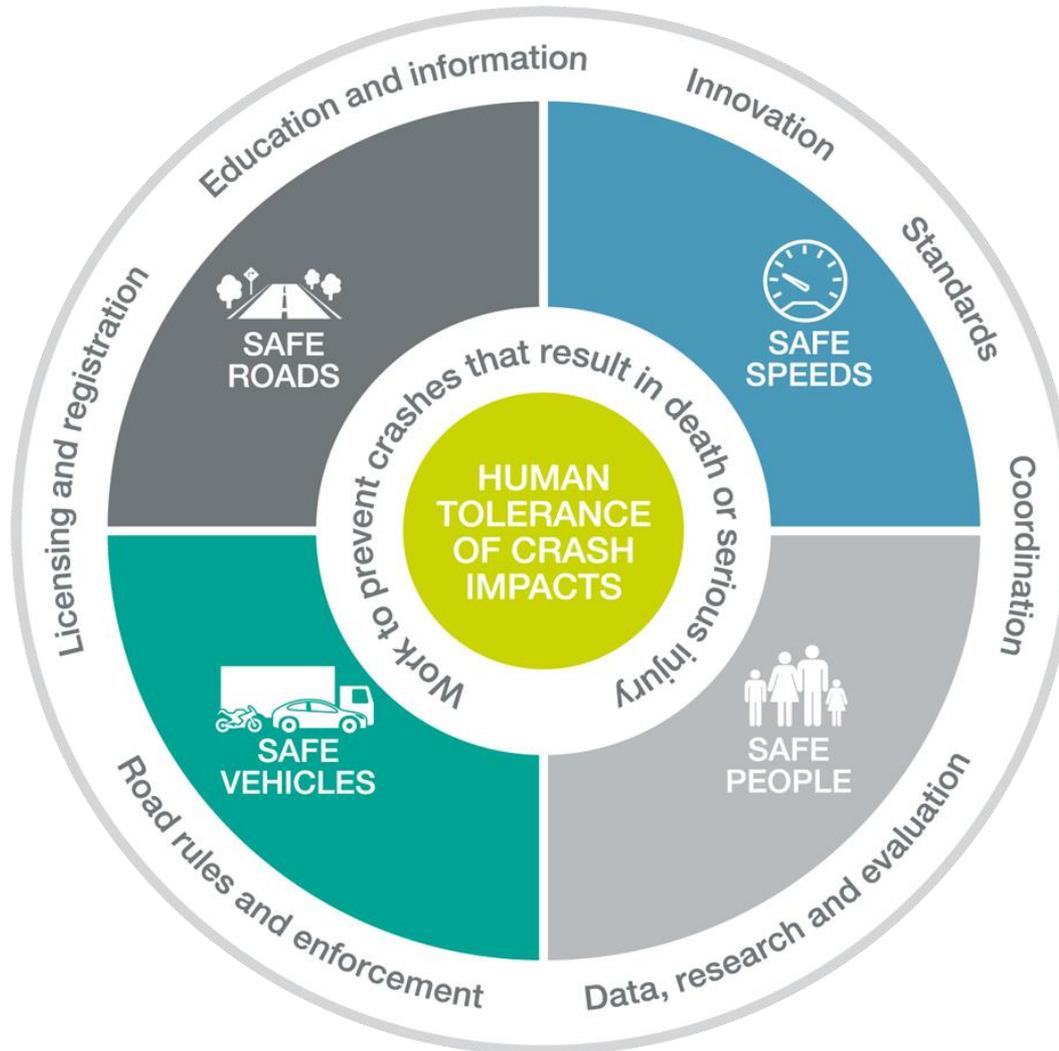
There is no ENEMY, no FIGHT
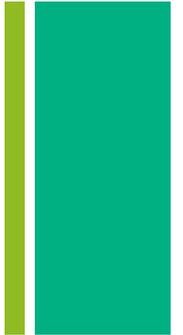
+ Safety a value not an intervention

Context Matters - Local Adaption and Innovation

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