

**FOR PARTICIPANTS ONLY
14 March 2017
ENGLISH ONLY**

**UNITED NATIONS
CENTRE FOR REGIONAL DEVELOPMENT**

In collaboration with

**Ministry of Public Works and Transport, Lao People's Democratic Republic
Ministry of the Environment (MOE), Japan
Partnership on Sustainable, Low Carbon Transport
United Nations Economic and Social Commission for Asia and the Pacific, and
United Nations Office for Sustainable Development**

**TENTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST) FORUM IN ASIA,
14-16 MARCH 2017, VIENTIANE, LAO PEOPLE'S DEMOCRATIC REPUBLIC**

Achieving SDG target 3.6 Halve the number of road traffic deaths and injuries by 2020

(Presentation for EST Plenary Session 10 of the Provisional Programme)

Final Draft

This presentation has been prepared by Dr. Jonathon Passmore, WHO for the Tenth Regional EST Forum in Asia. The views expressed herein are those of the author only and do not necessarily reflect the views of the United Nations.

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Achieving SDG target 3.6

Halve the number of road traffic deaths and injuries by 2020

Jonathon Passmore

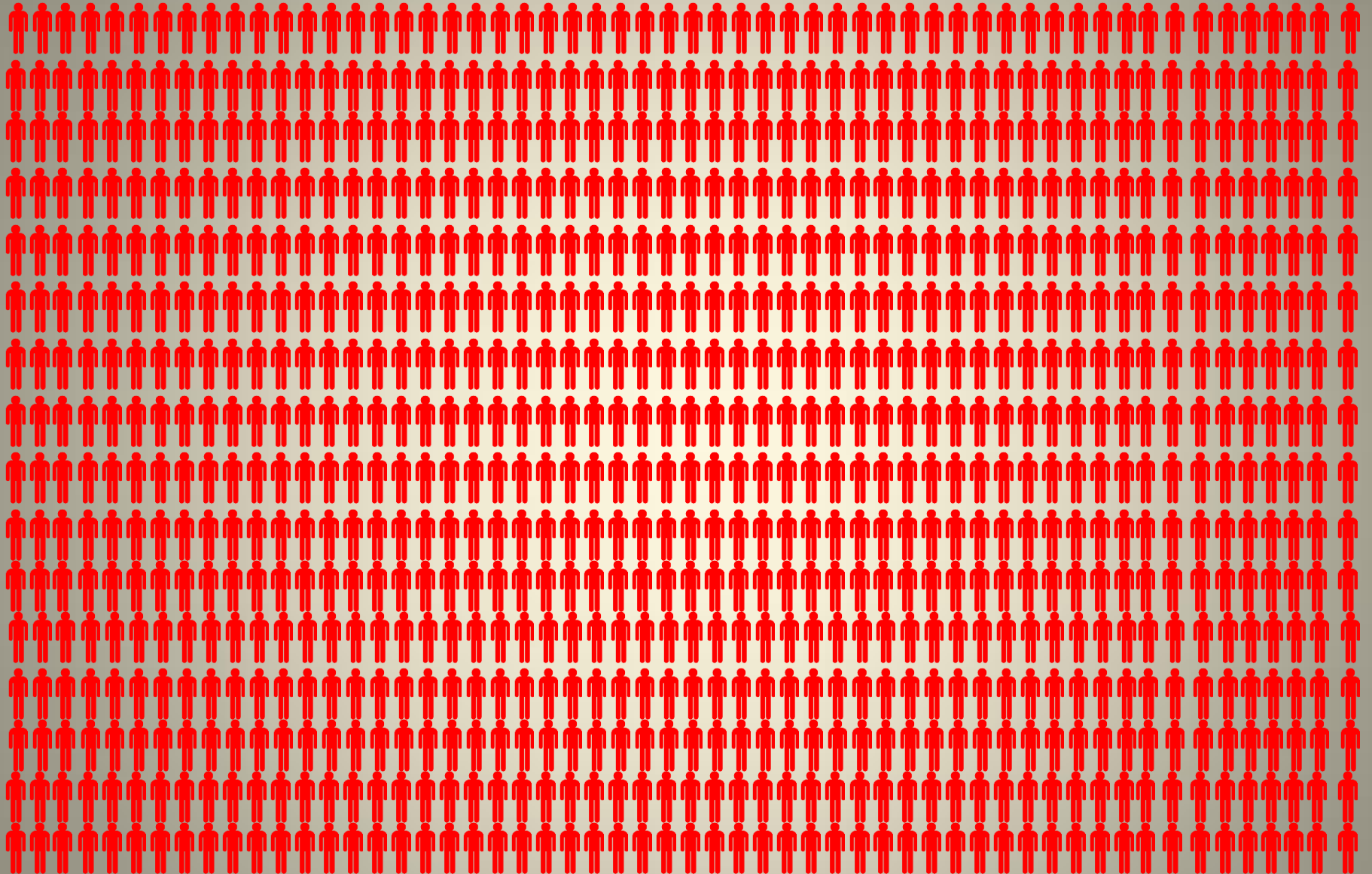
Technical Lead

Violence and Injury Prevention Unit

Leading Causes of Death in the Western Pacific Region, 2015

	0-27 days	1-59 months	5-14 years	15-29 years	30-49 years	50-59 years	60-69 years	70+ years	Total
1	Preterm birth complications 55,245	Lower respiratory infections 34,932	Drowning 13,554	Road injury 67,796	Road injury 104,985	Stroke 196,098	Stroke 561,607	Stroke 1,636,563	Stroke 2,497,803
2	Birth asphyxia and birth trauma 39,787	Congenital heart anomalies 16,478	Road injury 8,814	Self-harm 26,238	Stroke 92,161	Ischaemic heart disease 152,058	Ischaemic heart disease 400,676	Ischaemic heart disease 1,402,336	Ischaemic heart disease 2,054,603
3	Congenital heart anomalies 14,700	Diarrhoeal diseases 14,909	Leukaemia 4,833	Ischaemic heart disease 10,905	Ischaemic heart disease 88,338	Trachea, bronchus, lung cancers 98,883	Chronic obstructive pulmonary disease 195,097	Chronic obstructive pulmonary disease 892,218	Chronic obstructive pulmonary disease 1,141,932
4	Lower respiratory infections 10,824	Exposure to mechanical forces 8,400	Lower respiratory infections 4,506	Drowning 10,302	Liver cancer 73,342	Liver cancer 96,723	Trachea, bronchus, lung cancers 192,676	Trachea, bronchus, lung cancers 451,732	Trachea, bronchus, lung cancers 785,157
5	Neonatal sepsis and infections 10,406	Drowning 8,027	Congenital heart anomalies 3,787	Interpersonal violence 9,833	Self-harm 49,945	Road injury 53,375	Liver cancer 115,423	Lower respiratory infections 378,841	Lower respiratory infections 518,171
6	Other congenital anomalies 9,886	Road injury 8,009	Other infectious diseases 3,221	Leukaemia 9,265	Trachea, bronchus, lung cancers 39,979	Stomach cancer 52,010	Stomach cancer 103,241	Alzheimer disease and other dementias 353,850	Liver cancer 488,245
7	Other neonatal conditions 7,796	Other unintentional injuries 6,675	Other unintentional injuries 2,264	Stroke 8,728	Cirrhosis of the liver 33,068	Cirrhosis of the liver 42,444	Diabetes mellitus 70,375	Stomach cancer 232,486	Stomach cancer 411,898
8	Neural tube defects 3,169	Childhood-cluster diseases 6,019	Falls 2,149	Other unintentional injuries 8,727	HIV/AIDS 27,038	Chronic obstructive pulmonary disease 38,704	Oesophagus cancer 63,451	Hypertensive heart disease 229,328	Alzheimer disease and other dementias 396,757
9	Exposure to mechanical forces 2,525	Other congenital anomalies 4,904	Parasitic and vector diseases 1,869	Falls 6,616	Stomach cancer 22,889	Self-harm 30,463	Cirrhosis of the liver 63,281	Liver cancer 197,465	Road injury 328,117
10	Other unintentional injuries 1,343	Preterm birth complications 4,523	Tuberculosis 1,762	Lower respiratory infections 6,366	Kidney diseases 22,164	Oesophagus cancer 29,483	Hypertensive heart disease 59,695	Other circulatory diseases 169,432	Hypertensive heart disease 317,617

37 killed each hour, 885 each day, 323,000 each year





Someone is killed on the Regions road s, every 95 seconds



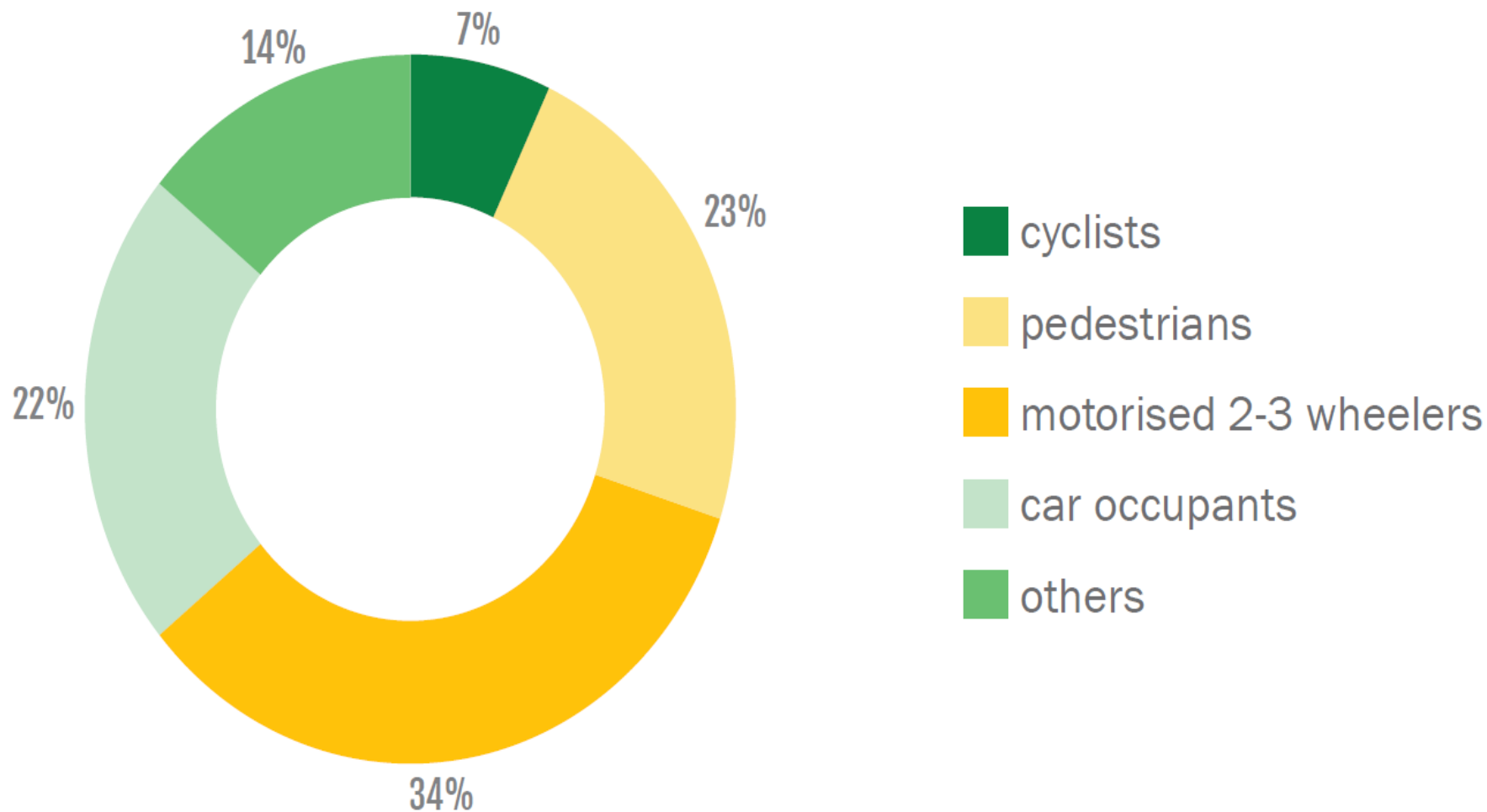
Injuries
resulting
in death

Injuries resulting in:

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

FIGURE 2

Road traffic fatalities in the Western Pacific Region, by road user, 2013

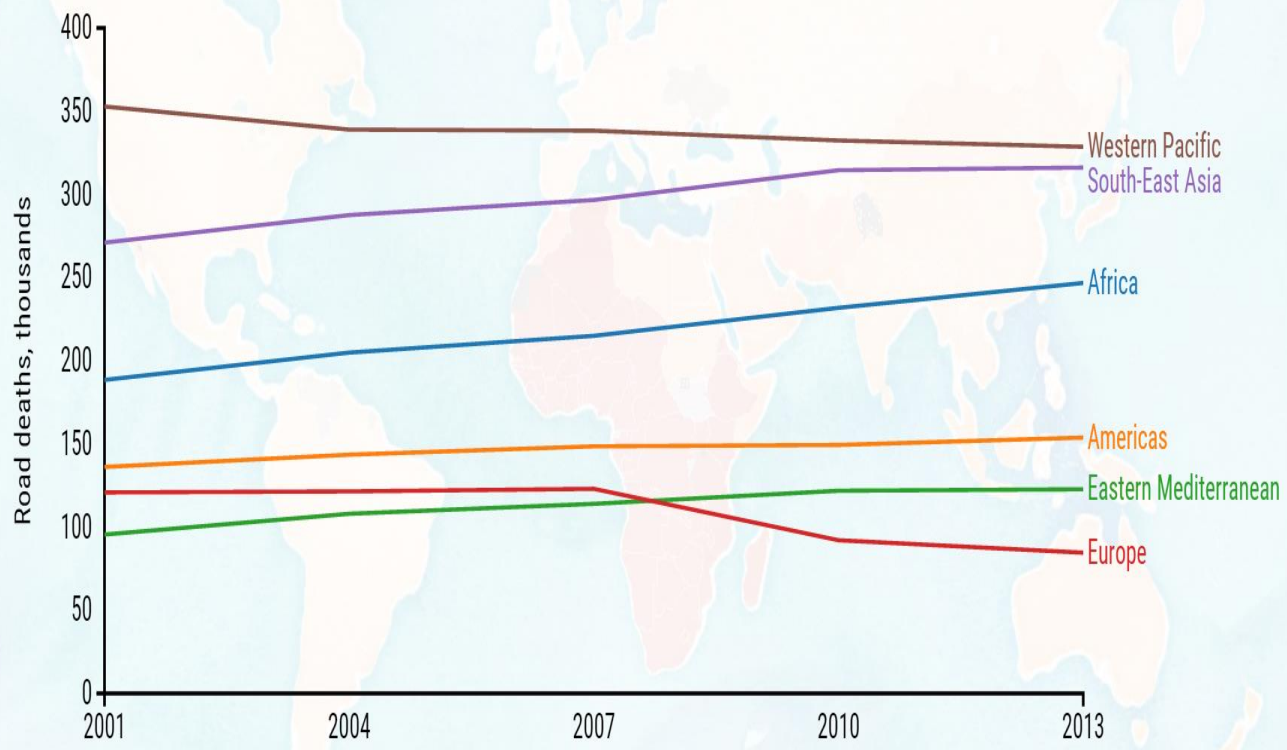


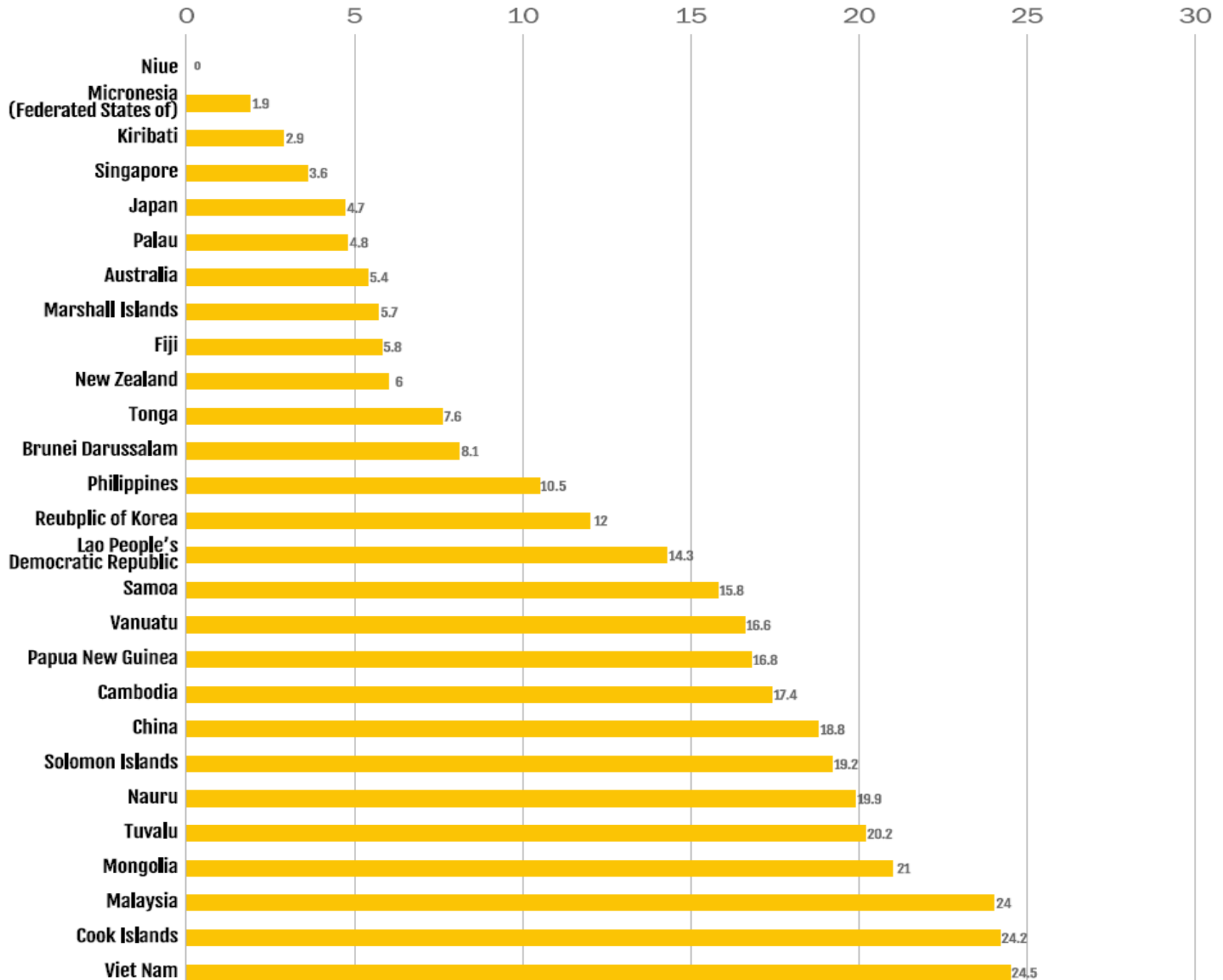
Death on the roads

Based on the WHO Global Status Report on Road Safety 2015

DEATHS    LAWS Drink-driving Speed Helmets Seat-belts Child seats STANDARDS Vehicles

Global WHO regions Deaths Vehicles Absolute Per capita

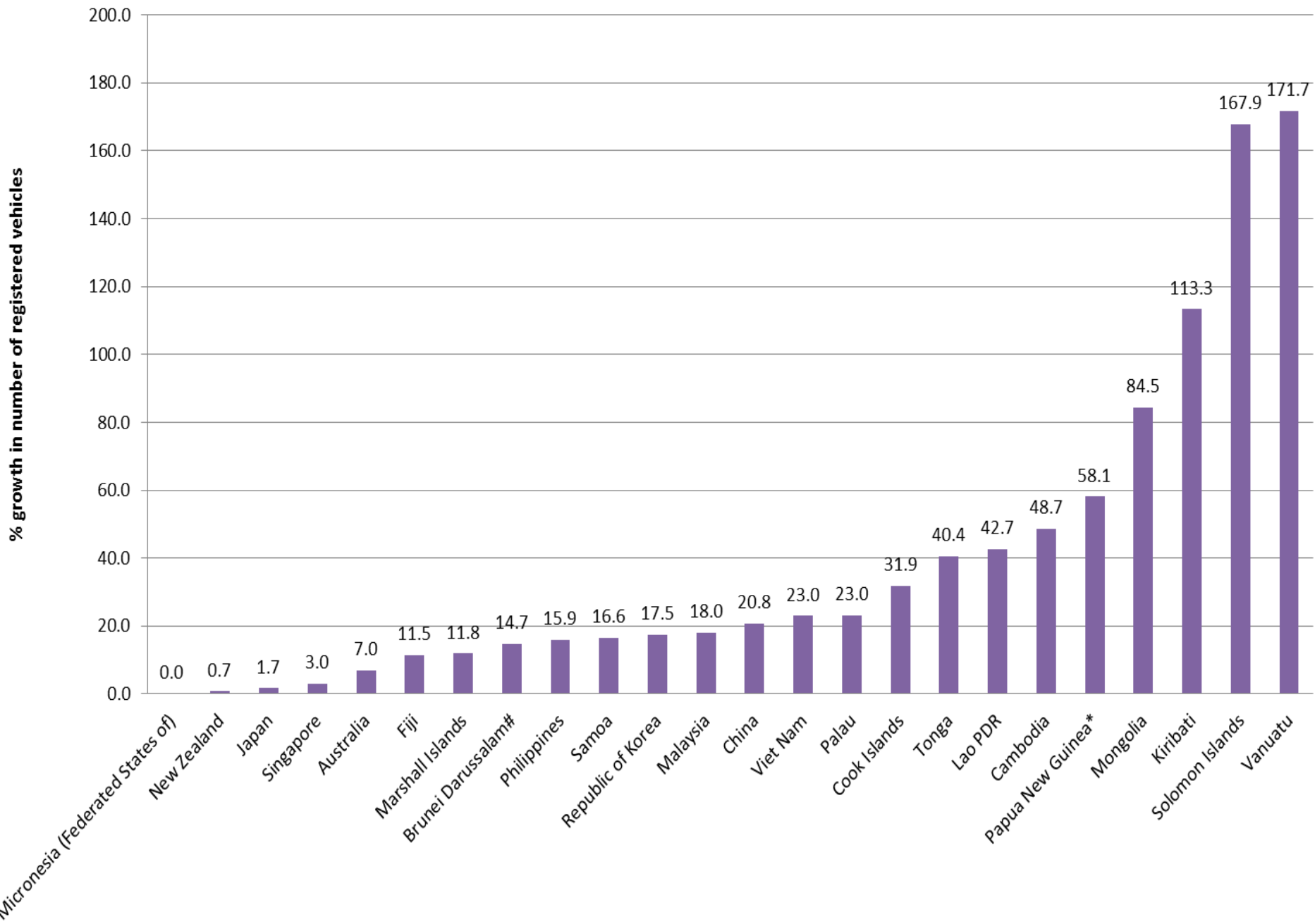











400+ million registered vehicles in the Region, of which 40% are motorcycles

Motorisation growth in Regional Countries 2010-2013



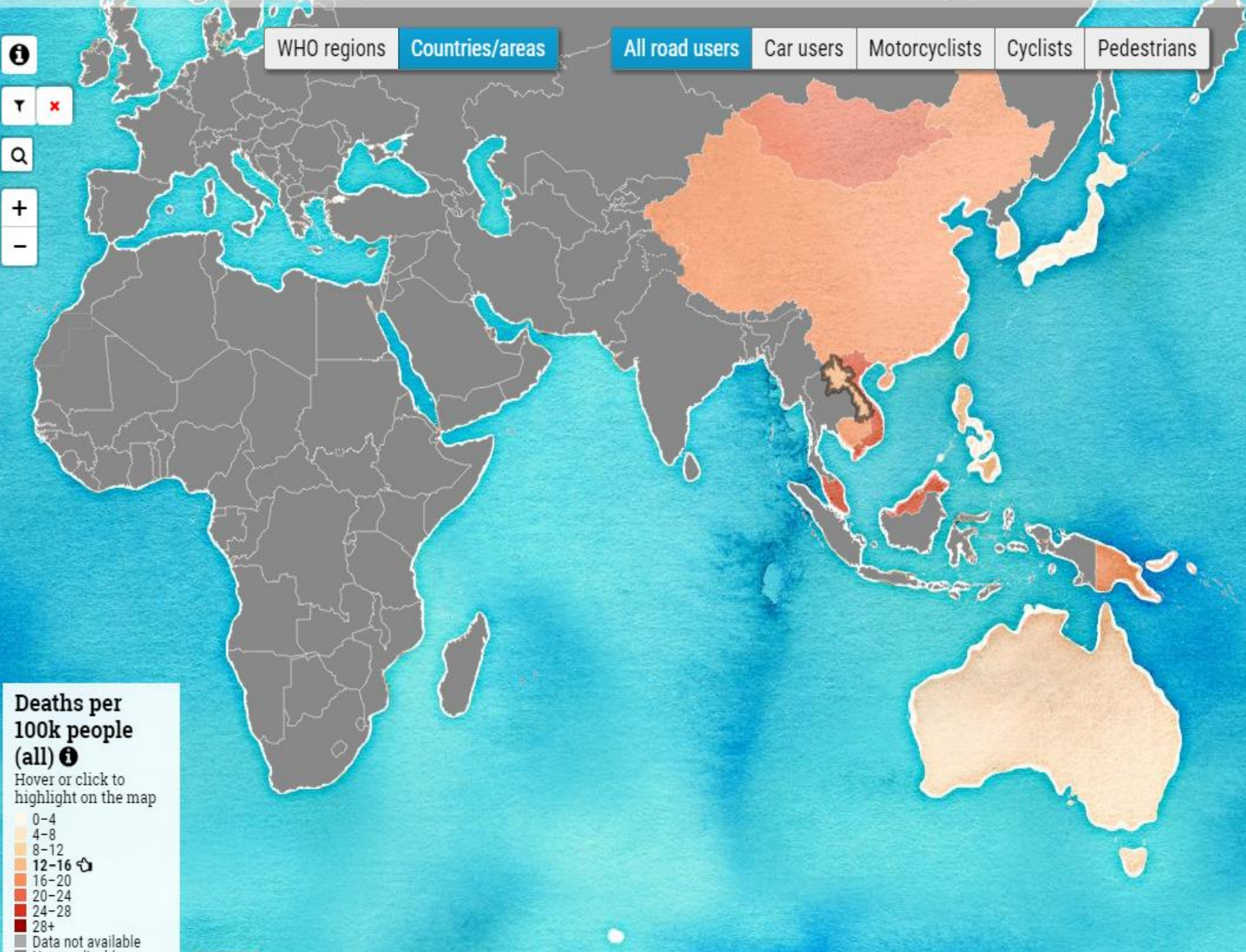
Death on the roads

Based on the WHO Global Status Report on Road Safety 2015

DEATHS    LAWS Drink-driving Speed Helmets Seat-belts Child seats STANDARDS Vehicles  

WHO regions **Countries/areas** All road users Car users Motorcyclists Cyclists Pedestrians



Lao People's Democratic Republic

 6.8m  1.4m

Deaths per 100k people (all)



Click again to see all information about Lao People's Democratic Republic

Deaths per 100k people (all)

Hover or click to highlight on the map

- 0-4
- 4-8
- 8-12
- 12-16** 
- 16-20
- 20-24
- 24-28
- 28+
- Data not available
- Non applicable

1000 km

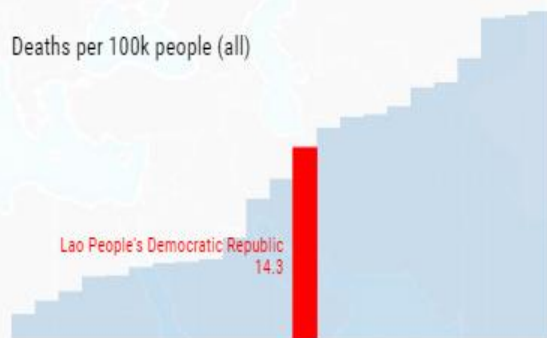
Lao People's Democratic Republic ▼

 6.8m
  1.4m
  Middle
  Western Pacific



Fatalities

Deaths per 100k people (all)



Users **ALL**    
 Compare **ALL** **SAME REGION** SIMILAR INCOME

Deaths, total

971

Estimated by the WHO

Deaths/100k

910

Reported by country/area

14.3

Estimated by the WHO

Laws

Drink-driving



Speed



Child seats



Helmets



Seat-belts



Good drink driving laws ⁱ

No

BAC/BrAC limit, general (g/dl) ⁱ

0.05

BAC/BrAC limit, young/novice drivers (g/dl) ⁱ

0.05

Vehicle standards

Number of key vehicle standards (out of 7) ⁱ

0

Electronic stability control vehicle standard ⁱ

No

Frontal impact vehicle standard ⁱ

No

Pedestrian protection vehicle standard ⁱ

No

Deaths per 100k people (all) ⁱ

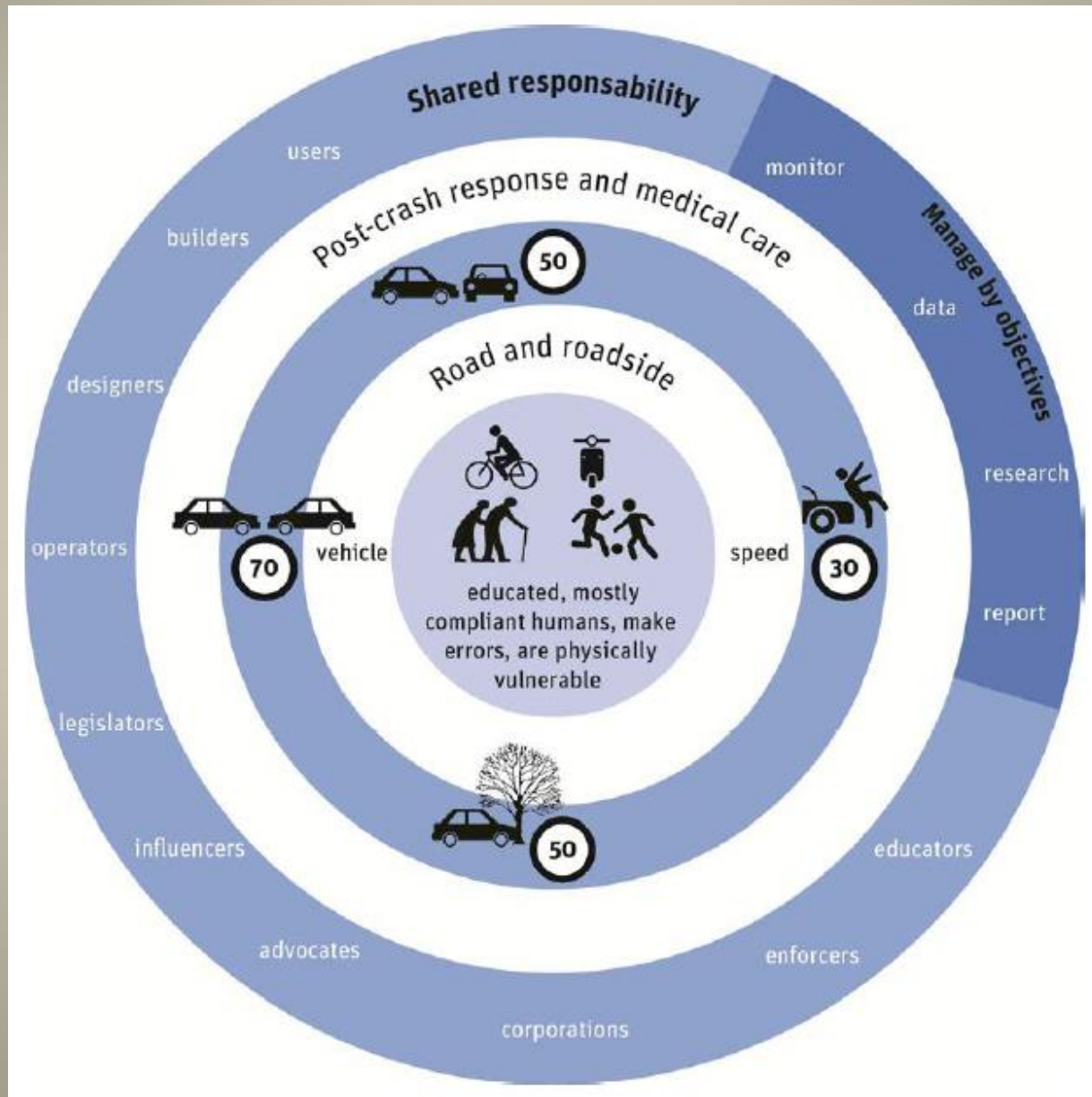
Hover or click to highlight on the map

- 0-4
- 4-8
- 8-12

	Speed		Drunk Driving		Child Restraints		Helmets			Seat Belts	
	Urban Speed limit ≤50km/h	Local authorities can reduce speed limits as required	BAC limit of ≤0.05g/dl for the general population	BAC limit of ≤0.05g/dl for young or novice drivers	Requirement for use of child restraints is based on age, weight, height or combination of these factors	Restriction of children under a certain age or height from sitting in the front seat	Protective helmets must be worn by all drivers and passengers, on all roads, on bikes of all engine types	Law specifies helmet must be properly fastened	Law specifies a national or international quality standard	Applies to drivers and front-seat passengers	Applies to rear-seat passengers
Australia	50km/h	Yes	0.049	0.00	Age	Yes	Yes	Yes	Yes	Yes	Yes
Cambodia	40km/h	No	0.05	0.05	Age	No	Drivers only	No	No	Yes	No
Cook Islands	40km/h	No	0.08	0.08	No	No	Yes	No	Yes	No	No
China	?	Yes	0.02	0.02	No	No	Yes	No	Yes	Yes	Yes
Fiji	No	No	0.08	0.00	No	No	No	No	No	No	No
Japan	60km/h	Yes	0.03	0.03	Age	No	Yes	Yes	Yes	Yes	Yes
Kiribati	40km/h	No	0.08	0.08	Age	No	No	No	No	Yes	Yes
Korea	80km/h	Yes	0.05	0.05	No	No	Yes	No	Yes	Yes	Yes
Lao PDR	40km/h	No	0.05	0.05	No	No	Yes	No	No	Yes	No
Malaysia	90km/h	Yes	0.08	0.08	No	No	Yes	Yes	Yes	Yes	No
Marshall Islands	40km/h	Yes	No	No	No	No	Yes	No	No	No	No
Micronesia	No	No	No	No	No	No	No	No	No	No	No
Mongolia	60km/h	No	0.04	0.04	No	No	Yes	No	No	Yes	Yes
New Zealand	50km/h	Yes	0.05	0.00	Age	Yes	Yes	Yes	Yes	Yes	Yes
Palau	No	No	0.1	0.1	No	No	Yes	Yes	No	No	No
Papua New Guinea	60km/h	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Philippines	40km/h	Yes	0.05	0.05	No	Yes	Yes	No	Yes	Yes	Yes
Samoa	56km/h	No	0.08	0.08	No	No	Yes	Yes	No	Yes	No
Singapore	70km/h	No	0.08	0.08	Weight/height	No	Yes	Yes	Yes	Yes	Yes
Solomon Islands	No	Yes	No	No	No	No	Yes	Yes	Yes	No	No
Tonga	50km/h	No	0.03	0.03	No	No	Yes	Yes	Yes	No	No
Vanuatu	No	No	No	No	No	No	Yes	No	Yes	No	No
Viet Nam	50km/h	No	0.00-0.05	0.00-0.05	No	No	Yes	Yes	Yes	Yes	No



Safe Systems Approach





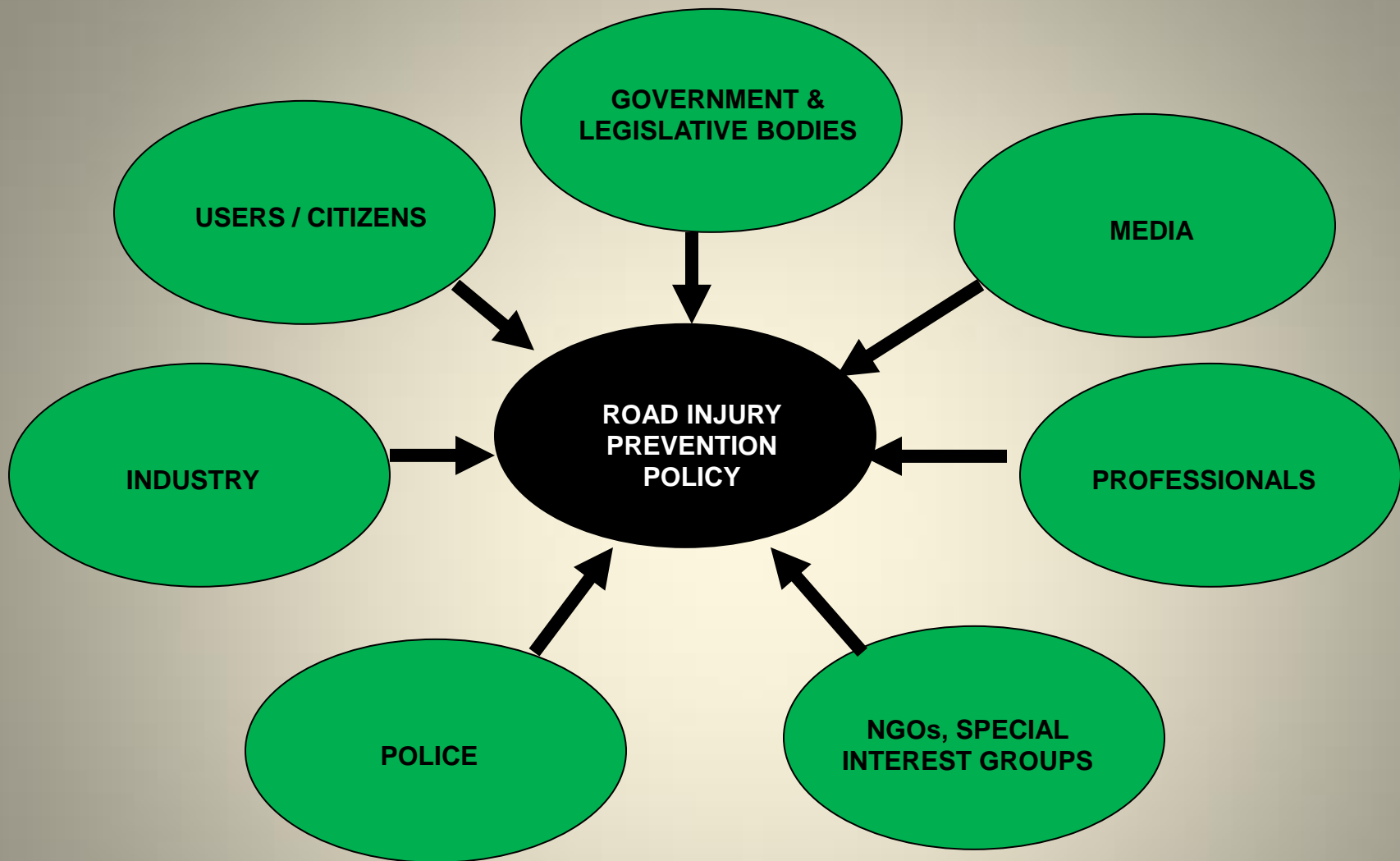
HUMAN LIFE IS PARAMOUNT



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

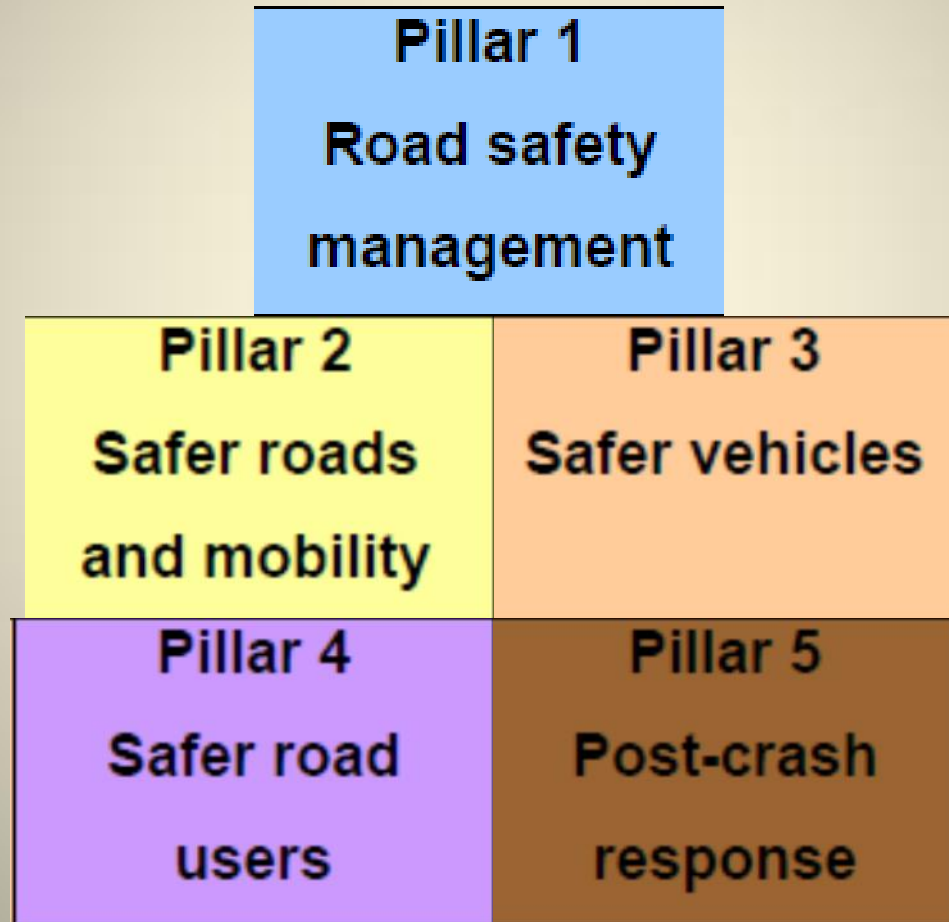
Global Plan

for the Decade of Action
for Road Safety 2011-2020



**DECADE OF ACTION FOR
ROAD SAFETY 2011-2020**

Safe Systems Approach





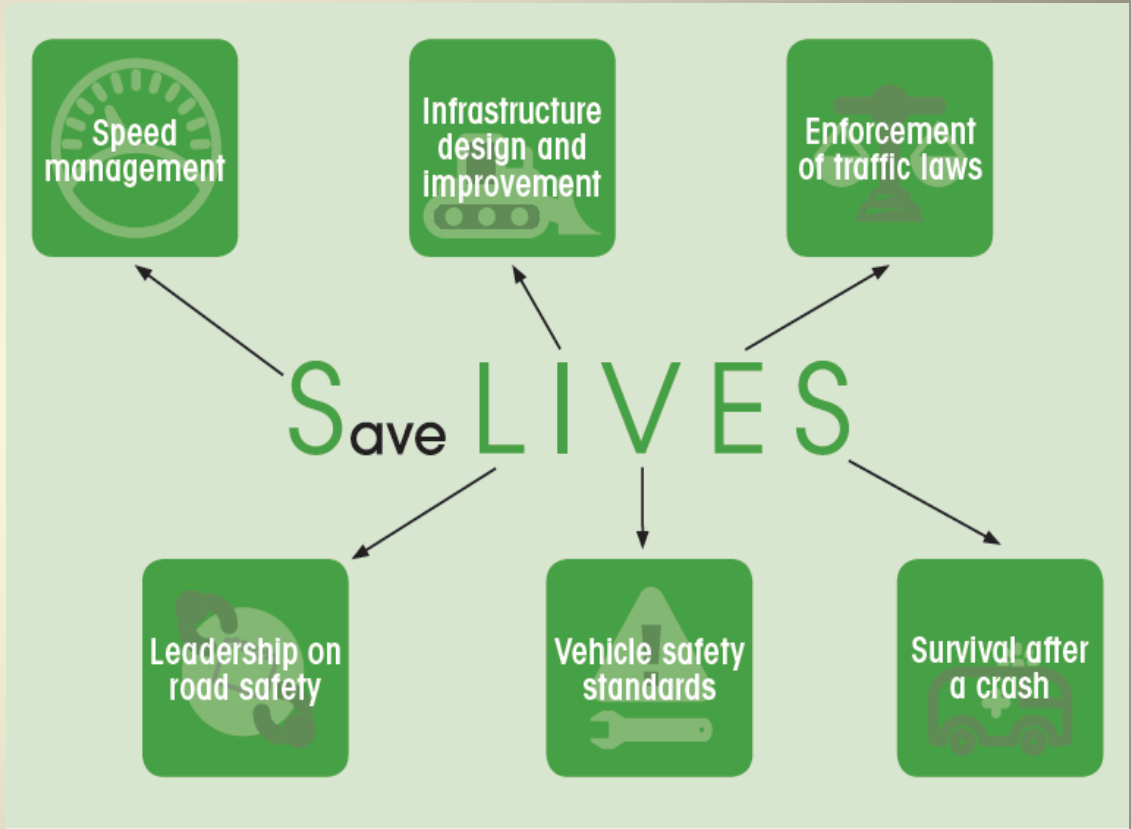
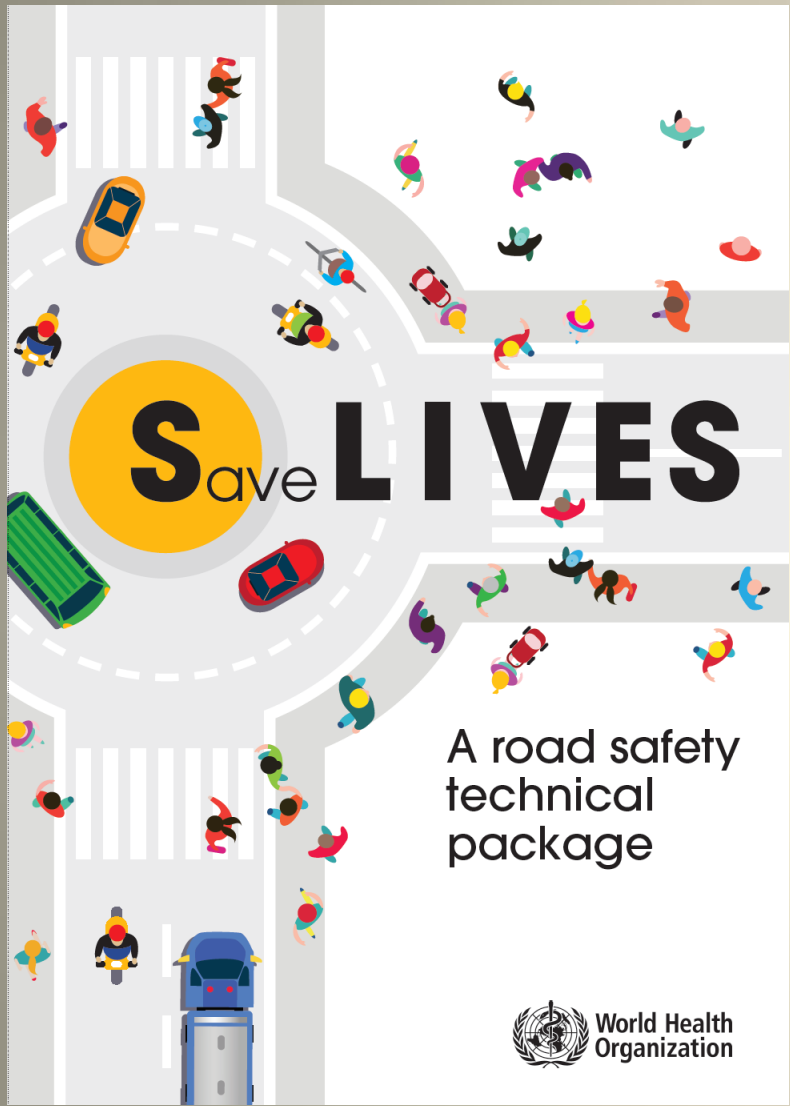
Zero Road Deaths and Serious Injuries

Leading a Paradigm Shift to a Safe System



Research Report

	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.



The mandate

- United Nations General Assembly Resolution A/70/260
- World Health Assembly Resolution 69.7.

“requests WHO, in collaboration with other United Nations agencies and the United Nations regional commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist interested countries to develop voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.”

Why we need global targets?

- Complement not compete with the SDG process
- Global level
 - Raises awareness of road safety issue
 - Allows assessment of progress towards DoA / SDG goals
- National level
 - Keeps focused action, especially where results made public
 - Allows adjustment of activities as needed

Road safety-related SDGs and targets



SDG Goal 3: Ensure healthy lives and promote well-being for all at all ages

Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents



SDG Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable

Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

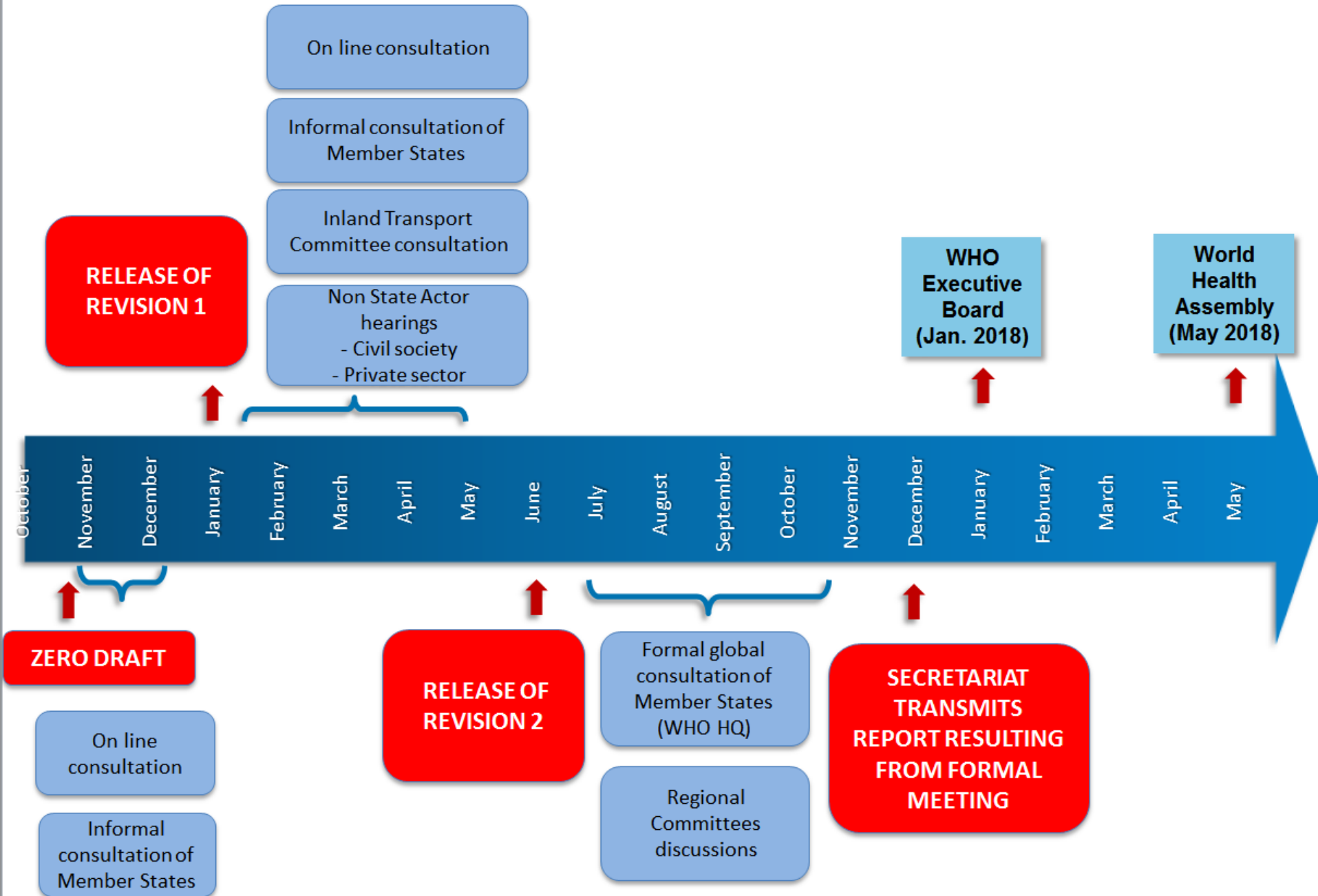
Criteria for developing targets

- High epidemiologic and public health **relevance** (strong causal links, other health co-benefits)
- **Evidence** driven targets and indicators
- Availability of effective and feasible public health **interventions**
- Evidence of **achievability** at the country level
- Ease of **communication**
- **Time bound**

Indicators

- For each global target → one or more indicator (outcome indicators, intermediate outcome indicators or national systems response indicators).
- Be **strongly associated** with the injury and/or fatality occurrence
- Be **sensitive to changes** brought about by road safety measures
- Have a clear **operational definition**, be measureable and quantifiable
- Be **feasible** for countries to collect, compile
- Be **supported by data** that can be collected through unambiguous data collection instruments with the potential to set a baseline and monitor changes over time.

Process for developing global targets for road safety



Proposed monitoring framework

- Based on the 5 pillars in the Global Plan of Action that is used to guide the Decade of Action for Road Safety 2011-2020
- Draft zero WHO discussion paper
 - Expert guided
 - Consultation from Oct 2016 → Jan 2017: comments received from 35 Member States / organizations
- Draft one WHO discussion paper
 - Now online for consultation Feb → April 2017

Pillar 1: Road safety management

Objective & target	Indicator	Source within countries	Global source
Establish a multisectoral national road safety action plan with time-bound targets	Existence of a multisectoral national road safety action plan that is funded and includes time-bound targets Existence of a lead agency on road safety that performs a specified number of coordination functions	Ministries of Transport (via National Data Coordinators of Global status report)	<i>Global status report on road safety</i>

Pillar 2: Safe roads and mobility

Target	Indicator	Source within countries	Global source
<p>Eliminate high risk roads</p> <p>100 % of new roads are 3 star or better for all road users or >75% of travel on existing roads are 3 star or better for all road users</p>	<p>% of new roads that are 3 star or better for all road users</p> <p>% of network of existing roads that are 3 star or better for all road users</p>	<p>Ministries of Highways or Transportation and/or Infrastructure</p>	<p>Collected and published annually for 70+ countries by iRAP or another equivalent system of rating, e.g. EU 2008/96/EG</p>

Pillar 3: Safe Vehicles

Target	Indicator	Source within countries	Global source
<p>Eliminate production (and importation) of substandard new vehicles</p> <p>100% of new vehicles (defined as produced or sold) meeting 8 priority UN regulations or equivalent recognized national standard.</p>	<p>Implementation of UN regulations:</p> <ul style="list-style-type: none"> • No. 94 (front impact) • No. 95 (side impact) • No. 13H/140 (ESC) • No. 127 (pedestrian protection) • Nos. 14 and 16 (seat-belts and seat-belt anchorages) • No. 44/129 (child restraints) • No. 78 (motorcycle anti-lock brakes) <p>Or equivalent national standards.</p>	<p>Submitted to UNECE WP29</p>	<p><i>Global status report on road safety</i></p>

Pillar 4: Safe road users (1)

Target	Indicator	Source within countries	Global source
<p>Reduce speeding</p> <p>Reduce the proportion of vehicles travelling over the posted speed limit by at least 10% per year</p>	<p>National legislation on urban speeds meets best practice</p> <p>% of vehicles driving over the speed limit in urban and rural areas</p>	<p>Ministries of Transport, road safety laws</p> <p>Country surveys</p>	<p><i>Global status report on road safety</i></p>

Safe road users (2)

Target	Indicator	Source within countries	Global source
<p>Increase use of motorcycle helmets meeting a quality standard</p> <p>Reduce the % of unhelmeted motorcycle riders by at least 10% per year Or At least 90% helmet wearing</p>	<p>Legislation on motorcycle helmet use meets best practice</p> <p>% of motorcycle riders (drivers and passengers) wearing helmets</p>	<p>Ministries of Transport, road safety laws</p> <p>Country surveys</p>	<p><i>Global status report on road safety</i></p>

Safe road users (3)

Target	Indicator	Source within countries	Global source
<p>Increase use of seat-belts</p> <p>Reduce the proportion of unrestrained occupants by at least 10% per year</p> <p>Or</p> <p>At least 90% seat-belt wearing</p>	<p>Legislation on seat-belt use meets best practice</p> <p>Legislation on child restraint use meets best practice</p> <p>% of all occupants wearing seat-belts (disaggregated by driver, front seat passenger and rear seat passenger)</p>	<p>Ministries of Transport, road safety laws</p> <p>Country survey</p>	<p><i>Global status report</i></p>

Safe road users (4)

Target	Indicator	Source within countries	Global source
Reduce drinking and driving	Legislation on drink-driving meets best practice	Ministries of Transport, road safety laws	<i>Global status report on road safety</i>
Reduce the proportion of deaths attributable to alcohol by 10% per annum	% of deaths attributable to alcohol	Forensic Medicine departments	

Pillar 5: Post crash response

Target	Indicator	Source within countries	Global source
<p>Improve access to emergency care</p> <p>Reduce the time from serious injury to first emergency care provider by 10% per year</p>	<p>Average time from serious injury to first contact with emergency care provider (includes providers at all trauma facility levels).</p>	<p>Patient reporting and pre hospital and facility based emergency care delivery data.</p>	<p>Community surveys, systematic prehospital and facility based emergency care data collection (e.g. health information system registries, etc).</p> <p>WHO-led global data gathering.</p>

Comments and suggestions

- To access multiple language versions please go to:

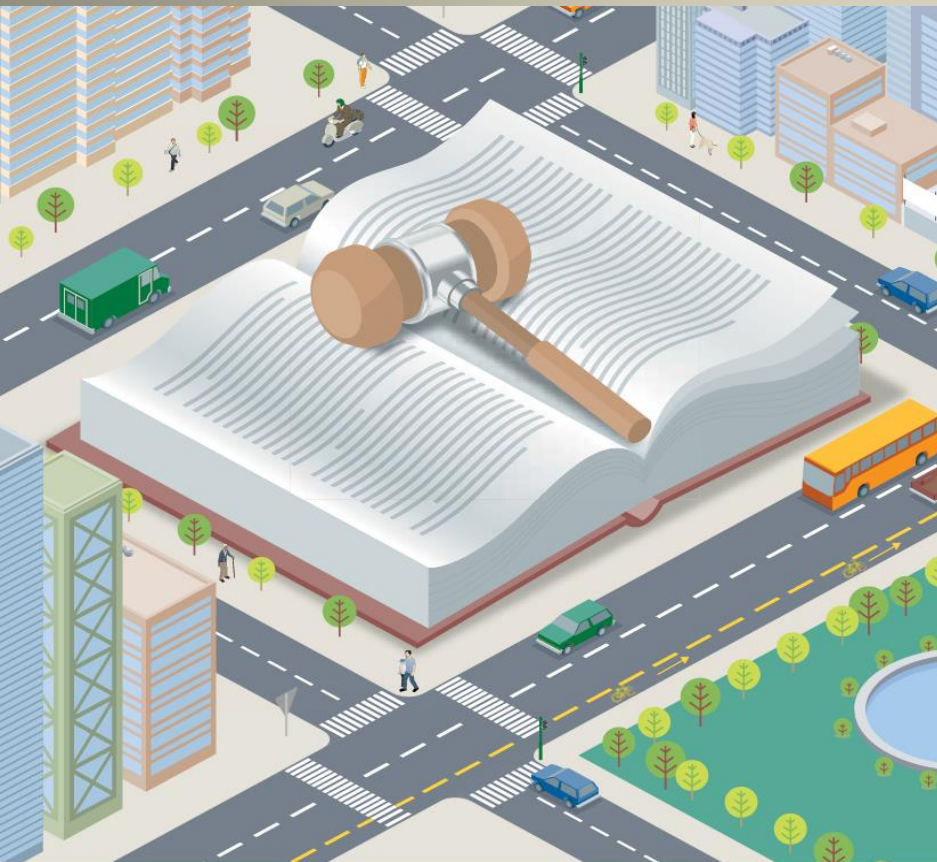
http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/

- Please send comments and suggestions to:

roadsafetytarget@who.int

- By the end of April 2017

Further information



STRENGTHENING ROAD SAFETY LEGISLATION:
A practice and resource manual for countries



GLOBAL STATUS REPORT ON ROAD SAFETY 2015



ROAD SAFETY

IN THE WESTERN PACIFIC REGION 2015



LAO PEOPLE'S DEMOCRATIC REPUBLIC



Population: 6 769 727 • Income group: Middle • Gross national income per capita: US\$ 1 450

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	1 439 481
Cars and 4-wheeled light vehicles	276 493
Motorized 2- and 3-wheelers	1 120 673
Heavy trucks	38 454
Buses	3 861
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP.29.

POST-CRASH CARE

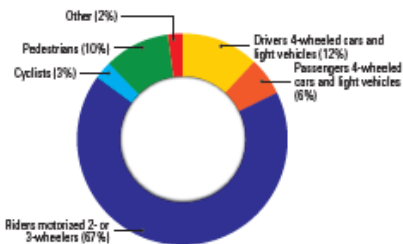
Emergency room injury surveillance system	No
Emergency access telephone numbers	1195
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	910 ^a (8296 M, 18% F)
WHO estimated road traffic fatalities	971 (9596 Q 795–1 147)
WHO estimated rate per 100 000 population	14.3
Estimated GDP lost due to road traffic crashes	2.7% ^b

^a Traffic Police. Data not as described within 3 months of crash.
^b 2005, Asian Development Bank.

DEATHS BY ROAD USER CATEGORY



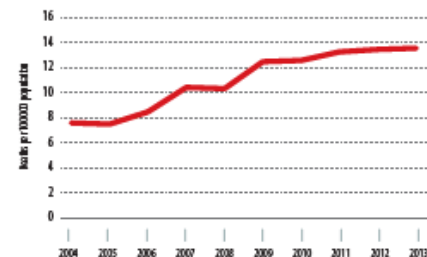
Source: 2013, Traffic Police.

SAFER ROAD USERS

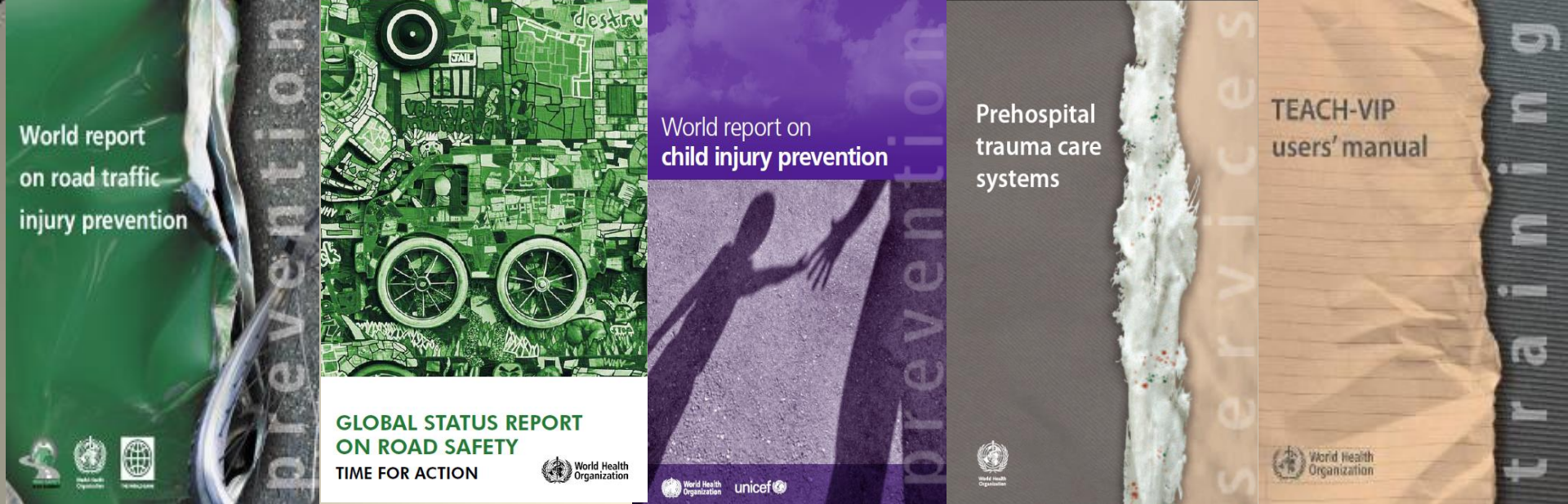
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No ^a
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	No

^a No motorways in the country.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Committee Secretariat.



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

FOURTH UNITED NATIONS GLOBAL ROAD SAFETY WEEK

8-14 May 2017



Save Lives

#SlowDown

Why #SlowDown?



unroadsafetyweek.org





Save Lives
SlowDown

Save Lives
SlowDown

WE SLOW DOWN
for YOU

KIDS

OUR vision @ WHO
SLOW & SAFE ROADS
for all!

Slow Down,
IT MAKES SENSE.

Please, SLOW DOWN

VOTRE
VITESSE
25

THANK YOU

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