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Achieving the Aichi 2030 Declaration Goal 2 for Road Safety: Policy Action Recommendations

(Background Paper for Plenary Session 9: Review Goal 2 – Road Safety
Realize Health and Economic Benefits Through Stepped-up Action on Road Safety)

Final Draft

This background paper has been prepared by Jessica Truong, Greg Smith, and David Shelton for the 15th Regional EST Forum in Asia.

SUMMARY

Achieving the Aichi 2030 Declaration Goal 2 for Road Safety: Policy Action Recommendations

Policy Recommendations prepared for the High-Level 15th Regional EST Forum, Kuala Lumpur, Malaysia
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Key Policy Recommendations - Summary

Policy Recommendation 1: Make the Safe System Approach the basis for your action on Road Safety

The 'Safe System' approach takes a systemic approach and combines five key elements for improving road safety: management of speed, improvements to road infrastructure and vehicles, implementation and enforcement of supportive legislation, and strengthening of medical care and post-crash response.

Policy Recommendation 2: Adopt safety standards for safer vehicles

Countries should consider adopting the voluntary UN Global Road Safety Performance Target 5 to accelerate the adoption of safety standards for vehicles:

> "*Target 5 - By 2030, 100 percent 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 recognised national performance requirements*".

Policy Recommendation 3: Ensure design and maintenance for safer roads

Countries should consider adopting the voluntary UN Global Road Safety Performance Targets 3 and 4 to ensure that road quality supports safer travel for all road users:

> *"Target 3 - 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 - By 2030, more than 75 percent of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety (equivalent to a three-star rating or better)".*

Policy Recommendation 4: Implement legislation on road safety and ensure its enforcement

Countries should consider adopting the four voluntary UN Global Road Safety Performance Targets 6, 7, 8 and 9 related to enforcement of speed limits, helmet wear, use of seat belts, and penalise drink driving:

> *"Target 6 - 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 - By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%".*
>
> *"Target 8 - By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%".*
>
> *"Target 9 - 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".*

Policy Recommendation 5: Elevate the priority of safe and sustainable transport modes and vulnerable road users

Investments in public transport infrastructure and services do not only improve access, but also strengthen road safety. In particular, greater investments in safe infrastructure for cyclists and pedestrians are needed. Elevate the priority of safety for powered two-wheeler use to reflect the scale of powered two-wheeler involved in road crashes.

SUMMARY

Policy Recommendation 6: Collect and use reliable and accurate road safety data to inform coordinated action

EST Forum participating countries should consider strengthening data collection systems for road safety and coordinating data collection methods. Information based on such reliable and accurate road safety data can be used to:

- Raise awareness about the magnitude of road traffic injuries, and to convince policymakers of the need for action.
- Correctly identify problems, risk factors and priority areas that are contributing to crashes.
- Set goals, targets and Key Performance Targets (KPIs).
- Formulate strategy, plan appropriate actions and monitor performance over time.

Policy Recommendation 7: Join and actively share data with the Asia Pacific Road Safety Observatory APRSO

The Asia Pacific Road Safety Observatory (APRSO) is a regional forum on road safety data, policies and practices to ensure the protection of human life on the roads. For the EST Forum participating countries to succeed in implementing the road safety related Goal 2 of the Aichi 2030 Declaration, countries can join the APRSO and benefit from the collective learning and action offered by the APRSO.

1. The Need to Act

1. Road trauma - road crash fatalities and severe injuries - is a predictable and preventable humanitarian crisis. Tragically, road crash injuries still result in 1.35 million deaths and many millions more are seriously injured every year[1]. Road trauma has become the 8th leading cause of fatalities globally and is the largest killer of those aged between 10 and 24 years[2]; fatality rates in low-income countries are three times higher than in high income countries, marking the regional inequalities in road safety.

2. As a key enabler of sustainable development, road injury prevention has been included in the United Nations (UN) 2030 Agenda for Sustainable Development adopted in 2015, under SDG 3 'Good Health and Well-Being' and SDG 11 'Sustainable Cities and Communities' with specific targets 3.6 and 11.2.

3. In 2017, the World Health Organization (WHO) facilitated the adoption of 12 voluntary Global Road Safety Performance Targets[3] to help member states guide action and measure progress during the implementation period in their advance towards meeting the road safety related SDG targets by 2030. With the second 'Decade of Action for Road Safety' 2021-2030 adopted by the UN General Assembly in 2020[4] countries set the goal to reduce road traffic fatalities and injuries by at least 50 percent by the end of the decade. In 2021, the UN released a Global Plan for road safety[5] to guide countries on priority actions for implementation; the UN Economic and Social Commission for Asia and the Pacific (UNESCAP) in 2022 published a Regional Plan of Action for Asia and the Pacific.[6]

4. The Aichi 2030 Declaration reflects these targets : Goal 2 on Road Safety aims to *'halve the number of deaths and injuries from road traffic accidents in Asia in 2030 compared to 2020, with specific attention to vulnerable road users'*.

5. Today, EST Forum participating countries account for 60 percent of global road traffic fatalities, with close to 800,000 people killed in road crashes Powered two-wheelers account for almost half (41%) of road fatalities across EST Forum participating countries and well over half of all fatalities in many countries (also see Annex, Table 1).

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[1] World Health Organization, *Global Status Report on Road Safety 2016*, (Geneva: WHO, 2018), https://www.who.int/publications/i/item/9789241565684.

[2] World Health Organisation, *Global Status Report on Road Safety 2016*.

[3] "Global Road Safety Performance Targets," World Health Organization, accessed April 6 2023, https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/12globalroadsafetytargets.pdf

[4] "*Seventy Fourth Session General Assembly Resolution: Improving Global Road Safety A/RES/74/299"*, United Nations, accessed April 6 2023, https://www.un.org/pga/76/wp-content/uploads/sites/101/2021/11/A_RES_74_299_E.pdf.

[5] World Health Organization, and United Nations Regional Commissions, *Global Plan Decade of Action for Road Safety 2021–2030*, (Geneva: WHO, 2021), https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/global-plan-for-road-safety.pdf?sfvrsn=65cf34c8_35&download=true.

[6] *"Safe and inclusive transport and mobility"*, United Nations Economic and Social Commission for Asia and the Pacific, accessed 14 August 2023, https://www.unescap.org/sites/default/d8files/event-documents/EN_CTR5_Safe_and_inclusive_and_mobility.pdf .

6. Without significant action, road trauma is projected to worsen especially in developing countries.[7] Many are still far from adopting best practices and typically for every US$100 that road trauma costs, only US$1-3 is spent on prevention.[8]

7. Overall, the absence of minimum safety standards for vehicles, the lack of safe roads and insufficient traffic law enforcement as well as poor availability of reliable data contributes significantly to road trauma.

2. Policy Action Recommendations

Recommendation 1: Make the Safe System Approach the basis for your action on Road Safety

8. The 'Safe System' approach is widely embraced as the most forward-thinking and effective way to achieve road trauma reduction and underpin the road safety strategies of many countries

9. The 'Safe System' approach builds on the ethical imperative that no one should die or be seriously injured while using the road network and recognises that the human body has a limited physical ability to tolerate crash forces. It accepts that road users make mistakes and that they cannot be expected to stay safe on the road by just following the rules, especially when the system they are operating within is inherently unsafe. With this, the 'Safe System' approach reframes the road safety challenge by refraining from placing the blame on road users, and conceiving it as a shared responsibility of all those who design, build, manage, and use roads and vehicles, as well as of those who provide post-crash care. Consequently, all parts of the system must be strengthened; so even if one part fails, road users are still protected.[9]

10. In contrast to the traditional approaches to road safety that place heavy emphasis on improving road user behaviour, **the 'Safe System' approach takes a systemic approach and combines five key elements for improving road safety: management of speed, improvements to road infrastructure and vehicles, implementation and enforcement of supportive legislation, and strengthening of medical care and post-crash response.**

11. The adoption of the 'Safe System' approach can be accompanied by results-based financing mechanisms for safe and sustainable transport through national programs and overseas development assistance.

[7] Explore the World Health Organization's Global Health Observatory database for these and more road safety statistics: https://www.who.int/data/gho/data/themes/road-safety.

[8] Pulido,Daniel; Raffo,Veronica Ines.Saving Lives Through Private Investment in Road Safety (English). Mobility and Transport Connectivity Series Washington, D.C. : World Bank Group. http://documents.worldbank.org/curated/en/099525002222214332/P1750030e6c58506b08d5b05ccba3311628

[9] International Transport Forum, Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System, (Paris: OECD Publishing, 2016), https://www.oecd.org/publications/zero-road-deaths-and-serious-injuries-9789282108055-en.htm#:~:text=This%20report%20describes%20a%20paradigm,road%20deaths%20and%20serious%20injuries.

Recommendation 2: Adopt safety standards for safer vehicles

12. Global research has shown that safe passenger vehicles such as cars and powered-two wheelers, have immense potential for reducing road trauma by preventing crashes and protecting occupants and riders. Safe vehicles are therefore one of the most viable road safety interventions available. Once vehicles are designed and manufactured based on high safety standards and equipped with appropriate safety technologies - for example, appropriate seatbelts, child seats, electronic stability control systems, including the latest standards for vulnerable groups such as pregnant women and small children, and others as recommended by the UN and promoted in the Global Plan as the bare minimum (see Annex Table 2); these safety benefits last the entire lifespan of the vehicle.

13. Against this backdrop, it is concerning that many countries, particularly low- and middle-income countries with high numbers of road crash fatalities, forgo these benefits as they still have not applied all the recommended minimum safety standards (see Annex Table 3), but continue to allow manufacturers to produce and sell substandard vehicles.

14. Countries should consider adopting the voluntary UN Global Road Safety Performance Target 5 to accelerate the adoption of safety standards for vehicles.

> **Target 5** - ***By 2030, 100 percent 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 recognised national performance requirements.***

15. Implementing safety standards in line with Target 5 in conjunction with consumer information partnerships like New Car Assessment Programmes can encourage the development of a market for safer vehicles locally - and worldwide. As many of the global top vehicle producing companies, especially for motorcycles, are based in EST Forum participating countries, these countries have the greatest ability to transform vehicle and environmental safety and the overall transport market.

Recommendation 3: Ensure design and maintenance for safer roads

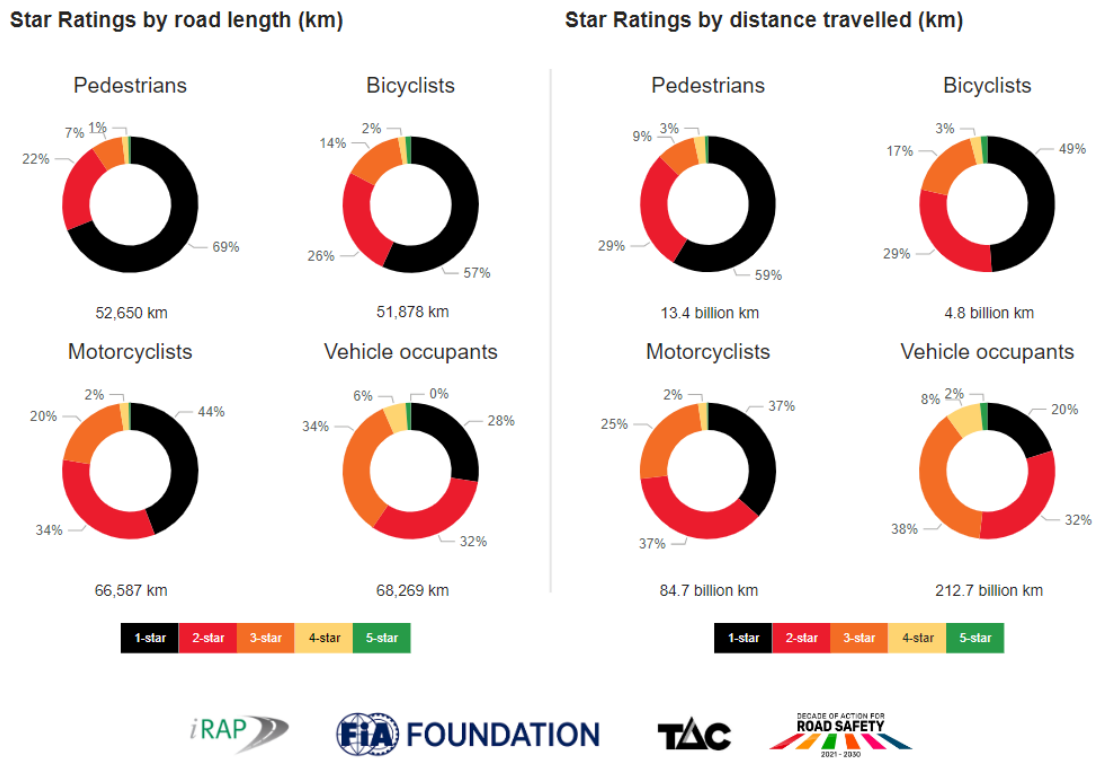
16. It is hard to overstate the impact of improved road infrastructure safety levels on road trauma outcomes. When safety is prioritised during the planning, design, construction, and operation of roads, it is certain that it will greatly reduce fatalities and injuries.

17. Yet, the quality of roads in many EST Forum participating countries remains very poor. Historically, performance standards for safe infrastructure have not been defined, or implemented, and investment in roads continues to be primarily focussed on providing access,adding road capacity for private vehicles and increasing average speeds. As a result, safety performance tends to be overlooked as road networks expand; this has lead to 52 percent of vehicle travel still being undertaken on 1 or 2-star roads (one star is the least safe, 5 star is the safest)[10] in EST Forum participating countries. This is especially true for vulnerable road users who are even more susceptible to injury, especially from speeding after road improvements, with 88 percent of pedestrian travel, 78 percent of bicyclist travel, and 74 percent of motorcyclist and powered two-wheeler travel being done on 1 or 2-star roads (Figure 1).

Figure 1: Road Safety Star Ratings for a sample of roads in EST countries*

[10] "iRAP Safety Insights Explorer," International Road Assessment Program, accessed April 6 2023, https://irap.org/safety-insights-explorer/.

FULL LENGTH



Source: *iRAP Safety Insights Explorer.* iRAP[11]

**Sample of 68,000km of roads in 17 countries*.

18. Countries should consider adopting the voluntary UN Global Road Safety Performance Targets 3 and 4 to ensure that road quality supports safer travel for all road users.

Target 3 - 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 - By 2030, more than 75 percent of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety (equivalent to a three-star rating or better).

19. The benefits of the '3-star or better' standard were explained in the document G20 Principles for Quality Infrastructure Investment published during the Japanese presidency in 2019.[12] The OECD Safe System report also highlights the fact that crash costs per kilometre travelled are approximately halved for each incremental improvement in infrastructure star rating.6 iRAP estimates that also for EST Forum participating countries, there are US$14 of benefits for every US$1 invested in reaching the target of 75 percent of travel at the 3-star or better; an estimated 265,000 lives can be saved per year and more than 58 million people can be saved from fatality or serious injury over the life of the infrastructure interventions deployed in EST Forum participating countries.[13]

[11] International Road Assessment Program, "iRAP Safety Insights Explorer."

[12] "Reference Guide on Output Specifications for Quality Infrastructure," Global Infrastructure Hub, accessed February 8 2023, https://www.gihub.org/infrastructure-output-specifications/.

[13] "iRAP Safety Insights Explorer," International Road Assessment Program, accessed April 6 2023, https://irap.org/safety-insights-explorer/.

20. An estimated US$400 billion of road infrastructure investment is mobilised each year in EST Forum participating countries and additional finance is also provided for road development through Overseas Development Assistance in emerging economies. The systematic application of the '3-star or better' global standard for all road users as part of this existing investment arrangement represents a significant opportunity.

21. A number of EST Forum participating countries have adopted relevant policy targets and associated results-based road infrastructure investments. For example, India, Indonesia, Malaysia, and Viet Nam have all included objective star rating targets at the national and/or project levels that meet or exceed UN Global Road Safety Performance Targets 3 and 4.

Recommendation 4: Implement legislation on road safety and ensure its enforcement

22. Strong, evidence-based road safety laws are essential to improve road safety. However, the presence of a good law is not sufficient. It is important to also have sustained, well-resourced law enforcement to help shape road user behaviours and encourage compliance with the law. Road rules will likely only be obeyed if people believe that transgressions will result in detection and unwanted outcomes such as fines or licence cancellation.Some of the many road user behaviours that can be enforced by traffic police are: blood alcohol concentration limits (drink driving laws), speed limits, disobeying traffic signals or signs, seatbelt and child restraint use, helmet wearing, driver licensing, vehicle roadworthiness.

23. Countries should consider adopting the four voluntary UN Global Road Safety Performance Targets 6, 7, 8 and 9 related to enforcement of speed limits, helmet wear, use of seat belts, and drink driving:

> **Target 6 - 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 - By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.**
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> **Target 8 - By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.**
>
> **Target 9 - 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.**

24. Across the EST Forum participating countries, there are mixed levels of enforcement with many still facing a severe lack of enforcement. According to the WHO Global Status Report[14] relatively few countries rate their enforcement as "good" (see Annex Table 4). Given the high priority for powered two-wheelers safety in the region, the relatively low levels of enforcement for speed, drink-riding and helmets is especially concerning.

[14] World Health Organization, *Global Status Report on Road Safety 2016*, (Geneva: WHO, 2018), https://www.who.int/publications/i/item/9789241565684.

25. There are, however, also several examples in EST Forum participating countries, such as India that have reduced traffic crashes through stronger enforcement on, for example, cutting drink driving. As countries invest in developing sustainable transport networks, enforcement of key safety legislation presents opportunities to achieve immediate and substantial road safety results.

Recommendation 5: Elevate the priority of safe and sustainable transport modes and vulnerable road users

26. Public transport is among the safest modes of transport; **investments in public transport infrastructure and services do not only improve access, but also strengthen road safety.** An increasing number of EST participating countries are putting a greater focus on the promotion of walking and cycling. This is an important lever for climate action, public health, social equity, but without adequate infrastructure, these vulnerable road users are put at risk of severe road injuries, especially in areas with vehicle speeds over 30 km/h. Therefore, **greater investments in safe infrastructure for cyclists and pedestrians are needed. Efforts to include safe sidewalks and crossing in residential areas and around hospitals, health facilities, schools and other educational establishments as well as in main commercial areas should be encouraged.**

27. Similarly, powered two-wheeler drivers and passengers have little physical protection from their vehicle, and vehicle speeds over 30 km/h result in greater risk exposure and more severe consequences than for other motorised road users. Given the very high share of powered two-wheelers in the region, it is important to do more for their safety if the 50% reduction in traffic deaths and injuries is to be achieved by 2030.[15]

28. In this context, **countries can take note of the recommendations of the Global Regional Road Safety Observatory 2022 Dialogue on Powered Two-Wheeler Safety and act on these. These recommendations include the need to elevate the priority of safe powered two-wheeler use to reflect the scale of powered two-wheeler use and related trauma, funding powered two-wheeler safety at a level reflecting the economic costs of associated trauma, including through innovative approaches such as impact investing, and ensuring that all funded interventions are rigorously evidence-based as well as data-driven.**

29. With particularly young road users being at great risk of road injuries, countries can consider targeted investments in road safety to promote adolescent health and well-being with safe driving and road use training programmes.

Recommendation 6: Collect and use reliable and accurate road safety data to inform coordinated action

30. Reliable and accurate road safety data are essential in planning effective safety policy and treatments and monitoring performance. Information based on such reliable and accurate road safety data can be used to:

[15] "Statement of Participants", Global Regional Road Safety Observatory 2022 Dialogue on Powered Two-Wheeler Safety, October 2022, Manila. https://adb.eventsair.com/aprso-meeting-2022/ptw-statement.

- Raise awareness about the magnitude of road traffic injuries, and to convince policymakers of the need for action.
- Correctly identify problems, risk factors and priority areas that are contributing to crashes.
- Set goals, targets and Key Performance Targets (KPIs).
- Formulate strategy, plan appropriate actions and monitor performance over time.

31. Several challenges with respect to road safety data remain in many EST participating countries. For example, although injuries from road crashes represent a significant burden on health systems, the definition and measurement of serious injuries remains unclear in many countries, and crash data collection and analysis remains insufficient.

32. EST Forum participating countries should **consider strengthening data collection systems for road safety**. Creating trauma registries, harmonizing definitions, and establishing links between different sectors (police, health, transport) facilitate the gathering of data where resources are limited as well as ensure the validity of data collected.

33. The development and implementation of road safety strategies requires the active involvement of a wide range of institutional stakeholders. **Countries are encouraged to set up or strengthen dedicated institutional coordination mechanisms for road safety.**

Recommendation 7: Join and actively share data with the Asia Pacific Road Safety Observatory APRSO

34. The Asia Pacific Road Safety Observatory (APRSO) is a regional forum on road safety data, policies and practices to ensure the protection of human life on the roads. As a concerted effort by the development community and road safety stakeholders, it supports countries in Asia and the Pacific in their efforts to drastically reduce road traffic fatalities and serious injuries. APRSO commits to support Members through pursuit of reliable and insightful road safety data. APRSO Members commit to support APRSO through participation in the APRSO General Assembly, Steering Committee and relevant Task Forces, and also to provide data and information of road crashes and road safety to the APRSO. However, currently only 11 out of 25 EST countries are members of the APRSO (see Annex Table 5).

35. For the EST Forum participating countries to succeed in implementing the road safety related Goal 2 of the Aichi 2030 Declaration, **countries can join the APRSO and benefit from the collective learning and action offered by the APRSO.**

3. Suggestions for Support from the International Community

36. The international community has a responsibility to help reduce road traffic deaths and injuries in EST forum countries. Road safety initiatives require investments, and many EST forum countries lack the resources to implement them effectively. International donors and financiers can provide financial support for a variety of road safety initiatives, such as infrastructure improvements,

vehicle testing, and law enforcement training. International organizations and countries performing well in road safety can provide technical assistance to help countries implement road safety best practices, including knowledge sharing and training for government officials and other stakeholders. The international community can also support EST forum countries by promoting global cooperation and coordination on road safety issues and sharing good practice.

4. Wider Benefits and Linkages of Road Safety with other Aichi Goals, the SDGs, and the Paris Agreement

37. Action on road safety makes important contributions to other areas of sustainable development. While its primary objective is to protect people's health, it has direct economic benefits for countries as it reduces the cost of public health and social welfare.

38. Implementing policies that will support investment in 3-star or better road infrastructure, ensure that the minimum UN regulations for all vehicles produced and used are implemented, enhance enforcement and develop reliable and good quality data do not only improve road safety, but also support economic development through reduced congestion, greater network efficiency, and sustainable use of resources, as reflected under SDG 9. Safe transport systems that prioritise and invest in sustainable modes like public transport, walking, and cycling, contribute to more inclusive access, greater gender equality, and sustainable communities, as stated in SDGs 5 and 11, and Aichi Goals 4 and 5. Safe transport systems, with fewer individual vehicles and lower speeds, results in reduced GHG emissions (SDG 13; Aichi Goal 1a) and improved air quality (SDG 3; Aichi Goal 1c).

I. Annex

Table 1: Road safety status in EST Forum participating countries (2016)

Country	Estimated annual fatalities	Estimated annual fatality rate per 100K population	Powered two-wheeler fatalities (% of total)
Afghanistan	5,230	15.1	N/A
Bangladesh	24,954	15.3	N/A
Bhutan	139	17.4	N/A
Brunei Darussalam*	N/A	N/A	N/A
Cambodia	2,803	17.8	74%
the People's Republic of China	256,180	18.2	N/A
India	299,091	22.6	40%
Indonesia	31,726	12.2	74%
the Islamic Republic of Iran	16,426	20.5	24%
Japan	5,224	4.1	17%
Lao People's Democratic Republic	1,120	16.6	N/A
Malaysia	7,374	23.6	N/A
Maldives	4	0.9	75%
Mongolia	499	16.5	19%
Myanmar	10,540	19.9	65%
Nepal	4,622	15.9	N/A
Pakistan	27,582	14.3	N/A
the Philippines	12,690	12.3	N/A
the Republic of Korea	4,990	9.8	21%
the Russian Federation	25,969	18.0	6%
Singapore	155	2.8	44%
Sri Lanka	3,096	14.9	51%
Thailand	22,491	32.7	74%
Timor-Leste	161	12.7	N/A
Viet Nam	24,970	26.4	N/A
Total / average	788,036	15.0	45%

Source: Global Status for Road Safety, 2018, World Health Organization (WHO)[16]
N/A: Data not available.

Table 2: Priority UN vehicle safety standards

Seatbelt Anchorages	UN Regulation 14 (R14)
Seatbelts	UN Regulation 16 (R16)

[16] World Health Organisation, *Global Status Report on Road Safety 2016*.

FULL LENGTH

Child Seats	UN Regulation 44/129 (R44/129)
Motorcycle Anti-lock Braking System (MC ABS)	UN Regulation 78 (R78)/Global Technical Regulation 3 (GTR3)
Frontal Impact	UN Regulation 94 (R94)
Side Impact	UN Regulation 95 (R95)
Electronic Stability Control (ESC)	UN Regulation 140 (R140)/Global Technical Regulation 8 (GTR 8)
Pedestrian Protection	UN Regulation 127 (R127)/Global Technical Regulation 9 (GTR 9)
Autonomous Emergency Braking (AEB)	UN Regulation 150 (R150)
Intelligent Speed Assistance (ISA)	-

FULL LENGTH

Table 3: Status of priority UN vehicle safety regulations application in EST Forum participating countries

EST Countries	Total sales in 2022 [1]	UN 58/1998 Agreements	New Car Assessment Programme	R94 – Frontal Impact	R95 – Side pact	R14 – Seatbelt Anchorages	R16- Seatbelts	R127/G 9 Pedestrian Protection	R140/GT R 8 - ESC	R129/44 – Child Seats	R78/GTR3 – MC ABS	50 - AEB	ISA
Afghanistan	U/K	N	N	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K
Bangladesh	U/K	N	N	N	N	N	N	N	N	N	N	N	N
Brunei Darussalam	U/K	N	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K
Cambodia	U/K	N	Y	N	N	N	N	N	N	N	N	N	N
the People's Republic of China	26,863,745	Y	Y	Y	Y	Y	Y	Y	N	N	Y	N	N
India	4,725,472	Y	Y	Y	Y	Y	Y	Y	N	N	Y	N	N
Indonesia	1,048,040	N	Y	N	N	N	N	N	N	N	N	N	N
Islamic Republic of Iran	U/K	N	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K
Lao PDR	U/K	N	Y	N	N	N	N	N	N	N	N	N	N
Malaysia	607,000	Y	Y	Y	Y	Y	Y	Y	Y	Y	2025	N	N
Maldives	U/K	N	N	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K	U/K
Mongolia	U/K	N	N	N	N	N	N	N	N	N	N	N	N
Myanmar	U/K	N	Y	N	N	Y	Y	N	N	N	N	N	N
Nepal	U/K	N	N	N	N	N	N	N	N	N	N	N	N
Pakistan**	227,392	Y	N	N	N	Y	Y	N	N	Y	N	N	N
the Philippines	359,370	N	Y	N	N	N	N	N	N	Y	N	N	N
South Korea	1,683,657	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N
the Russian Federation	808,604	Y	N	Y	Y	Y	Y	Y	Y	Y	N	N	N
Singapore	U/K	N	Y	N	N	Y	Y	N	N	N	N	N	N
Sri Lanka	U/K	N	N	N	N	N	N	N	N	N	N	N	N
Thailand	849,388	Y	Y	N	N	Y	Y	N	N	N	2024	N	N
Timor-Leste	U/K	N	N	N	N	N	N	N	N	N	N	N	N
Viet Nam	330,280	N	Y	N	N	N	N	N	N	N	N	N	N
TOTAL	37,502,948												
ALL COUNTRIES	81,628,533												

U/K = unknown.

*Table reflects best available information from WP29, Global Road Safety Facility and ACEA on the current status of implementation. Where information cannot be sought, it has been listed as unknown.

**Contracting party to WP 29 1958 agreement and all relevant regulations but status of application in country is unclear.

[1] "Sales Statistics," International Organisation of Motor Vehicle Manufacturers, accessed April 6 2023, https://www.oica.net/category/sales-statistics/.

Table 4: Status of enforcement in EST Forum participating countries (0=poor, 10=excellent)

Country	Speed	Drink driving	Helmet wearing	Seat belts	Child restraints
Afghanistan	4	6	N/A	N/A	N/A
Bangladesh	5	2	6	N/A	N/A
Bhutan	6	6	9	2	N/A
Brunei Darussalam	N/A	N/A	N/A	N/A	N/A
Cambodia	5	5	6	7	0
the People's Republic of China	8	9	6	7	N/A
India	3	4	4	3	N/A
Indonesia	8	9	9	8	N/A
Islamic Republic of Iran	7	7	5	8	N/A
Japan	7	9	9	7	7
Lao People's Democratic Republic	5	3	7	2	1
Malaysia	6	4	8	4	N/A
Maldives	3	N/A	5	5	N/A
Mongolia	5	8	1	5	N/A
Myanmar	6	6	6	7	N/A
Nepal	2	8	8	5	N/A
Pakistan	4	4	3	6	N/A
the Philippines	5	4	6	6	N/A
Republic of Korea	8	7	6	8	N/A
the Russian Federation	8	6	4	5	7
Singapore	8	8	9	8	8
Sri Lanka	9	9	9	8	N/A
Thailand	5	6	6	6	N/A
Timor-Leste	5	4	7	2	N/A
Viet Nam	7	8	8	6	N/A

Source: Global Status for Road Safety, 2018, World Health Organization (WHO)[17]
N/A: Not applicable because data not reported or relevant legislation is not in place.

- 24% of EST countries have good enforcement on speed
- 28% of EST countries have good enforcement on drink-driving/riding
- 12% of EST countries have good enforcement on helmet wearing
- 8% of EST countries have good enforcement on seat belt wearing
- 4% of EST countries have good enforcement on child restraints.

Table 5: EST Forum participating countries membership of the Member of Asia Pacific Road Safety Observatory (APRSO)

Country	Member of Asia Pacific Road Safety Observatory (APRSO)
Afghanistan	Yes
Bangladesh	Yes
Bhutan	Yes
Brunei Darussalam	No

[17] World Health Organisation, *Global Status Report on Road Safety 2016*.

FULL LENGTH

Cambodia	Yes
China	No
India	No
Indonesia	No
the Islamic Republic of Iran	No
Japan	No
Lao People's Democratic Republic	Yes
Malaysia	No
Maldives	Yes
Mongolia	Yes
Myanmar	No
Nepal	Yes
Pakistan	Yes
Philippines	Yes
Republic of Korea	No
the Russian Federation	No
Singapore	No
Sri Lanka	Yes
Thailand	No
Timor-Leste	No
Viet Nam	No