



Regional Seminar on Safe, Climate Adaptive, Disaster  
Resilient Transport for Sustainable Development

17-18 November 2015, Kathmandu, Nepal

*Decade of Action for Road Safety*  
*And*  
*Progress in Road Safety in Asia and the Pacific*

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# Content

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*What is the presentation about?*

- Global and Regional Mandate
- Regional progress
  - status (WHO's Global Road Safety Status Report 2015)
  - major causes of road crashes
  - corrective actions/initiatives



# Road Safety Situation

*Global Level*

Leading causes of death, 2004 and 2030 compared

**1.25 million people** killed in 2013

By 2030 - the **fifth leading cause** of death, beating the rank of lung cancer and HIV/AIDS

Vulnerable age group: 15-29 years old: **# 1 leading cause of death**

**Economic loss** from road fatalities and injuries: 1-3% of GDP, up to 5% in some developing countries

TOTAL 2004			TOTAL 2030		
RANK	LEADING CAUSE	%	RANK	LEADING CAUSE	%
1	Ischaemic heart disease	12.2	1	Ischaemic heart disease	12.2
2	Cerebrovascular disease	9.7	2	Cerebrovascular disease	9.7
3	Lower respiratory infections	7.0	3	Chronic obstructive pulmonary disease	7.0
4	Chronic obstructive pulmonary disease	5.1	4	Lower respiratory infections	5.1
5	Diarrhoeal diseases	3.6	5	Road traffic injuries	3.6
6	HIV/AIDS	3.5	6	Trachea, bronchus, lung cancers	3.5
7	Tuberculosis	2.5	7	Diabetes mellitus	2.5
8	Trachea, bronchus, lung cancers	2.3	8	Hypertensive heart disease	2.3
9	Road traffic injuries	2.2	9	Stomach cancer	2.2
10	Prematurity and low birth weight	2.0	10	HIV/AIDS	2.0
11	Neonatal infections and other	1.9	11	Nephritis and nephrosis	1.9
12	Diabetes mellitus	1.9	12	Self-inflicted injuries	1.9
13	Malaria	1.7	13	Liver cancer	1.7
14	Hypertensive heart disease	1.7	14	Colon and rectum cancer	1.7
15	Birth asphyxia and birth trauma	1.5	15	Oesophagus cancer	1.5
16	Self-inflicted injuries	1.4	16	Violence	1.4
17	Stomach cancer	1.4	17	Alzheimer and other dementias	1.4
18	Cirrhosis of the liver	1.3	18	Cirrhosis of the liver	1.3
19	Nephritis and nephrosis	1.3	19	Breast cancer	1.3
20	Colon and rectum cancers	1.1	20	Tuberculosis	1.1

Source: World health statistics 2008 (<http://www.who.int/whosis/whostat/2008/en/index.html>)

# Road Safety Situation

## *Global Mandate*

UN GA Resolution  
64/255 of 2 March  
2010 on Improving  
Road Safety  
Proclaimed the  
period 2011-2020 as  
the  
Decade of Action for  
Road Safety

Goal is to stabilize  
and then reduce the  
forecast level of road  
traffic fatalities  
around the world by  
increasing activities  
conducted at the  
national, regional  
and global levels

Road Safety Management

Safer Roads

Safer Vehicles

Safer Road Users

Post-crash Response

**Global Plan**  
for the Decade of Action  
for Road Safety 2011-2020



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

# Road Safety Situation

*Global Mandate*



## Sustainable Development Goals

**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

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

**Target 11.2**: By 2030, provide access to safe, affordable and sustainable transport system for all, improving road safety, ...

# Road Safety Situation

## *Regional Mandate*

### ESCAP Ministerial Conference on Transport

ESCAP *Ministerial Declaration on Improving Road Safety in Asia and the Pacific* has been adopted

The Declaration includes the goal *"to save 600,000 lives and to prevent a commensurate number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015"*

Regional Goals, Targets and Indicators (46 indicators)

### Forum of Asian Ministers of Transport

Member States resolved to, amongst other transport matters, **place road safety high on the policy agenda and to set road safety goals, targets and indicators through networking among national and subregional organizations**

### Decade of Action for Road Safety 2011-2020

ESCAP Regional Road Safety Goals, Targets and Indicators

In line with the Global Plan of Action for the Decade of Action for Road Safety – with target specific to the region

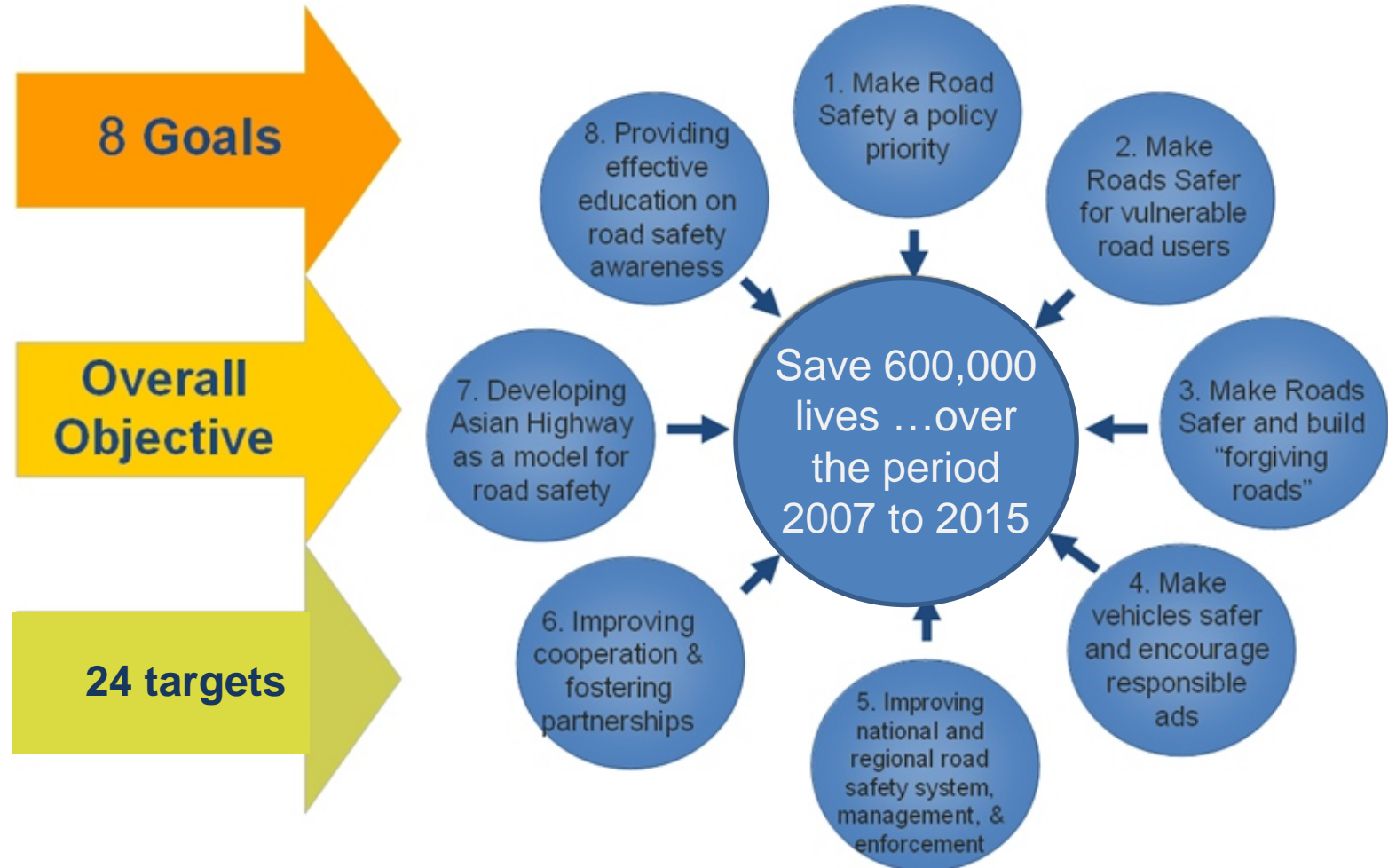
2006

2010

2011

# Road Safety Situation

## *ESCAP Road Safety Goals*

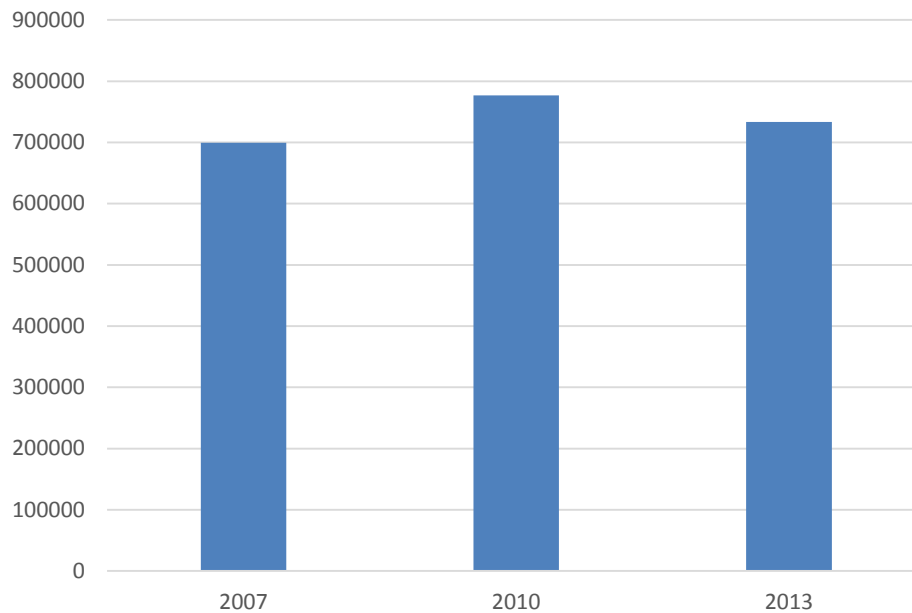




# Road Safety Situation

## *Road Safety Situation in Asia-Pacific*

Road Traffic Deaths in Asia Pacific Region



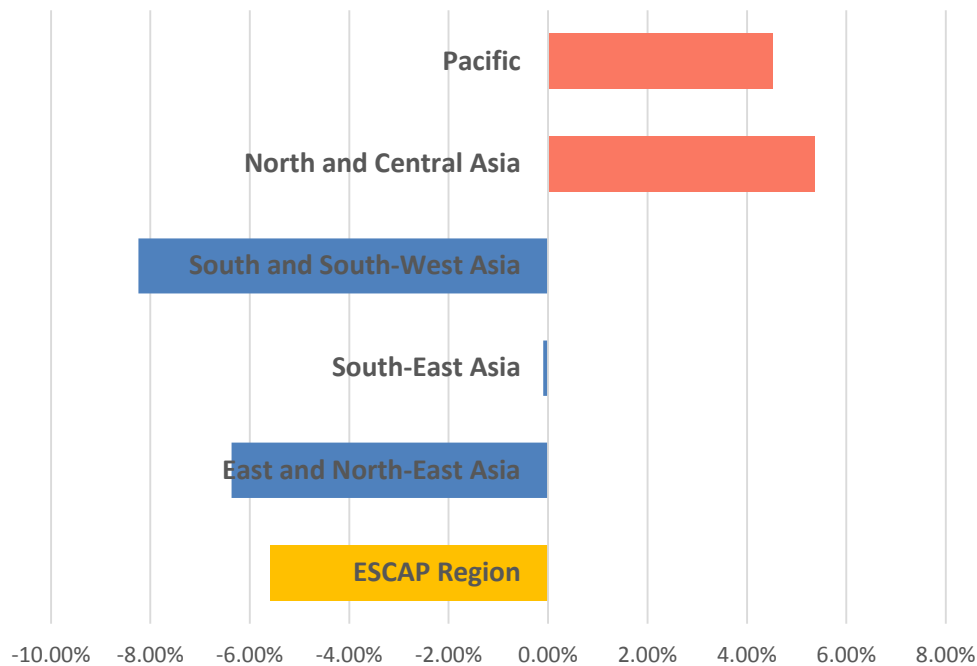
- Road traffic injuries are a leading cause of death and disability in the regions
- Over 733,000 deaths in 2013 (approx. 59% of 1.25 m global road deaths), 5.6% reduction compared to 2010
- Economic cost of road fatalities = 1-3% of GDP



# Road Safety Situation

## *Road Safety Situation in Asia-Pacific*

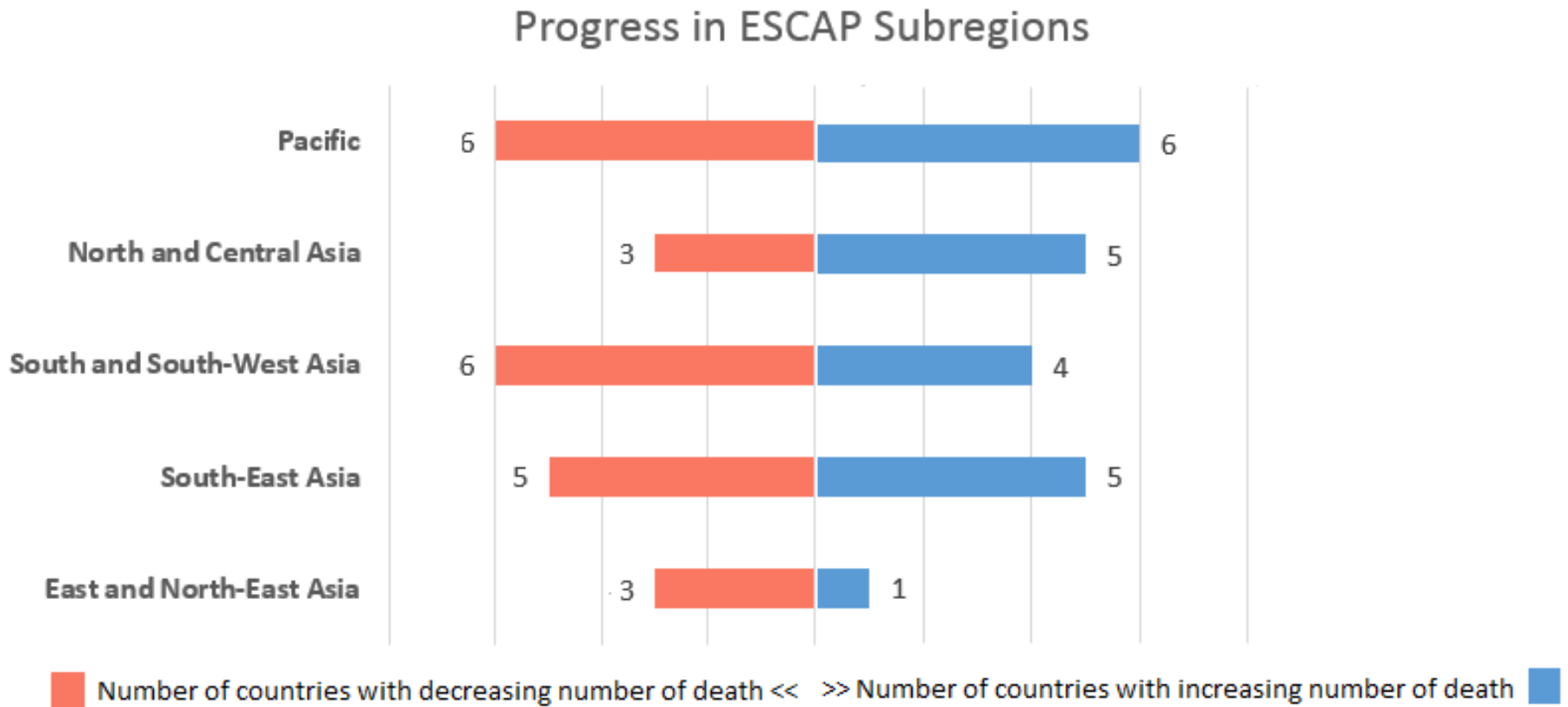
Changes in road traffic death by subregion  
(2010 and 2013)



- At subregional level, 3 subregions show progress over 2010 and 2013.
- Pacific and North and Central Asian subregions's road fatalities figure has increased.
- South and South-West Asia and East and North-East Asia subregion outperform the region's average in the reduction of road fatalities

# Road Safety Situation

## *Progress in Asia-Pacific*

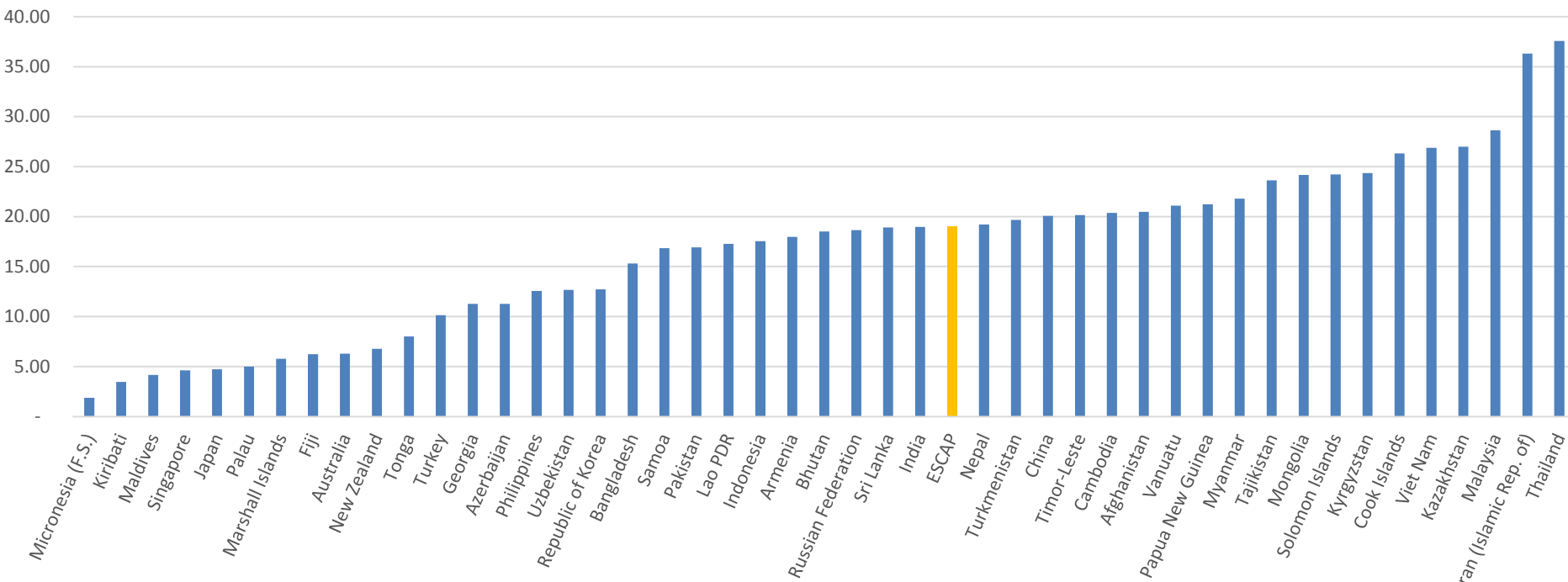


In ESCAP region, 23 countries have reduced their road fatalities, showing that improvement is possible

# Road Safety Situation in Asia-Pacific

*Festinated Fatality Rate*

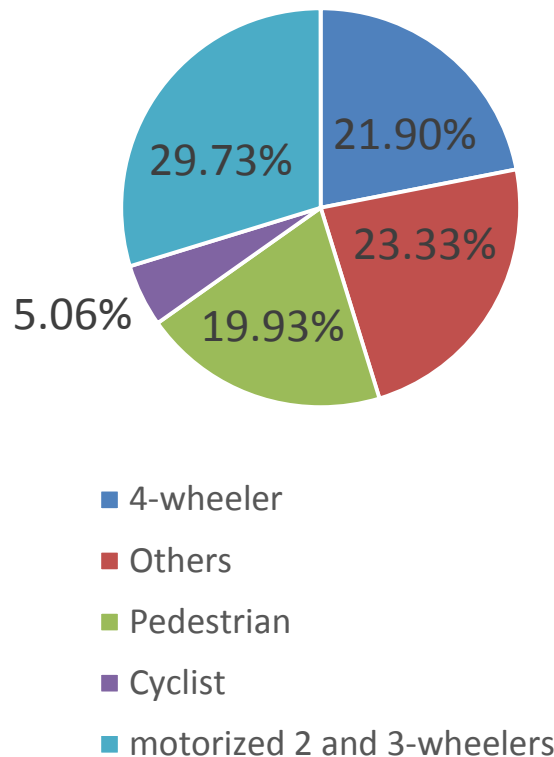
Estimated Fatality Rate per 100,000 population (Regional Ranking)



Thailand has the highest estimated fatality rate in the region at 37.58  
ESCAP average is at 18.99

# Road Safety Situation in Asia-Pacific

Share of road traffic death in ESCAP region (2013) by road user type



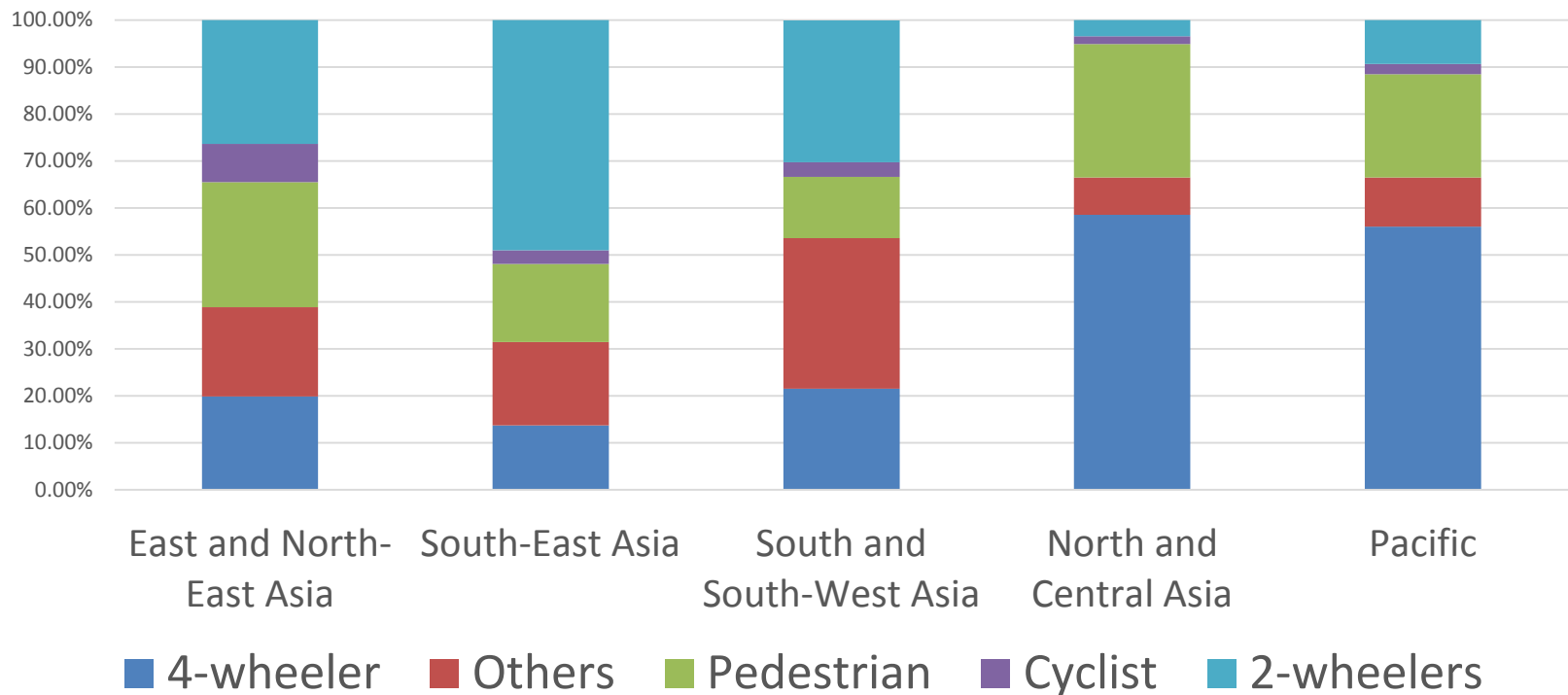
Motorcyclists, pedestrians and cyclists are more vulnerable in the region

VRUs account for **more than half (55%)** of total deaths

Cambodia, Kiribati, Palau, Singapore, Sri Lanka and Thailand are among countries in ESCAP region that have over 80% of VRU share of total traffic fatalities

# Road Safety Situation in Asia-Pacific

**Distribution of road traffic death by type of road users**  
ESCAP subregions 2013



# Vulnerable Road Users

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*“Enable increased mobility without compromising safety”*

- The VRU or vulnerable road users such as two and three - wheeler users and pedestrians and are at *greater risk* and bear *greater burden of injury* due to variety and intensity of traffic mix (especially slow moving VS fast moving vehicles) and lack of separation from other road users (OECD)
- The VRU especially pedestrian and cyclists – to a certain degree are those from the poorest of the community (urban poor)
- Pedestrians often being neglected from the planning of urban road networks (designed for motor vehicles only) (DFID)

→ *human traffic congestion*

→ *increased exposure of traffic accidents*

# *Vulnerable Road Users*

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## **Target Actions**

- ❑ Improve infrastructure safety designs and safe environment for VRUs (especially Non-Motorised Transport Users)
- ❑ Improve enforcement and changing behavior of road users to avoid dangerous traffic offences e.g. helmet wearing, speeding
- ❑ Awareness raising, Education and Campaigns
- ❑ Improve emergency response



# *Vulnerable Road Users*

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One of the problems is inadequate separation of pedestrians from vehicles / separation of non-motorized slow moving to motorized fast moving vehicles

- Footpaths not available (low quality, obstructed, illegally used by motorized vehicles)
- Lack of road shoulders
- Lack of medians
- Few safe crossing points or long distances between safe crossing points
- No bicycle lanes
- Not enough light (night time)

# Vulnerable Road Users

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# *Vulnerable Road Users*

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# *Vulnerable Road Users*

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Counterflow :Brazil



Counterflow :England

Source: GIZ

# Road Safety Situation

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## *Vulnerable Road Users*

**Poor road user behavior - one of the major cause of accidents**



Source: Mirror Star

# Major causes of road crashes in Asia Pacific

Reported causes of road crashes	
North and Central Asia	
Kazakhstan	Erratic driving
	Disregard for road safety rules
	Lack of attention by pedestrians
Kyrgyzstan	<i>Speeding</i>
	Violation of maneuvering rules
	<i>Violation of overtaking rules</i>
	<i>Drunk driving</i>
Tajikistan	Erratic driving
	Disregard for road safety rules
Uzbekistan	Disregard for road safety rules
	Poor road conditions

# *Major causes of road crashes in Asia Pacific*

Reported causes of road crashes	
South-East Asia	
Brunei Darussalam	<i>Speeding</i>
	Distracted while driving (mobile phone usage, texting, etc.)
	Tailgating
	<i>Dangerous lane changing</i>
	Wet road
	Disobeying traffic light signals and roundabout systems
Cambodia	<i>Speeding</i>
	<i>Drunk driving</i>
Indonesia	<i>Speeding</i>
Lao PDR	No driving license
	<i>Speeding</i>
	<i>Drunk driving</i>
Malaysia	<i>Speeding</i>
	<i>Drunk driving</i>
Myanmar	<i>Speeding</i>
	<i>Unsafe overtaking</i>
	<i>Drunk driving</i>
	Lack of experience



# Major causes of road crashes in Asia Pacific

Reported causes of road crashes	
South-East Asia (Con't)	
Philippines	<i>Speeding</i>
	Dangerous turning
	<i>Unlawful overtaking</i>
	Road defect
	Mechanical defects
Singapore	Failing to keep a proper lookout
	Failing to have proper control
	Failing to give way to traffic with right of way
	<i>Speeding</i>
Timor-Leste	<i>Drink driving</i>
	<i>Speeding</i>
Thailand	<i>Speeding</i>
	<i>Dangerous lane changing</i>
	Tailgating
	<i>Drunk driving</i>
Viet Nam	Driving in the wrong lane
	<i>Speeding</i>
	<i>Unlawful overtaking</i>
	<i>Driving under influence of controlled substance</i>

# Major causes of road crashes in Asia Pacific

Reported causes of road crashes	
North and North-East Asia	
China	<i>Speeding</i>
	Careless driving
	Driving in the wrong lane
	<i>Drunk driving</i>
Japan	Distraction and/or lack of attention by drivers
Korea (the Republic of)	Unsafe driving
	Traffic light violation
	Failing to keep safe distance
Mongolia	<i>Speeding</i>

# Major causes of road crashes in Asia Pacific

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Reported causes of road crashes	
South and South-West Asia	
Bhutan	<i>Speeding</i>
	<i>Drunk driving</i>
	Inexperience driving
India	Driver's fault
Nepal	Negligence by drivers
Pakistan	Traffic light violation
	Failing to keep safe distance
Sri Lanka	<i>Overtaking</i>
	<i>Speeding</i>



## *Some of the recent initiatives*

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**Brunei Darussalam:** Organization of a two-day cycling clinic for the public to encourage a dialogue on road safety and cycling as an alternative mode of transportation (2015)

**Myanmar:** "Making Myanmar's Roads Safer: Changing Behavior through Cartoons", an innovative campaign to improve education about road safety (2015)

**Philippines:** 150 units of breathalyzers will be put in place in enforcing drink driving law (2015)

**Republic of Korea:** The opening of Children's Traffic Safety Park in Seoul (2014)

## *Some of the recent initiatives*

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**Singapore:** Demerit-Free Driver Decal initiative coordinated by Singapore's Traffic Police, Road Safety Council, and Shells Singapore (2015)

Installation of 20 new digital speed enforcement cameras by Traffic Police (2015)

**Tajikistan:** Installation of video surveillance and registration systems for monitoring road traffic (2013)

**Viet Nam:** Accession and implementation of UN road safety conventions (2014)

# *UNESCAP Activities*

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## National Workshops

Development of national strategy with measurable goals, targets and timeframe – conducted in Cambodia, Mongolia, Uzbekistan, Tajikistan, Philippines, Azerbaijan, Lao PDR, and Sri Lanka

Harmonization of road traffic rules, road signs and signals – conducted in Sri Lanka and Viet Nam

## Regional Expert Group Meeting

Bangkok (2010, 2011)

Seoul (2013)

Kathmandu (2015) under the theme “Safe, Climate Adaptive, Disaster Resilient Transport for Sustainable Development”



*Th@nk you*

[www.unescap.org/our-work/transport](http://www.unescap.org/our-work/transport)

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