

# An evaluation of the Decade of action for Road Safety 2011-2020

**Report prepared for the World Health Organization  
Updated July 2020**

 The George Institute  
for Global Health

WHO Collaborating Centre for  
Injury Prevention and Trauma Care



Milken Institute School  
of Public Health

THE GEORGE WASHINGTON UNIVERSITY

Fundación **MAPFRE**

## Table of Contents

<b>Introduction</b> .....	3
<b>The evaluation process</b> .....	6
<b>Results</b> .....	7
Overview .....	7
Was the decade a success?.....	7
Global plan for the DoA and pillars.....	9
What contributed to the DoA success? .....	10
<b>Pillar 1: Road safety management</b> .....	11
Leadership:.....	11
SDG targets .....	11
Performance targets and indicators .....	12
Lead agencies, policies, strategies .....	12
Finances / donors.....	13
Data improvements .....	14
<b>Pillar 2: Safer roads</b> .....	17
Star ratings .....	18
SUM4ALL – safer mobility (World Bank).....	19
Focus on cities and urban planning .....	20
<b>Pillar 3: Safer vehicles</b> .....	21
UN vehicle regulation implementation.....	21
Expansion of NCAPS.....	21
<b>Pillar 4: Safer road users</b> .....	22
UN road safety weeks .....	23
Laws changed from GSRRS analysis .....	23
Global legislators.....	24
Human capacity training programmes .....	25
Evidence and research .....	28
 An evaluation of the Decade of Action for Road Safety 2011–2020	 1

Pillar 5: Post crash response .....	30
World Day of Remembrances .....	31
Global Alliance for the Care of the Injured .....	31
Global Alliance for NGOs.....	31
<b>Conclusions</b> .....	<b>35</b>
Opportunities for the future .....	35
Another decade .....	35
Acknowledgements.....	37

## Introduction

A Decade of Action for Road Safety was first called for in 2009 by the Commission for Global Road Safety through their report entitled [Make Roads Safe: A Decade of Action for Road Safety](#). This was raised at the first ministerial meeting for road safety hosted by the Russian government in November 2009 through the [Moscow Declaration](#) and subsequently proclaimed through [UN General Assembly resolution 64/255](#) in May 2010. Tabled by the Russian government and cosponsored by more than 90 UN Member States.

The overall goal of the Decade **was to stabilize and then reduce the forecast level of road traffic fatalities around the world by 2020** (UNGA res 64/255). Specific objectives of the Decade were to:

- adhere to and fully implement the major United Nations road safety related agreements and conventions, and use others as principles for promoting regional ones, as appropriate;
- develop and implement sustainable road safety strategies and programmes;
- set an ambitious yet feasible target for reduction of road fatalities by 2020 by building on the existing frameworks of regional casualty targets;
- strengthen the management infrastructure and capacity for technical implementation of road safety activities at the national, regional and global levels;
- improve the quality of data collection at the national, regional and global levels;
- monitor progress and performance on a number of predefined indicators at the national, regional and global levels;
- encourage increased funding to road safety and better use of existing resources, including through ensuring a road safety component within road infrastructure projects; and
- build capacities at national, regional and international level to address road safety.

The Decade was led by WHO in collaboration with the UN Regional Commissions and with input from the United Nations Road Safety Collaboration. The latter were instrumental in the development of a Global Plan of Action for the Decade which provided guidance to countries on good practices within five distinct pillars:

- Road safety management;
- Safer roads and mobility;
- Safer vehicles;
- Safer road users; and
- Post-crash response.

The [global Status report on road safety](#) published in 2013 provided the baseline indicators for the Decade indicating that the worldwide total number of road traffic deaths was estimated to be 1.24 million and that only 28 countries (7% of the world's population) were adequately covered by comprehensive road safety laws on five of the major risk factors, viz. drinking and driving, speeding, and failing to use motorcycle helmets, seat-belts, and child restraints.

The 2<sup>nd</sup> ministerial meeting hosted by the Brazilian government in 2015 provided a mid-term review of the Decade. Officials from more than 110 countries, including 70 ministers of health, transport and interior, and representatives of NGOs, foundations and private companies approved the [Brasilia Declaration](#) which called for the development of a set of performance indicators in order to assist

countries in their action towards the goal of the Decade of Action to reduce by 50% the predicted increase in deaths.

During 2015, the Agenda for Sustainable Development also included a Target (3.6) on road safety as well as a mention of road safety in Target 11.2. Unfortunately the goal of Target 3.6 was somewhat different to that of the DoA (it called for a 50% reduction in absolute numbers of deaths rather than the projected increase), creating some confusion among countries.

Regardless many countries aligned their road safety strategies with the five pillars of the Decade of Action (see Box 1) and in 2018 the UN approved a set of [12 performance targets](#) and their associated indicators through [UN GA resolution 72/271](#) to provide further guidance to countries.

Figure 1 provides an overview of the most important milestones during the Decade between 2009 and 2018. The third ministerial level meeting, to be hosted by the Swedish government in February 2020 will provide a further opportunity to assess how far countries have come and what needs to be done in order to achieve the ambitious goals of both the Decade and SDG 3.6.

This short report provides a snapshot of where we are at implementing the Decade of Action as of late 2019.

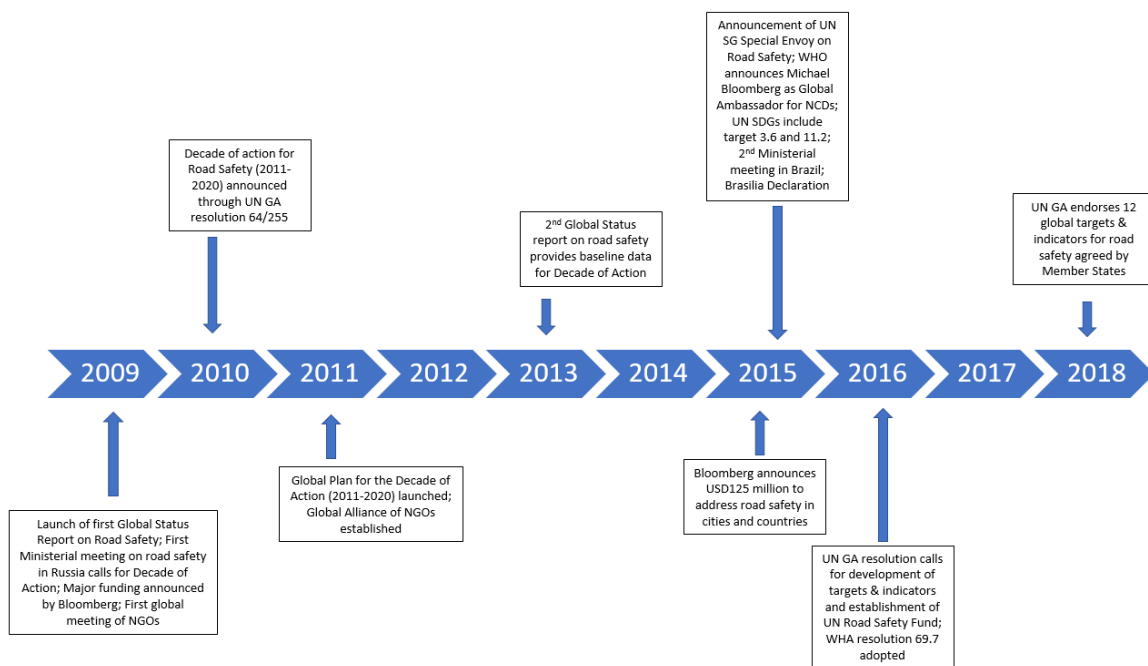


Figure 1: Significant milestones during the Decade of Action

## Box 1: Implementing a National Plan for Traffic Safety in Saudi Arabia

The Kingdom of Saudi Arabia is a nation of 32.6m people (2017), 63% of whom are native Saudis. According to the World Bank, Saudi Arabia is a high-income country with a GNI per capita of \$ 21,540 and is the world's second largest oil producer. The economic growth, driven by oil production, has resulted in a rapidly changing nation with expanding cities and rapid motorization.

In 2016 Saudi Arabia published an ambitious and far-reaching programme to change the nation. Built around themes for a 'vibrant society', 'thriving economy' and an 'ambitious nation' Vision 2030 is comprehensive package of policy reform, legislative change and cultural enrichment to rebalance the economy, grow the private sector and increasing global engagement over the course of 15 years.

Improving traffic safety was established as one of the strategic objectives of Vision 2030 as part of the goal to 'Improve liveability in Saudi cities'. This objective, with its key performance indicators (KPIs) and itinerary of initiatives has been developed under the National Transformation Program (with 8 pillars) and a Strategic Objective Implementation Plan put in place. It is clear that progress against the strategic implementation plan is continuing apace.



Since the launch of Vision 2030 and the subsequent Strategic Objective Implementation Plan there have been some significant accomplishments in Saudi Arabia. A 35.4% reduction in fatalities over this period, dramatic extension of traffic enforcement, assessment of 72,000km of highway network, investment in public transport, major digitisation programmes, embracing the role of artificial intelligence and transforming emergency response. These successes can be attributed to:

- Strong leadership;
- Multisectoral partnerships and a shared commitment;
- Increasingly robust data collection system;
- Focus on results with ambitious targets and indicators;
- Growing research expertise;
- Investments in safer road infrastructure;
- Strengthening vehicle safety;
- Strong enforcement of laws coupled with awareness raising campaigns; and
- Thorough understanding and strengthening of post-crash response.

Source: D. Campsall, G. Ursachi & M. Peden



## The evaluation process

A rapid evaluation of the Decade of Action for Road Safety 2011-2020 was undertaken by a sub-group of UNRSC members led by academics from the George Institute for Global Health, the George Washington University, WHO and MAPFRE. A logistic model was used for the evaluation using both quantitative and qualitative methods to assess outputs and outcomes. These included:

- (1) The retrospective analysis of the three global status reports published during the Decade (2013, 2015 and 2018). A total of 161 countries were included in this analysis – these were the countries that completed the survey across all three publications. Unfortunately, many of those that needed to be dropped were low-income countries.

Year	Number of Participating Countries	Number of Countries Dropped
2010	182	21
2013	180	19
2016	175	14

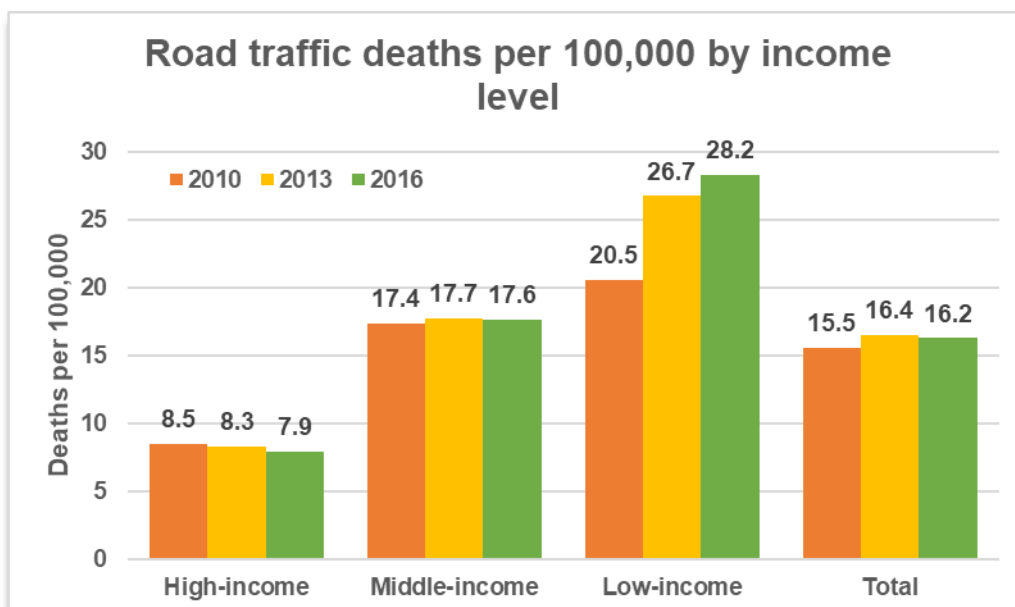
- (2) An online survey, developed in Qualtrix, was sent by email to members of the following organizations: UNRSC, GRSP, RTIRN, and the Global Alliance of NGOs while Global Road Safety Leadership alumni were reached through Facebook only, and the survey was advertised more generally on Twitter. The link was sent out on 21-22 August 2019, reminders were sent on 5-9 September 2019, and the survey was closed on 14 September 2019. A total of 115 respondents from 48 countries took part in the survey. 44% of participants were UNRSC members.
- (3) In-depth interviews were conducted with 18 experts. Ten came 10 from countries or regions and 8 from international agencies or NGOs. Half of the participants were women and covered expertise in health, transport and police. A semi-structured interview schedule was used to interview participants by ZOOM with analysis conducted in NVIVO.
- (4) Content analysis of FIVE reports (2011, 13, 15, 17, 19) submitted by the Secretary General to the United Nations on progress during the Decade of Action.
- (5) A search for articles published in English, French and Spanish in scientific journals to identify country case studies. The following databases were searched: PUBMED/Medline, EMBASE, Google Scholar, TRID, SafetyLit, LILACS, LATINDEX and SciELO using the MESH terms: (Decade[Title/Abstract] AND ("accidents"[MeSH Major Topic] OR "road"[Title/Abstract])) AND (((Decade[All Fields] OR Decade[Title]) AND road[Title/Abstract]) AND "accidents"[MeSH Major Topic]). A total of 79 articles were found, however, only 26 were focused on a country level implementation of the DoA.

## Results

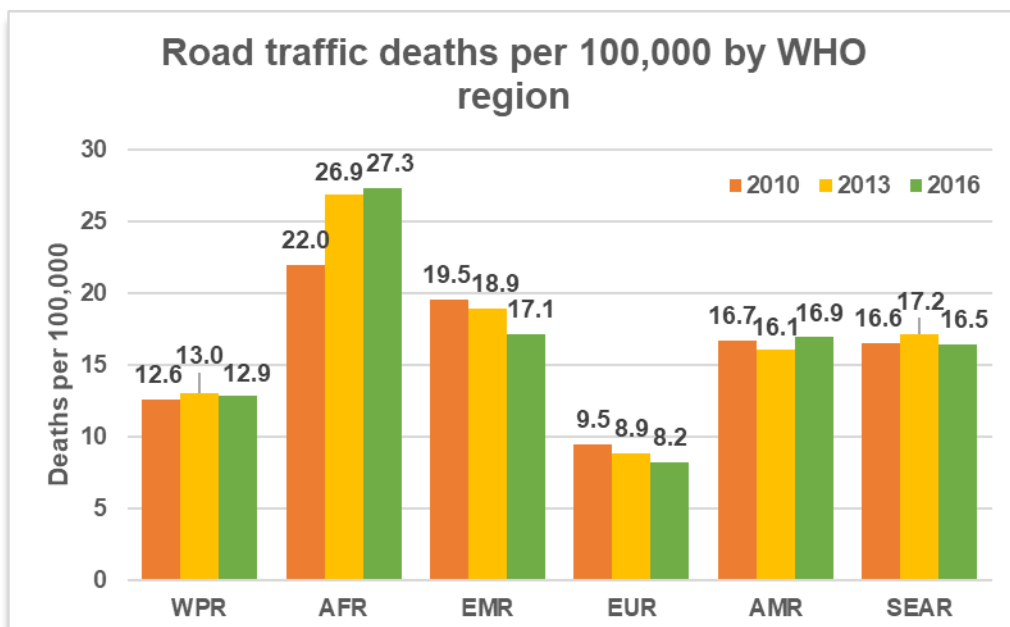
### Overview

Was the decade a success?

According to the Global status reports published in 2013, 2015 and 2018 the Decade goal, to stabilize deaths globally appears to be on track showing a plateauing across the world, except in low-income countries.



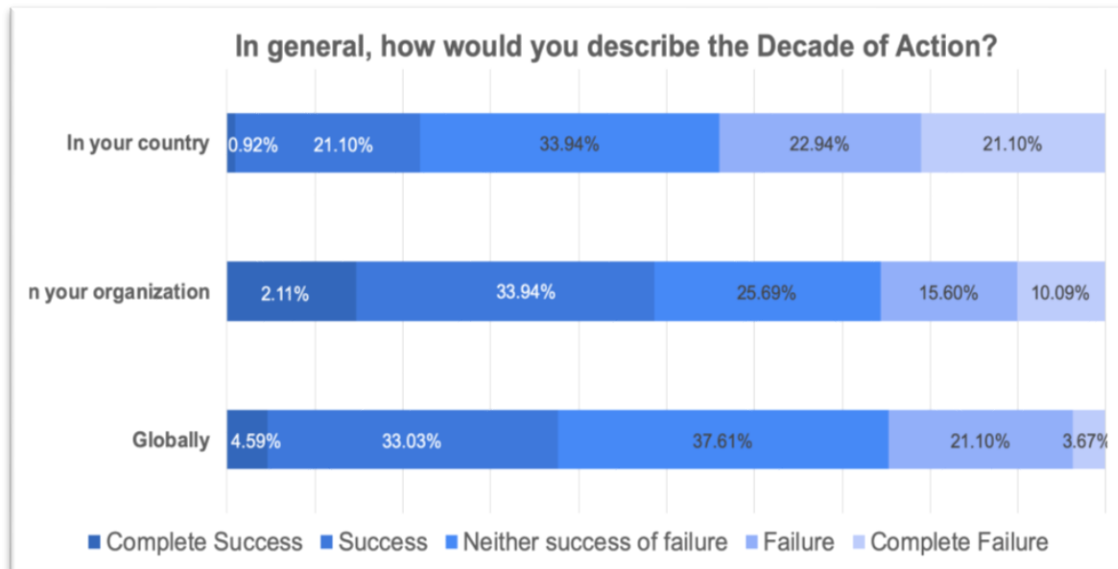
The stability can be seen in all regions except for Africa which saw an increase in deaths per 100,000 population in 2016.





On average, participants who took part in the online survey gave the DoA a 5 out of 10, those in countries finding it less successful than those who responded on behalf of their organization or globally.

X`



This was supported by the experts who were interviewed, who also gave the DoA a 5 out of 10 (range 2 to 8) – so middle of the road. Further analysis also revealed those working in international road safety thought it had been more of a success than those at country level. This is possibly because those in the international community were more invested in the DoA or that some in countries still did not have all the information they required about the Decade at hand.

Some of the comments made by the international and national experts who were interviewed included:

*“I think it was a success if you compare to what we had before and what we have now... in terms of coordination, movement, building, strengthening of civil society, attention in general, funding”*

*“if you take the lives saved compared with the projection... its quite significant” and “...we can see an elevation of status”*

*“lots of frameworks which helped but haven’t translated to a national level”*

*“put a good dent in the awareness piece of it” ... “think it could have been much more”*

*“the biggest disappointment is about funding...”*

*“so much energy went into the launch of the decade... but there wasn’t a steady drumbeat...”*

*“started well but fizzled out”*



## What contributed to the DoA success?

Participants in the online survey felt that increased awareness was the greatest contributing factor to the Decades success. At a global level, participants also felt that increased funding and capacity were facilitating factors.

What contributed the most to the success of the Decade of Action?

	Globally	In your country	In your organization	Not applicable
Increased funding	65 (25.9%)	23 (12.0%)	29 (15.0%)	14 (29.2%)
Increased awareness	86 (34.3%)	50 (26.2%)	60 (31.1%)	1 (2.1%)
Buy-in from government	47 (18.7%)	40 (20.9%)	17 (8.8%)	11 (22.9%)
Increased capacity	53 (21.1%)	36 (18.8%)	40 (20.7%)	10 (20.8%)
Better data	0 (0.0%)	42 (22.0%)	47 (24.4%)	12 (25.0%)

On the flipside lack of funds, lack of data and lack of capacity hindered also implementation of the Decade.

What hindered the success of the Decade of Action the most?

	Globally	In your country	In your organization	Not applicable
Lack of funding	56 (26.5%)	59 (23.2%)	47 (31.5%)	7 (11.7%)
Lack of awareness	27 (12.8%)	39 (15.4%)	17 (11.4%)	13 (21.7%)
Buy-in from government	34 (16.1%)	46 (18.1%)	20 (13.4%)	14 (23.3%)
Lack of capacity	39 (18.5%)	48 (18.9%)	27 (18.1%)	8 (13.3%)
Lack of data	45 (21.3%)	50 (19.7%)	30 (20.1%)	11 (18.3%)
Others	10 (4.7%)	12 (4.7%)	8 (5.4%)	7 (11.7%)

Experts felt:

*“That the level of funding being put into road safety is orders of magnitude short of what’s actually necessary to manage the problem”;*

*“there is money if there is political will”;*

*“limited capacity in countries”;*

*“we need to continue building capacity on data collection, enforcement, trauma care...” and*

*“true multisectoral collaboration remains a challenge”.*

## Pillar 1: Road safety management

### Leadership:

The Secretary General of the UN appointed a special envoy for road safety – Mr Jean Todt - in April 2015. His key areas of work are to:

- Promote a global partnership to support the design and implementation of strategies and activities to improve road safety;
- Advocate with governments, civil society and the private sector for the promotion of road safety, particularly in countries with high level of road fatalities and injuries;
- Participate in global and regional conferences and meetings on road safety; and
- Advocate the accession to, and more effective implementation of, United Nations road safety legal instruments.

Since he was appointed Mr Todt has:

- Conducted 12 regional and national workshops in Argentina, Kenya, Malaysia, Uruguay, Mongolia, Nigeria, Uganda, Cameroon, Ghana, Lebanon, Nepal and Jamaica;
- Visited 79 countries, met 155 high level officials including 24 heads of states;
- Supported road safety performance reviews in Cameroon, Ethiopia, Uganda and Zimbabwe, and
- Established the United Nations Road Safety Funds in April 2019.

Source: [http://www.unece.org/fileadmin/DAM/trans/roadsafe/publications/UN\\_SE\\_brochure.pdf](http://www.unece.org/fileadmin/DAM/trans/roadsafe/publications/UN_SE_brochure.pdf)

### SDG targets

A significant achievement of the Decade of Action was the inclusion of road safety among the Sustainable Development Goals (SDGs). Integrating road safety targets 3.6 and 11.2 in the SDGs was a remarkable accomplishment with far-reaching implications. The 2030 SDG Agenda states clearly that the “17 Sustainable Development Goals with 169 associated targets are integrated and indivisible.” This recognition puts road safety at the same level of importance as other global sustainability needs and clearly indicates that sustainable health and well-being cannot be achieved without substantial reductions in road traffic deaths and serious injuries.

On the downside, the goal of SDG target 3.6 differed from that of the Decade of Action. It called for the reduction by 50% of the absolute number of road traffic deaths and injuries by 2020. This created some confusion with one expert indicating that the “goal for the Decade was not clear ... because the SDG took over”.

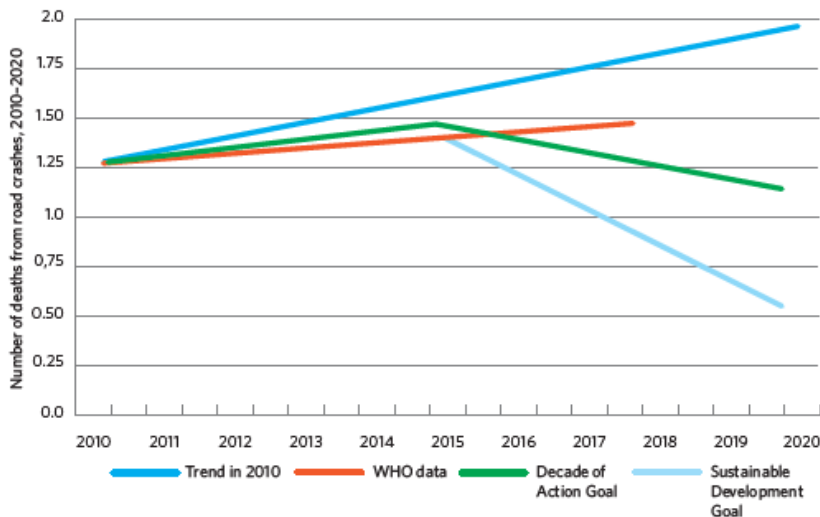


Figure 1. Number of Deaths from Road Crashes. Adapted from OECD, International Transport Forum

### Performance targets and indicators

We know that those countries and regions that have set targets and indicators including performance targets do better than those that do not. This was highlighted in United Nations General Assembly Resolution A/70/260, adopted in April 2016, as well as by the World Health Assembly. Indeed, WHA Resolution 69.7, adopted in May 2016, requested WHO, in collaboration with other United Nations agencies and the United Nations regional commissions, to facilitate a transparent, sustainable and participatory process with all stakeholders to assist interested countries to develop voluntary global performance targets on road safety risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.

To this end, WHO followed a step-wise and transparent process, involving as many stakeholders and countries as possible, to present a set of draft targets to UN Member States in November 2017. A comprehensive set of 12 global road safety targets, covering all 5 pillars of the Decade of Action global plan, were approved following which 38 related indicators were developed and approved through a country consultation process. These performance targets and indicators, although voluntary, provide further guidance to countries on how to reduce their deaths and serious injuries from road traffic collisions.

### Lead agencies, policies, strategies

Most countries now have lead agencies, however, the majority of those that are funded are in high-income countries.

## Pillar 1: Road Safety Management

INDICATORS	2010	2013	2016
Number of countries which have a clearly empowered agency leading road safety	144/161 89%	150/161 93%	148/161 92%
Number of countries with a national strategy	130/161 81%	137/160 86%	133/160 83%
Number of countries with time-based road safety targets	104/157= 66% fatality targets, 55/156=35% non-fatal targets	116/158=73% fatality targets, 61/157=39% non-fatal targets	106/154=69% fatality targets, 68/152=45% non-fatal targets
Number of countries that collect annual road traffic crash data consistent with internationally accepted definitions	90/161 use 30 day definition 56%	95/161 use 30 day definition 59%	103/161 use 30 day definition 64%
Number of countries that have dedicated funds to implement their road safety strategy	111/161 (24 fully & 87 partially funded) 69%	123/160 (28 fully & 95 partially funded) 77%	127/160 (23 fully & 104 partially funded) 79%

Funded lead agency	2010	2013	2016
High-income	91.7% (33/36)	86.7% (39/45)	84.1% (37/44)
Middle-income	71.6% (58/81)	73.4% (58/79)	81.0% (68/84)
Low-income	75.0% (18/24)	72.0% (18/25)	78.9% (15/19)
Total	77.3% (109/141)	77.2% (115/149)	81.6% (120/147)

### Finances / donors

The FIA Foundation was one of the first large donors to global road safety in the early 2000's. Together with the World Bank and a few high-income countries the FIA Foundation funded the development of the *World Report on Road Traffic Injury Prevention* in 2004 which highlighted the critical need for both political will and funding. To this end, the World Bank established the Global Road Safety Facility (GRSF) in 2006 and through a hybrid grant-making global programme, allowing it to distribute funding externally for global, regional and country activities, and internally through World Bank-executed grants, it has enhanced the work of the World Bank's transport global practice and leveraged road safety investments in transport operations in client countries. For example, in the two-year period between September 2018 and August 2019, the GRSF managed 22 grants in 30 countries totalling over \$4 million for research and development activities. In addition, at least 12 grants will be funded in the latter part of 2019.

This was followed by Bloomberg Philanthropies, the largest single donor of road safety to date, who included road safety in their portfolio in the late 2000's providing WHO with a grant to do some pilot implementation work in three countries, viz. Cambodia, Mexico and VietNam. The success seen in these programmes led to Michael Bloomberg announcing, at the 1<sup>st</sup> Ministerial meeting, a donation of \$125 million to a consortium of international road safety organizations for implementation of good practices in 10 low-and middle-income countries. His foundation had made two further such donations in 2016 and 2020.



Additional donations from countries like Australia and the UK swelled the GRSF fund, while new donations from the EU, through Horizon 2020, and from the Botnar Foundation were received. The United Nations road safety trust fund was launched in 2018 and has received \$20 million from a variety of donors. It has funded 5 projects in its first call for proposals in 2018.

Donor	Amount	Period
Bloomberg Philanthropies	\$125 million over 5 years	2010-2014
AusAid → GRSF	\$A6.2 million over 3 years	2011-2013
European Union	€3 over 3 years	2010-2013
FIA Foundation / Clinton Global Initiative	€3 per year x 10 years	2011-2021
Global Road Safety Initiative	\$150,000 per year x 5 years	2010-2015
Road Safety Fund (FIA-F & WHO)		
UK – DFID → GRSF	£1.5 million	2013
Road Safety Grants Programme (administered by GRSP, funded by Bloomberg)	\$630,000	2012-2013
Bloomberg Philanthropies	\$125 million over 5 years	2015-2019
Bloomberg Philanthropies (Healthy Cities Partnership)	\$5 over 2 years	2017-2018
FIA Road Safety Grant Programme	€4.8 million	2010-2017
Road Safety Grants Programme (administered by GRSP, funded by Bloomberg)	\$4.5 million	2016-2017
United Nations road safety trust fund	\$20 million secured	2018-
GRSF	\$4 million	2018-2019
European Union (Horizon 2020)	€170 million	2014-2020
Botnar Foundation	ChF 9.6 million	2017-2020
Bloomberg Philanthropies	\$125 million over 6 years	2020-2025

Source: extracted from five UN SG reports published between 2011 and 2019

Despite these large donations, funding continues to be cited as a reason for inaction both at a country and international level (see previous comments from experts).

#### Data improvements

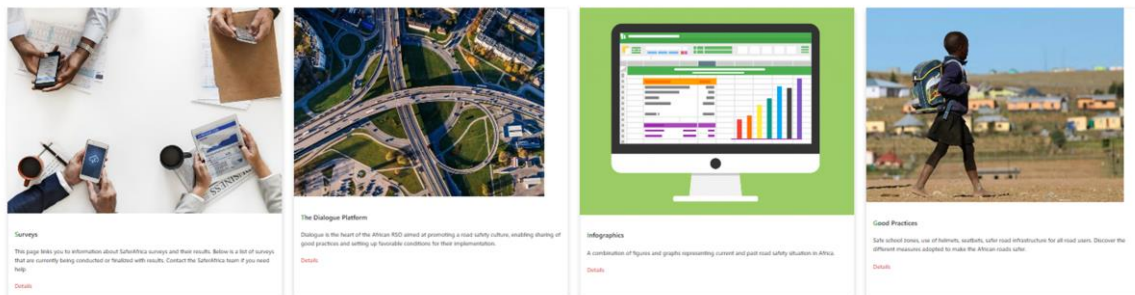
A concerted effort has been made at international, regional and country level to improve data. A series of 7 good practice manuals, including one specifically on data strengthening, have been published in multiple languages by a consortium of 4 international agencies. In addition, during the Decade 3 global status reports were published and a number of observatories have been set up by international road safety partners in latin America and most recently in Africa (see Box on African observatory).

A number of countries have made significant improvements in their national road safety fatality collection process. For example, the Ministry of Health in Thailand, through a process of triangulation of three data sources, has been able to re-allocate some “ill-defined” causes of death in their vital registration system and now report road traffic deaths to be similar to those estimated by WHO (21,745 deaths from the three databases in 2016 versus the WHO estimate of 22,491).

## AFRICA Observatory

As part of the SaferAfrica project, aims to establish a dialogue platform between Africa and Europe which is focused on road safety management. It was developed in 2015 following a mid-term review of the African Road Safety Action Plan 2011-2020 in order to identify road safety needs on the continent, monitor existing strategies and policies, collect road safety data from various sources – including crowdsourced data, present the status and trends of road safety through the analysis of these data, build capacity and make recommendations to improve the situation through the implementation of proven interventions.

The SaferAfrica project currently focusses on selected 5 African countries, namely: Burkina Faso, Cameroon, Kenya, South Africa and Tunisia.



Source: <http://www.africanroadsafetyobservatory.org/>

These road safety management activities were supported through a variety of United Nations and World Health Assembly resolutions which were passed after 2010 following the call for a Decade of Action in the Moscow Declaration.

A new UN General Assembly resolution is due to be tabled in the April 2020 session of the UNGA to endorse the recommendations of the Stockholm Declaration which will be the outcome document from the Ministerial conference held in Stockholm in February 2020.

## United Nations (UN) and World Health Assembly (WHA) Resolutions, UN Secretary General's (SG) Reports and Declarations on road safety

Instrument	Title and reference number	UN body, session and publication date
Declaration	Moscow Declaration <a href="https://www.who.int/roadsafety/ministerial_conference/declaration_en.pdf?ua=1">https://www.who.int/roadsafety/ministerial_conference/declaration_en.pdf?ua=1</a>	First Global Ministerial Conference on Road Safety: Time for Action, Moscow, Russia, 20 November 2009
UN resolution	Improving global road safety, A/RES/64/255 <a href="http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/64/255">http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/64/255</a>	UN General Assembly, 64 <sup>th</sup> session, 10 May 2010
UN SG report	Improving global road safety, A/66/389 <a href="http://www.un.org/en/ga/search/view_doc.asp?symbol=A/66/389">http://www.un.org/en/ga/search/view_doc.asp?symbol=A/66/389</a>	UN General Assembly, 66 <sup>th</sup> session, 30 September 2011
UN resolution	Improving global road safety, A/RES/66/260 <a href="http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/66/260">http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/66/260</a>	UN General Assembly, 66 <sup>th</sup> session, 23 May 2012
UN SG report	Improving global road safety, A/68/368 <a href="http://www.un.org/ga/search/view_doc.asp?symbol=A/68/368">http://www.un.org/ga/search/view_doc.asp?symbol=A/68/368</a>	UN General Assembly, 68 <sup>th</sup> session, 6 September 2013
UN resolution	Improving global road safety, A/RES/68/269 <a href="http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/68/269">www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/68/269</a>	UN General Assembly, 68 <sup>th</sup> session, 29 April 2014
UN SG report	Improving global road safety, A/70/386 <a href="http://www.un.org/en/ga/search/view_doc.asp?symbol=A/70/386">http://www.un.org/en/ga/search/view_doc.asp?symbol=A/70/386</a>	UN General Assembly, 70 <sup>th</sup> session, 22 September 2015
Declaration	Brasilia Declaration <a href="https://www.who.int/violence_injury_prevention/road_traffic/Brasilia_Declaration/en/">https://www.who.int/violence_injury_prevention/road_traffic/Brasilia_Declaration/en/</a>	Second Global High-level Conference on Road Safety: Time for Results, Brasilia, Brazil, 19 November 2015
UN resolution	Improving global road safety, A/RES/70/260 <a href="http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/70/260">http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/70/260</a>	UN General Assembly, 70 <sup>th</sup> session, 2 May 2016
WHA resolution	Addressing the challenges of the United Nations Decade of Action for Road Safety: outcome of the second Global High-level Conference on Road Safety - Time for Results, WHA 69.7 <a href="http://apps.who.int/gb/ebwha/pdf_files/WHA69/A69_R7-en.pdf">http://apps.who.int/gb/ebwha/pdf_files/WHA69/A69_R7-en.pdf</a>	WHA, 69 <sup>th</sup> session, 28 May 2016
UN SG report	Improving global road safety, A/72/359 <a href="http://www.un.org/en/ga/search/view_doc.asp?symbol=A/72/359">http://www.un.org/en/ga/search/view_doc.asp?symbol=A/72/359</a>	UN General Assembly, 72 <sup>nd</sup> session, 24 August 2017
UN resolution	Improving global road safety, A/RES/72/271 <a href="http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/72/271">http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/72/271</a>	UN General Assembly, 72 <sup>nd</sup> session, 18 April 2018
UN SG report	Improving global road safety, A/74/304 <a href="https://www.who.int/roadsafety/about/resolutions/download/A-74-304-EN.pdf?ua=1">https://www.who.int/roadsafety/about/resolutions/download/A-74-304-EN.pdf?ua=1</a>	UN General Assembly, 74 <sup>th</sup> session, 13 August 2019
Declaration	Stockholm Declaration <a href="https://www.roadsafetysweden.com/about-the-conference/stockholm-declaration/">https://www.roadsafetysweden.com/about-the-conference/stockholm-declaration/</a>	Third Ministerial meeting on road safety, Stockholm, Sweden, 19-20 February 2020

## Pillar 2: Safer roads

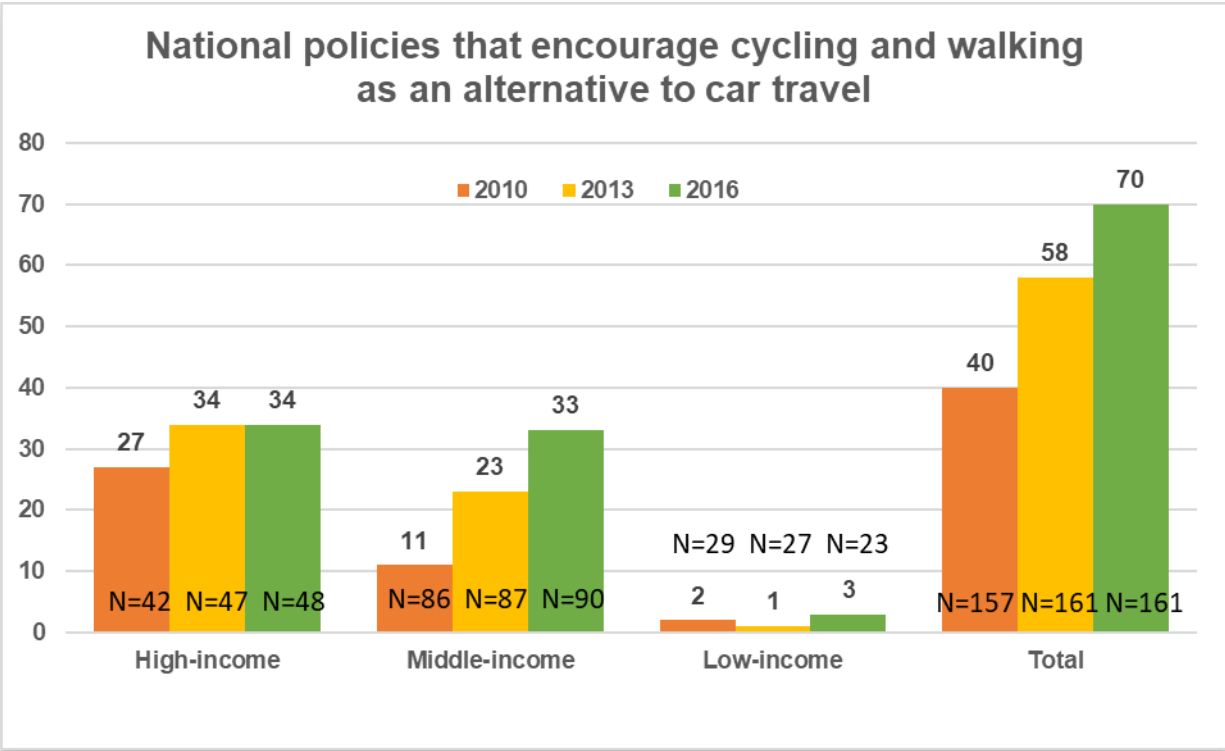
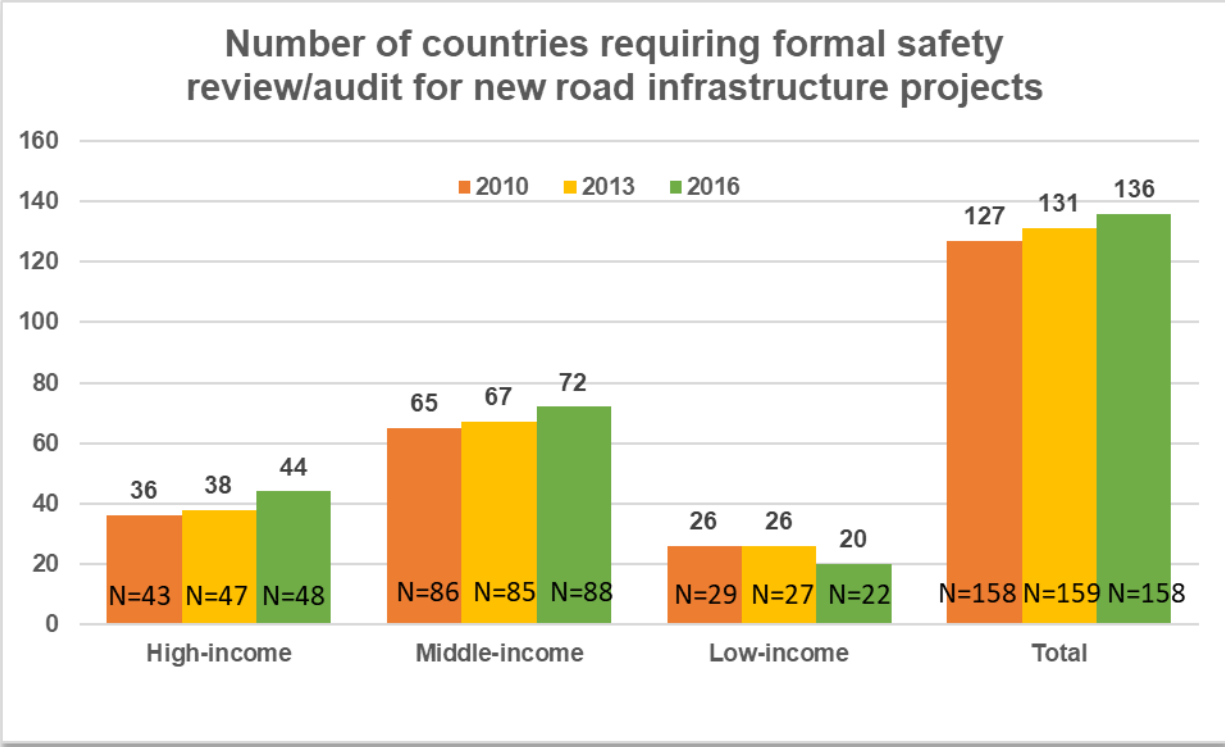
There have been steady improvements in the safety of roads and mobility across countries. In particular, it is encouraging to see that every year more countries require a formal review of their new road infrastructure and that more countries have policies that encourage cycling and walking as an alternative to car travel.

## Pillar 2: Safe Roads and Mobility

INDICATORS	2010	2013	2016
Number of countries requiring formal safety review/audit for new road infrastructure projects	126/158 80%	131/159 82%	137/158 (including 58 partial) 87%
Number of countries requiring formal safety inspection/ratings on existing road infrastructure networks	127/155 (including 52 partial) 82%	123/159 77%	107/153 70%
National policies that encourage cycling and walking as an alternative to car travel	40/157 25%	58/161 36%	70/161 43%
National policies that encourage the use of public transport as an alternative to car travel	79/155 51%	85/161 53%	121/161 75%
National policies to protect vulnerable road users	44/155 28%	54/160 34%	-

## Countries that promote walking and urban transport

Promote urban transport	Promote walking								
	2010			2013			2016		
		Yes	No		Yes	No		Yes	No
Yes	36	42	yes	50	35	yes	63	58	
No	4	72	no	8	68	no	7	33	



**Star ratings**

The International Road Assessment Programme (iRAP) was launched in 2006 as the umbrella organization for road assessment programmes worldwide including Europe (EuroRAP), Australia (AusRAP), and the US (usRAP). That year, with funding from the FIA Foundation, iRAP tailored its techniques for low- and middle-income countries and piloted these tools in Chile, Costa Rica,

Malaysia and South Africa. By the end of 2012 programme activities extended to over 70 countries with risk assessments conducted on 500,000km. The introduction of a star rating for designs enabled new objective targets to be set to guide the safety performance of new roads across the world. By 2015 the relationship between star ratings and crash costs per distance travelled had been researched and the business case for safer roads developed to support calls for a UN Sustainable Development Goal for road safety. By 2017, the concept of a 3-star or better standards for all road users on all new roads had been included as one of the 12 performance safety targets endorsed by the UN General Assembly in 2018.



**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.**

By the end of 2018, 1.3 million kilometres of road had been risk mapped and a further 940,000 kms star rated in 96 countries. More than 17,000 have been trained worldwide since 2009. More than 48 countries have safer roads as a result of these assessments.

### China RAP

The partnership with the Ministry of Transport in China and the Research Institute of Highways have delivered results within China and throughout the region. The Chinese Government Highway Safety to Cherish Life initiative continues to invest in safer roads across the country. Star ratings and investments plans have been developed for more than 250,000 km of roads in 25 provinces and an estimated 180,000 km of roads have now been improved across the country.

The ChinaRAP team are also supporting the Bloomberg Initiative for Global Road Safety (BIGRS) work in Shanghai and are leading the ADB partnership with Pakistan and the National Highways Agency to build a self-sustaining PakistanRAP.



Source: <http://resources.irap.org/General/IRAP%20ChinaRAP%20Case%20Study%20FINAL.pdf>

### SUM4ALL – safer mobility (World Bank)

Sustainable Mobility for All (SUM4All) is an umbrella platform that brings together 55 public and private organizations with a shared ambition of transforming future mobility. It was established in

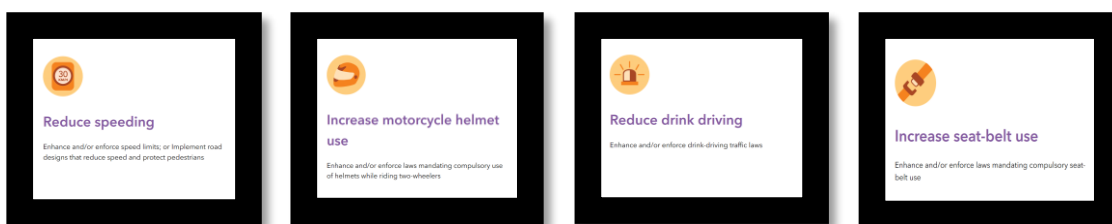


2017 and the shared goal is the need for equitable, efficient, safe and green mobility. In 2018 SUM4All embarked on the development of a comprehensive policy framework to assist decision-makers around the world on how to identify gaps, take the necessary steps, use the appropriate tools, and improve the sustainability of the transport sector in pursuit of SDG targets 11.2 and 3.6. SUM4All frames sustainable mobility around the achievement of four global policy goals: universal access, efficiency, safety, and green mobility.



### Focus on cities and urban planning

The Partnership for Healthy Cities is a prestigious global network of cities committed to saving lives by preventing noncommunicable diseases (NCDs) and injuries. Supported by Bloomberg Philanthropies in partnership with the World Health Organization and Vital Strategies, this initiative enables cities around the world to deliver a high-impact policy or programmatic intervention reduce NCDs and injuries in their communities. Each city receives support to implement one of 14 proven interventions to prevent noncommunicable diseases and injuries – four of these interventions are known road safety good practices.



Streets comprise more than 80% of public space in cities, but they often fail to provide their surrounding communities with a space where people can safely walk, bicycle, drive, take transit, and socialize. Cities are leading the movement to redesign and reinvest in our streets as cherished public spaces for people, as well as critical arteries for traffic. Lead by the National Association of City Transport Officials a series of urban street design guides have been developed during the Decade to guide Mayors and other city officials on how to improve the health of their residents.

## Pillar 3: Safer vehicles

### UN vehicle regulation implementation

According to the Global status report on road safety 2018, only 40 countries have implemented 7 or 8 of the recommended UN vehicle safety regulations. 124 countries implement either none of the regulations or only one of them.

Unfortunately, there has been very little uptake of UN vehicle regulations throughout the Decade. One country implemented UN regulations relating to seatbelts and anchorages, electronic stability control and pedestrian protection, while two additional countries now require front seat and side impact standard.

## Pillar 3: Safer Vehicles

INDICATORS	2010	2013	2016
Total number of registered vehicles by vehicle type per country	136/161 84%	137/161 85%	129/161 80%
Number of countries requiring seatbelts and anchorages (UN Regulations 14&16)	-	49/161 30%	50/161 31%
Number of countries requiring front seat and side impact standard (UN Regulations 94&95)	-	45/161 28%	47/161 29%
Number of countries requiring electronic stability control (UN Regulation 13H or GTR 8)	-	44/161 27%	45/161 28%
Number of countries requiring pedestrian protection (UN Regulation 127 or GTR 9)	-	42/161 26%	43/161 27%
Number of countries which apply enhanced child restraint systems (UN regulations 44&129)	-	46/161 29%	45/161 28%

Further uptake of these standards is critical to save lives. A study conducted in Latin America showed that more than 440,000 deaths and serious injuries could be avoided and up to USD 143 billion saved if the basic UN vehicle safety regulations were taken up by all countries in the region by 2030.

However, a success story during the Decade was the implementation of motorcycle anti-lock braking systems in a number of countries with high numbers of motorcycles, such as India, China, Japan and Brazil.

### Expansion of NCAPS

New Car Assessment Programmes have proven very useful in raising awareness in countries. During the Decade additional regional NCAPs were put in place, most notably in:

- Latin America – commenced its programme in 2010
- Asean NCAP – commenced its programme in 2012
- Bharat (India) NCAP – commenced in 2017

In addition to the Global New Car Assessment Programme which was set up in London in 2011.

## Pillar 4: Safer road users

There appears to have been little improvement in regulations around speed control during the Decade whereas a number of countries have improved their drinking and driving laws and woefully few countries have laws to protect the youngest road users in vehicles.

### Pillar 4: Safer Road Users

INDICATORS	2010	2013	2016
Number of countries with national level speed limits appropriate to the type of road (urban, rural, highway)	55/155 have urban limit $\leq$ 50 km/h and allow local authorities to reduce national limits where appropriate 35%	42/152 have urban limit $\leq$ 50 km/h and allow local authorities to reduce national limits where appropriate 28%	42/152 have urban limit $\leq$ 50 km/h and allow local authorities to reduce national limits where appropriate 28%
Number of countries with blood alcohol concentration limits (for general population) less than or equal to 0.05 g/dl	83/157 53%	78/160 49%	86/161 53%
Number of countries with blood alcohol concentration limits lower than 0.05g/dl for young/novice and commercial drivers	39/157 have limits $\leq$ 0.02 for young-novice drivers (23 countries have lower limits for this group than for gen population), 46/158 have limits $\leq$ 0.02 for commercial drivers 25%, 29%	35/159 have limits $\leq$ 0.02 for young-novice drivers (24 countries have lower limits for this group than for gen population), 44/158 have limits $\leq$ 0.02 for commercial drivers 22%, 28%	46/161 have limits $\leq$ 0.02 for young-novice drivers (34 countries have lower limits for this group than for gen population), 51/161 have limits $\leq$ 0.02 for commercial drivers 29%, 32%
Number of countries with (national or subnational) data on the proportion of alcohol-related fatal crashes	-	-	69/159 test all drivers in fatal crashes 43%
Number of countries with (national or subnational) data on alcohol related crashes	83/161 52%	88/161 55%	91/161 57%
Number of countries with a comprehensive helmet use law (including national and international standards)	79/148 countries (have laws that covers all road users, all road types and all engine types, and they apply international or national helmet standard) 53%	42/152 countries (have laws that apply to all drivers and passengers, all roads and engine types, requiring the helmet to be fastened, and make reference to a particular helmet standard) 28%	49/158 countries (have laws that apply to all drivers and passengers, all roads and engine types, requiring the helmet to be fastened, and make reference to a particular helmet standard) 31%

## Pillar 4: Safer Road Users (2)

INDICATORS	2010	2013	2016
Number of countries with (national and subnational) data on helmet-wearing rates	67/161 42%	68/161 42%	74/161 46%
Number of countries with a comprehensive seat-belt law (legislation requires use of seatbelt among all occupants: front and rear seats)	104/147 71%	96/147 65%	99/152 65%
Number of countries with (national or subnational) data on seat-belt wearing rates (front, rear)	56/161 35%	54/161 34%	64/161 40%
Number of countries with a child restraint law	86/156 (including 6 subnational) 55%	87/161 (including 1 subnational) 54%	82/161 51%
Number of countries with (national or subnational) data on child restraint wearing rates	-	27/161 17%	35/161 22%
Number of countries with legislation/regulation on hand-held mobile phone use while driving	128/160 (including 8 subnational) 80%	135/161 (including 1 subnational) 84%	141/161 88%
Number of countries with a ban on hand-held and handsfree mobile phone use by driving	26/160 16%	29/161 18%	31/161 19%
Number of countries that have national laws that address all five key risk factors	78/155 50%	81/160 51%	80/161 50%
Number of countries with a helmet standard	89/150 59%	79/152 52%	91/158 58%

### UN road safety weeks

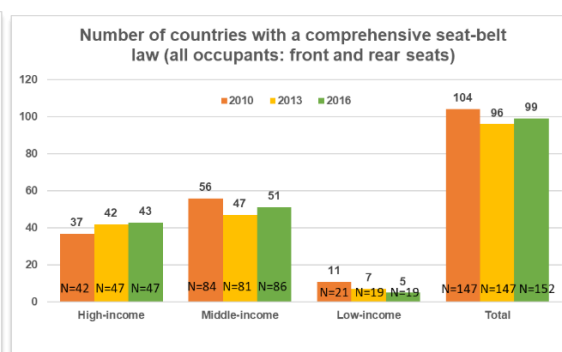
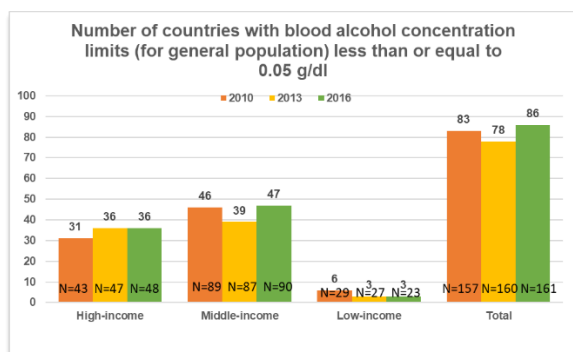
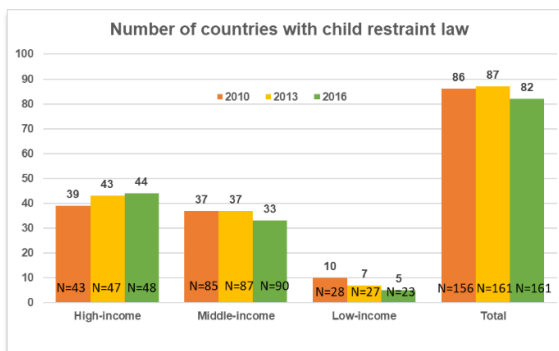
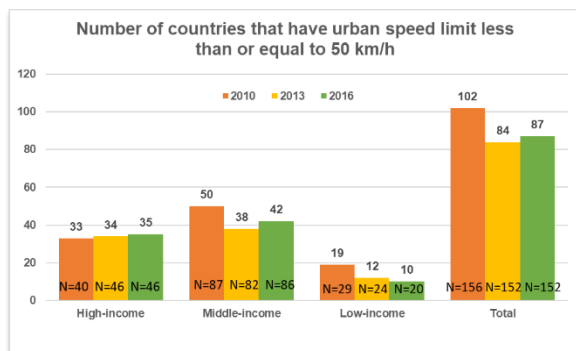
The First United Nations Global Road Safety Week was called for in the October 2005 United Nations General Assembly resolution A/60/5 on Improving global road safety. The resolution invites the United Nations Regional Commissions and the World Health Organization (WHO) to jointly organize the Week. The theme for the Week was "young road users" - as young people constitute a major group at risk of death, injury and disability on the road. During the Decade of Action the following four weeks were held to raise awareness and advocate for policy changes around the world.

- In **2013**, the 2<sup>nd</sup> UN Road Safety week drew attention to the urgent need to better protect pedestrians worldwide through the slogan "Make Walking Safe" in order to generate action on the measures needed to contribute to achieving the goal of the Decade of Action for Road Safety 2011-2020 to save 5 million lives.
- In **2015**, the focus was on #SaveKidsLives in order to highlight the plight of children on the world's roads and generate action to better ensure their safety.
- In **2017**, attention was turned to speeding through the campaign Save Live:#Slow Down. Since speed contributes to around one-third of fatal road traffic crashes, this campaign focused on what governments can do to address this key risk factor.
- And finally, in **2019** the Week looked at the role of leadership in road safety through the campaign #Speak up for road safety. It encouraged advocates around the world to speak up for road safety and demand action from their policy-makers.

### Laws changed from GSRRS analysis

UN General Assembly resolution 64/255 in 2010 called for "joint multi-sectoral action to increase the proportion of countries with comprehensive legislation on key risk factors for road traffic injuries, including the non-use of seat belts and child restraints and helmets, drink-driving and speed, from

the 15 per cent identified in the Global Status Report on Road Safety: Time for Action to over 50 per cent by the end of the Decade, and encourages Member States to strengthen their enforcement of existing road safety legislation on these risk factors”.



Assessment of enforcement levels in the Status Reports were very subjective and therefore could not be robustly assessed over time. However, the GSRRS 2018 provided the following snapshot which still shows low levels of enforcement across most of the priority behavioural laws:

- Helmet wearing: 58 countries rated their enforcement as good (8+ out of 10);
- Speeding: 29 countries rated their enforcement as good;
- Seat-belt wearing: 37 countries rated their enforcement as good; and
- Child restraint usage: 22 countries rated their enforcement as good.

This is an area which requires urgent attention as laws without enforcement are of little or no use as an adjunct to behaviour modification.

### Global legislators

In December 2016, the Global Network for Road Safety Legislators was launched by WHO, the Towards Zero Foundation and the UK Parliamentary Advisory Council for Transport Safety, in London, UK. The goal of the Global Network is to unite the voices of parliamentarians and parliamentary bodies in order to strengthen advocacy efforts aimed at accelerating action to reduce road traffic deaths and injuries globally. To achieve this, the Global Network advocates for leadership and good governance; promotes adoption of policy and legislation on risk factors; encourages adoption of a safe systems approach; supports the integration of safety in the broader sustainable transport agenda; fosters safe infrastructure projects; and calls for innovative funding mechanisms.

Regional chapters of the network were launched in Africa and the Eastern Mediterranean in 2018 and in south-east Asia and Latin America in 2019.

#### Human capacity training programmes

Since the beginning of the Decade there has been a concerted effort to increase human capacity to address road safety issues in low- and middle-income countries. These included face-to-face on site training courses for multisectoral road safety practitioners as well as shorter courses for specific audiences, e.g. journalists. There are also freely available online courses for specific groups of practitioners, e.g. lawyers.

On site training courses for international participants include:

- the Bloomberg Funded and GRSP/JHU hosted Global Road Safety Leadership Course – a two-week course which has run twice a year (once in the USA and once in a low- or middle-income country) since 2016. To date nearly 450 participants have been trained (see Box)
- the FIA-Foundation funded Delft Road Safety Course for low- and middle-income road safety practitioners was first organized in 2012 at the University of Delft in the Netherlands. To date, this week long course, has trained 236 practitioners from 66 countries including 5 regional courses.
- The International Course on Transportation Planning and Safety has been run by TRIPP in New Delhi for 29 years and has trained approximately 1600 interdisciplinary students over the years. It covers modules on road safety, biomechanics and crashworthiness as well as prehospital and trauma care.
- Journalist training courses have been held in conjunction with the World Injury Conferences as well as in countries and regions. Over 2000 reporters and editors have been trained (see Box).



## Building capacity to address road safety in LMICs

The Global Road Safety Leadership Course (GRSLC), developed and implemented collaboratively by the Johns Hopkins International Injury Research Unit (JH-IIRU) and Global Road Safety Partnership (GRSP) is a comprehensive two-week residential training program aimed at building leadership capacity to design, advocate for, and implement effective road safety programs and policies.

Since 2016 and through support from Bloomberg Philanthropies, the course has trained nearly 450 participants from 63 different countries around the world. Once per year, the course is held in Baltimore, Maryland on the campus of the Johns Hopkins Bloomberg School of Public Health and once around the world, in such locations as Kuala Lumpur, Lumpur; Nairobi, Kenya; and Buenos Aires, Argentina.

Emphasizing leadership principles in relation to a range of road safety-related topics and addressing all five pillars of road safety, the course and its sessions are delivered by diverse, experienced international experts in road traffic injury control, leadership, policy, communications, research, advocacy, and surveillance.

During the course, participants have the opportunity to embark on various site visits, including to ministry offices, hospitals, and schools, while also applying lessons learned in group exercises that culminate with marketplace-style presentations.



*Participants and instructors join together at the start of rGRSLC 2019 in Buenos Aires, Argentina.*

Source: A. Bachani, JHU

## Training journalists

Since 2011 WHO has engaged with and built the capacity of over 2000 reporters and editors on road safety reporting in tens of countries.

Road safety stories are different from traffic related news and are an essential part of a road safety strategy and an advocacy agenda.

WHO developed a unique expertise to build capacity of media through fellowship programmes at the national, regional and global level. These programmes are highly competitive and offer multidisciplinary and media-specialized learning through seminars and workshops, mentorship, field trips, editorial projects, networking with experts and related. The main objectives of the fellowship are to:

equip journalists with solid and evidence-based understanding and knowledge of road safety issues: and build new journalistic skills and techniques needed to write in-depth and change-triggering road safety stories. The latter includes professional trainings in areas such as data journalism, solutions journalism or investigative journalism.

Outputs and outcomes of the programmes are monitored through quantitative and qualitative assessment of the stories written by the road safety fellows while the programme is being implemented. Currently an external evaluation of the impact of the fellowships is being conducted in Tanzania and the Philippines.

The immediate beneficiaries of this WHO-led programme are the local and global road safety community as fellows learn the journalistic value of regularly interacting with a variety of stakeholders that traditionally are not considered important for traffic stories. WHO trained journalists interview and follow systematically vehicle standards experts, parliamentarians, NGOs, the health sector, data experts, academia, infrastructure experts and others from related field such as city development, environment or NCDs just to give a few examples.

For example, a story published in 2018 by a WHO fellow journalist in the Philippines helped local authorities identify concrete problems in a pedestrian bridge about to be inaugurated. <https://cnnphilippines.com/news/2018/11/13/edsa-footbridge-opening-not-safe.html>. For several days the story was the most read on the media outlet website. A day after the story was published, the traffic authority in charge of the project announced that it was postponing the opening of the footbridge to give way to design revisions. Here's the article: <https://cnnphilippines.com/news/2018/11/14/EDSA-footbridge-MMDA.html>

The reporter recognized that his story contributed to the conversation and that one of the transportation undersecretaries weeks after the story was published, told him that they used the story in their internal deliberations on revising the footbridge's design. According to the report, the perspective of a safety expert is what gave his story credibility and power.

Source: E. Altieri, WHO

## Evidence and research

The Save LIVES package was published by WHO in 2017 to guide countries on which good practices would save the most lives if they were put in place. Save LIVES: a road safety technical package is an evidence-based inventory of priority interventions with a focus on Speed management, Leadership, Infrastructure design and improvement, Vehicle safety standards, Enforcement of traffic laws and post-crash Survival. The 6 strategies and 22 interventions recommended in the package are interrelated and should be implemented in an integrated manner to effectively address road traffic deaths and injuries. Since countries are at varying stages of addressing this problem, this road safety policy package should not be seen as a one-size-fits-all solution, but rather as a guide to support decisions for scaling up road safety efforts. Now available in 7 languages, the package is also available in video and written advocacy pieces.

An analysis of the published literature, after exclusion of duplicates, abstracts, reports and book chapters, identified a total of 79 articles. These were classified according to the geographic focus and the main topic covered by country-related articles. Most articles were global in focus and were written to promote the Decade or monitor its progress. Only 27 articles were written by local researchers in specific countries. Most of these were from the Americas covering Argentina, Brazil, Canada, Colombia, Mexico, Nicaragua and Puerto Rico. Unfortunately all 27 articles were descriptive in nature primarily focusing on Pillar 1 of the Decade – mortality trends, risk and protective factors, and strategies developed. None of the articles evaluated any interventions which had been implemented in pursuit of the DoA goal.

	<b>Focus</b>	<b>Number (%) articles</b>
<b>Geographic focus</b>	Single country	27 (34.2)
	Multiple country	5 (6.3)
	Regional	10 (12.7)
	Global	37 (46.8)
<b>Region of single country articles</b>	Africa	2 (7.4)
	Americas	11 (40.7)
	Eastern Mediterranean	4 (14.8)
	Europe	5 (18.5)
	South-east Asia	3 (11.1)
	Western Pacific	2 (7.4)
<b>Main focus of single country articles</b>	Pillar 1: road safety management	15 (55.6)
	Pillar 2: safer roads and mobility	2 (3.7)
	Pillar 3: safer vehicles	0
	Pillar 4: safer road users	7 (25.9)
	Pillar 5: post-crash response	2 (7.4)

A number of articles and reports highlighted the need to focus on adolescents and young adults as road traffic injuries are the leading cause of death for this age group. To this end the civil society organization YOURS has conducted a number of country, regional and global training and advocacy events to involve young advocates in the development, implementation and monitoring of road safety projects in their countries.

## The Belize Programme: Sustainable Youth Empowerment

One of YOURS (Youth for Road Safety) massive successes in capacity development and empowering youth has been the two-year programme established in partnership with the Caribbean Development Bank and the Government of Belize.

Over the last few years, the Government of Belize, with the support of the Caribbean Development Bank has put in place a safe system approach to road safety in the country, focusing on improving the infrastructure, emergency response, enforcement and education. Recognizing the critical role that youth play in road safety, the Bank approached YOURS to help them reach their goals of inspiring and educating young people to take action in the country.

YOURS took up the challenge and established a strong partnership with the government, universities, youth groups and media and trained 34 young facilitators over 2 years. During 2014-2015 they took these young leaders through the full YOURS interactive workshop experience. These facilitators in turn successfully trained a further 2000+ youth in road safety.

Not only have these young people become strong campaigners for road safety, some have also taken a seat on the National Road Safety Board in the country, created new road safety materials as well as delivered workshops across the whole country. Since these workshops, the Government of Belize has reported that there have been less young people killed and injured on the roads (Government of Belize, Road Safety Project Management Unit 2016 reports).



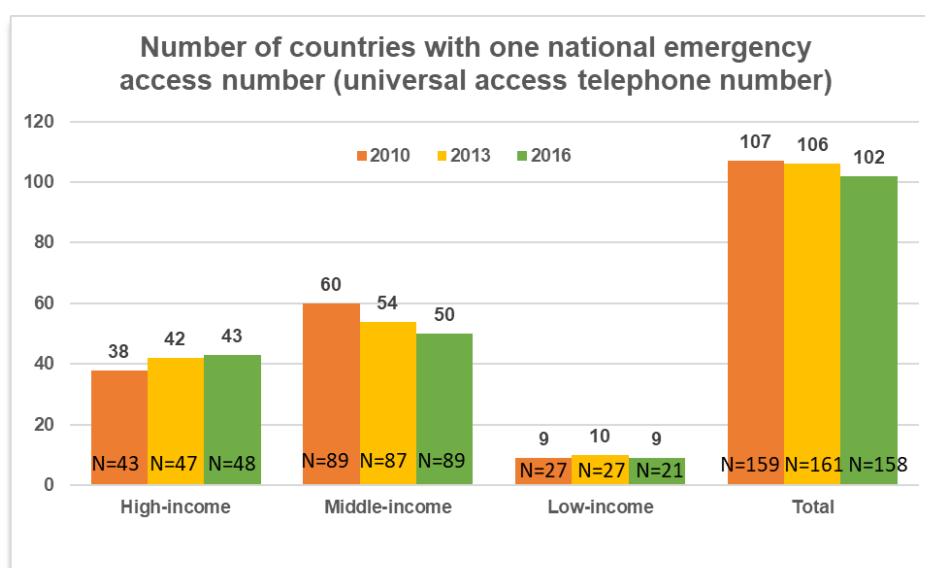
Source: <http://www.youthforroadsafety.org/our-work/workshops/belize>

## Pillar 5: Post crash response

The number of countries with a universal access telephone number has remained somewhat static, which is a concern because this is one post-crash activity which could result in many lives saved. However, more than just a number is required – there needs to be a functioning prehospital care and transport system for it to be beneficial.

### Pillar 5: Post-Crash Response

INDICATORS	2010	2013	2016
Number of countries with one national emergency access number (Universal access telephone number)	107/159 67%	106/161 66%	102/158 65%
Number of countries where specific trauma care training is required for emergency care personnel	113/153 countries training for doctors, 87/155 training for nurses	127/158 countries training for doctors, 102/155 training for nurses	115/153 ED doctors, 94/154 trauma surgeons; 95/154 training for nurses; 91/152 prehospital providers
Number of countries using any injury severity grading system in health facilities	-	-	-
Number of countries with vital registration systems	141/160 88%	149/161 93%	-
Number of countries with emergency-room based injury surveillance systems	70/160 44%	84/158 53%	73/159 (national or sub-national trauma registries) 46%
Proportion of seriously injured patients transported to hospital by ambulance	54/148 countries have ambulance services available to transfer over 75% of injured patients. 36%	64/154 countries have ambulance services available to transfer over 75% of injured patients. 42%	-



There does appear to be an improvement in the number of countries where specific trauma training is required for emergency care personnel. This could be linked to the renewed focus by WHO on

assessment of facilities in low- and middle-income countries through the Basic Emergency Care course. Hopefully this will improve further through the recently adopted World Health Assembly resolution on emergency and trauma care.

### World Day of Remembrances

UN resolution adopted in 2005 called for “the appropriate acknowledgement for victims of road traffic crashes and their families”

During the Decade the World Day of Remembrance, on the third Sunday in November every year, focused on the following issues

- 2011 – Let’s make 2011-2020 a Decade to remember!
- 2012 – Now is the time to learn from the past
- 2013 – Let’s have roads that are safe for all
- 2014 – Speed kills – design out speeding
- 2015 – It’s time to remember – say No to road crime!
- 2016 – Vital post-crash actions: Medical Care, Investigation, Justice!
- 2017 – 2020 target: reduce road fatalities and serious injuries by 50%
- 2018 – Roads have stories
- 2019 – Life is not a car part

### Global Alliance for the Care of the Injured

GACI is a network of governmental and intergovernmental organizations as well as nongovernmental organizations, including professional societies, working internationally, who collaborate to improve care for the injured across the spectrum of prehospital and hospital care and rehabilitation of the injured. The aim is to save millions of lives and minimize the devastating consequences of injuries by strengthening trauma care systems.

### Global Alliance for NGOs

Following the launch of the Decade of Action for Road Safety in 2011, WHO established a committee of representative NGOs to formally launch the Global Alliance for NGOs for road safety. In 2013, The Alliance introduces a Strategic Plan (2014-2018) and establishes a board of directors the following year. The Alliance has been instrumental in:

- hosting of global meetings for road safety NGOs in Turkey (2013), Morocco (2015), Malaysia (2017) and Crete (2019);
- producing guidance documents;
- partnering on UN Road Safety weeks;
- providing seed funding to members with support from FedEx;
- conducting advocacy training for its members; and
- representing civil society on the UN Trust Fund.

In December 2017, The Alliance received a Prince Michael award for its contribution to global road safety. By December 2019, The Alliance had 237 members from 92 different countries.



## Global Emergency and Trauma Care Initiative

WHO launched a Global Emergency Trauma Care initiative in XX number of countries in late 2018 with financial support (ChF 10 million) from the AO Foundation in Davos, Switzerland. The goal of The Initiative is to save millions of lives over the next five years through improvements to emergency care systems. Its aims are two-fold:

- to rapidly increase capacities to provide quality emergency care in countries around the world; and
- to foster awareness through a global advocacy campaign about its potential to save lives.

In an initial phase WHO and partners will support 10 low- and middle-income countries to assess their national emergency care systems, identify any shortcomings and implement proven interventions to address these gaps. Activities at the national level include:

- development of national plans and key policies, such as laws addressing the role of bystanders and access to care without regard to ability to pay; and
- implementation of WHO standards addressing the way emergency care systems are organized and resourced.



Source: <https://www.who.int/news-room/detail/08-12-2018-global-emergency-and-trauma-care-initiative>



## Key findings on the Decade of Action by road safety NGOs

Nongovernmental Organizations (NGOs) reported in their review of the Decade that the DOA framework has been instrumental in opening doors for them, framing the key issues in a way that facilitates dialogue and advocacy, while providing concrete areas of action that can be used to shape program implementation at the community level. However, while there has been in progress at the global level in terms of strategic plans and increased ministerial involvement on road safety issues in global fora's, the potential of the DOA framework had not been fully realized at the national level in most countries.

When asked if the DOA had influenced the national dialogue on road safety, a majority of the review participants responded positively. With very few exceptions, respondents felt that the DOA had a very positive influence in bringing forward road safety issues and promoting road safety activities at country level. It is generally felt that by signing on to the mandate of the UN in general and to the DOA in particular, governments have demonstrated a strong commitment to road safety, and it has become much easier to put road safety issues on the national agenda.

“The biggest success has been first to admit that something has to be done to avoid deaths. Starting from there, the road safety agency is working on statistics, talks are being held for society in general, and laws in Congress are being revised. We have been asking for this since 2004, and this change has just taken place”.

“Public awareness [is greater] about the consequences of crashes, the importance of speed camera deployment, the seatbelt use rate, and the continued reduction in the number of fatalities.”<sup>4</sup>

The articulation of national plans has created a much-needed platform for dialogue on road safety – bringing key stakeholders together, engaging governments, and holding governments accountable for adhering to DOA commitments. This platform has also strengthened awareness about road safety. Many respondents pointed out that they consistently made reference to the DOA commitments in their public advocacy campaigns and in their discussions with government officials.

Most organizations also referred to the positive effect the DOA has had in terms of structuring the national dialogues under the five DOA pillars and subsequently how NGOs have aligned their internal structures and focus accordingly. Before DOA, it was challenging to establish a forum for road safety discussions, and to find common ground and focus for the discussions. The five pillars of DOA was seen by many as instrumental in ensuring that discussions are now much more focused and they are shaped by agreed challenges. Many respondents also pointed out that the five pillars of DOA has promoted a much clearer division of labor between the NGOs, recognizing that not all NGOs would have to be engaged in all five pillars at the same time as long as it was ensured that NGOs were represented in the individual pillar discussions. This division of labor also strengthens the coordination and networking between road safety NGOs. Furthermore, access to sector-specific information was assessed to have become much quicker.

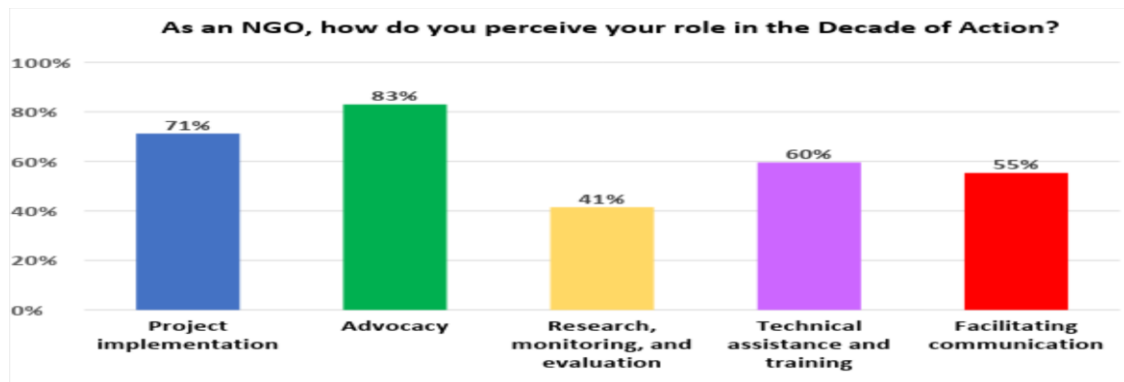
Some specific results of action undertaken by NGOs as a result of the DOA framework includes:

- Improved (in terms of accuracy and clarity) media coverage of road safety issues;
- Establishment of new trauma centers;
- Improved management at the national level with lead agencies taking responsibility for coordination of activities;
- Events marking the annual UN global Road Safety Week and World Day of Remembrance
- Establishment of road safety targets that are appropriate in the local context.

Some respondents pointed out that one of the most positive results of the DOA was the establishment of the Alliance. The Alliance was assessed by many NGOs to serve as a valuable platform for all road safety NGOs, providing a variety of resources such as workshops and seminars as well as training opportunities. These activities also facilitate exchange of experiences at national, regional, and global levels. The Alliance is the 'apex' body that connects road safety NGOs to the outside world. It is considered a source of critical information as well as a conduit for channeling information throughout the network of NGOs. Finally, the Alliance is generally recognized as the voice of NGOs in the international arena. In particular the relationship with the UN Secretary-General's Special Envoy on Road Safety, Mr. Jean Todt, has been instrumental for establishing high-level political access to relevant policy makers and authorities at country level. The Alliance is also considered a valuable partner at global level by high-level stakeholders and donors, e.g. WHO, the World Bank, and FedEx; prior to the DOA and the establishment of Alliance, it was extremely challenging for the NGO community to receive recognition as an important and equal partner at the global level.

A majority of respondents pointed out that while the DOA had been instrumental in bringing road safety issues to national agendas, the process has been hampered by the perception that some of the DOA goals are unrealistically ambitious and may ultimately lead to disappointment if not achieved by some countries. Going forward, it would be important to use the upcoming discussion on SDG Target 3.6 to define targets that are more realistically achievable, both globally and nationally.

It is essential that the DOA framework is adapted for relevance at the country level. Respondents from countries where a national plan has not been developed found it considerably more challenging to use the DOA as the platform for dialogue on road safety issues compared to organizations in countries where national plans had been prepared."



**Excerpt from The Decade of Action for Road Safety 2011-2020. Perspectives of road safety NGOs. June 2018**

## Conclusions

### Opportunities for the future

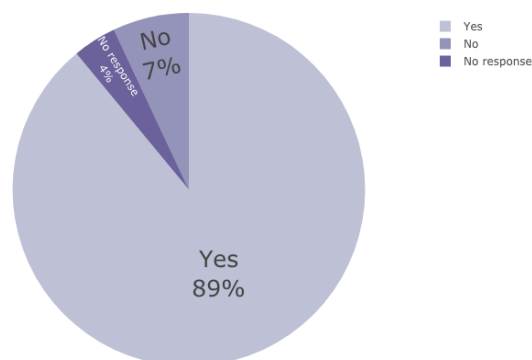
There was a clear differential in views from those in the field. Those from international or regional organizations felt that the Decade had been a success, while country level informants were far less positive because of the “limited capacity in countries” and lack of funds. One expert mentioned that her government didn’t know anything about the Decade until approximately 2 years ago and that “*true multisectoral collaboration remains a challenge*”.

Almost all experts felt that it had been useful in “raising awareness of road safety on a global level and getting it recognized as a legitimate public health concern”. For these reasons, informants felt that there was still an urgent need to “*continue building capacity on data collection, enforcement, trauma care...*”.

“NGOs should be more ‘angry’ “to be more of a catalyst”

### Another decade

An overwhelming majority of participants in the online survey felt that there should be another decade. However, experts interviewed, had differing views on whether it should just be a continuation of the current decade, i.e. “just implementing a new 10-year effort or a new 10-year global plan 2030, I think producing a plan, a Decade plan, which would support the performance targets, is quite a good idea” – “a decade with a little d” – while others felt that it should be “as formal as possible” possibly through another UN General Assembly.



Experts felt that another decade should be “**more strategic** in getting political will” and “should not lose **momentum**” but be “super clear on **focus...** and what **outcomes** are going to be”. A few experts felt that without any funding specifically for implementation at a country level that “it would be pointless” and that focus should rather be on helping nations implement good practices.

One participant suggested that the next decade focus on youth since they are disproportionately affected by road traffic crashes and so “young people want to do something about it – they want to be part of the solution” while another thought that “there should be a much stronger regional focus” as well as “casualty targets and a plan to support that”.

## Putting road safety onto the Commonwealth agenda

The Commonwealth Road Safety Initiative brings together a distinguished panel of experts co-chaired by Iain Cameron (Australia) and Agnes Binagwaho (Rwanda). In order to address the half a million people killed on the roads in Commonwealth countries every year, the Panel made the following recommendations to be considered by the Heads of Commonwealth countries at their meeting in Rwanda in June 2020.

### **RECOMMENDATION 1:**

That the Commonwealth include road safety as a key priority on its agenda and in its work promoting health, youth, and sustainable development.

### **RECOMMENDATION 2:**

That Commonwealth Governments and Parliamentarians show strong leadership in implementing effective measures to reduce road trauma

### **RECOMMENDATION 3:**

That the Commonwealth set a target to achieve a 50% reduction in road fatalities and serious injuries by 2030.

### **RECOMMENDATION 4:**

That the Commonwealth adopt as a priority to address road trauma for children and young people, the leading cause of death for people aged 5-29 years old.

### **RECOMMENDATION 5:**

That Commonwealth countries recognise that some people take risks but we all can make mistakes in traffic that lead to crashes and adopt the Safe System approach to systematically change the inherent risks in the road network by improving the safety features of roads and vehicles.

### **RECOMMENDATION 6:**

That Commonwealth countries recognise the impact of travel speed for safe and healthy streets and sustainable development and implement effective speed management reform.

### **RECOMMENDATION 7:**

That the Commonwealth recognise that road safety contributes to sustainable transport, economic development and healthy living outcomes for community benefit.

### **RECOMMENDATION 8:**

That the Commonwealth apply a data driven, transparent management by results approach to improve the good governance of road safety.

### **RECOMMENDATION 9:**

That Commonwealth countries partner with the private sector under a shared responsibility for achieving ambitious road trauma reduction targets.

### **RECOMMENDATION 10:**

That the Commonwealth facilitate greater multi sector collaboration amongst member countries for the exchange of experience and knowledge in road safety so that countries may accelerate their rate of improvement by implementing proven measures learned from others.

Source: [https://issuu.com/commonwealthrsi/docs/commonwealth\\_expert\\_panel\\_report](https://issuu.com/commonwealthrsi/docs/commonwealth_expert_panel_report)

## Acknowledgements

This document was prepared following research conducted by:

Dr Margie Peden, The George Institute, Oxford University, UK

Dr Adnan Hyder, George Washington University, USA

Dr Nino Paichadze, George Washington University, USA

Dr Imran Bari, George Washington University, USA

Dr Jesus Monclus, MAPFRE Foundation, Spain

Dr Melecki Khayesi, WHO, Geneva

Ethical approval was obtained through both Oxford and George Washington universities to conduct the surveys and in-depth interviews.

Funding was received from MAPFRE Foundation to conduct this research.