

A Regional Perspective on Road Safety

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UN ESCAP

1. One of five regional commissions (53 member States and 9 associated members, with more than 60% of global population)
2. Only UN intergovernmental body in the region





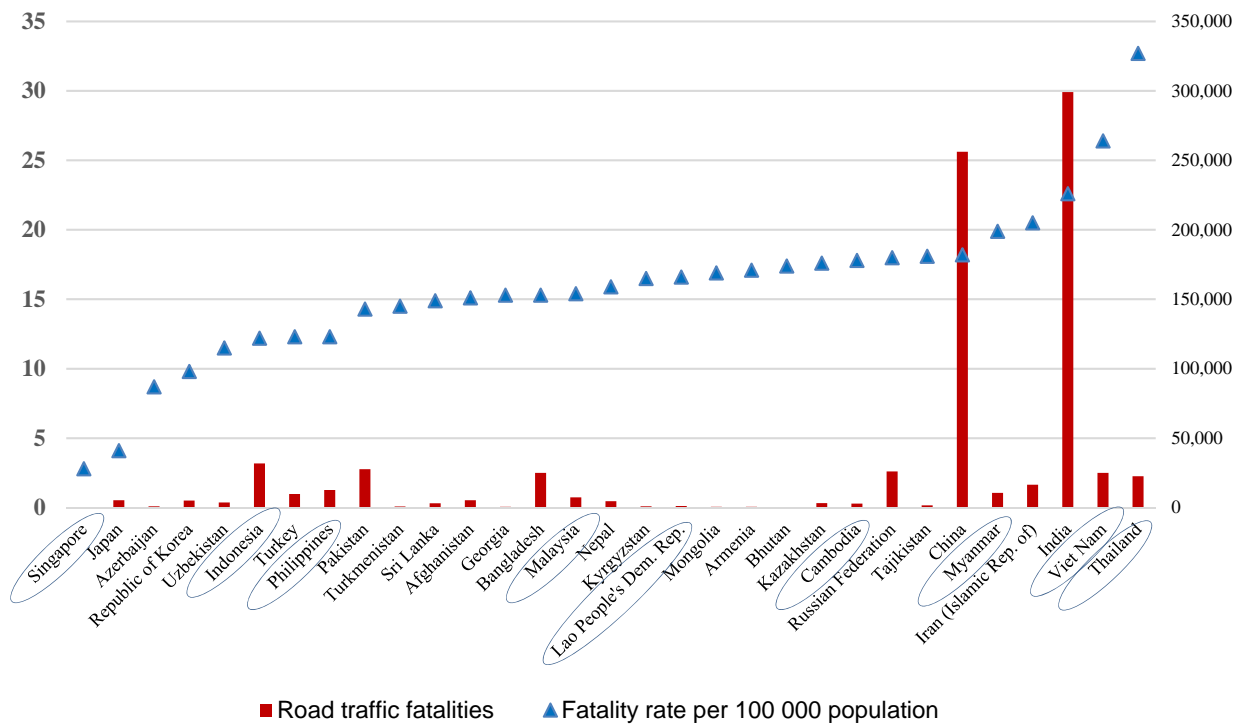
SUBREGIONAL SDG REVIEWS: A series of meetings across five subregions to facilitate dialogue between government officials, civil society, experts and other stakeholders on the theme of "Empowering people and ensuring inclusiveness and equality"

- ICT and Disaster Risk Reduction
- Environment and Development
- Social Development
- Statistics
- Macroeconomic Policy and Financing for Development
- Trade, Investment & Innovation
- Transport
- Energy

Road Safety Crisis

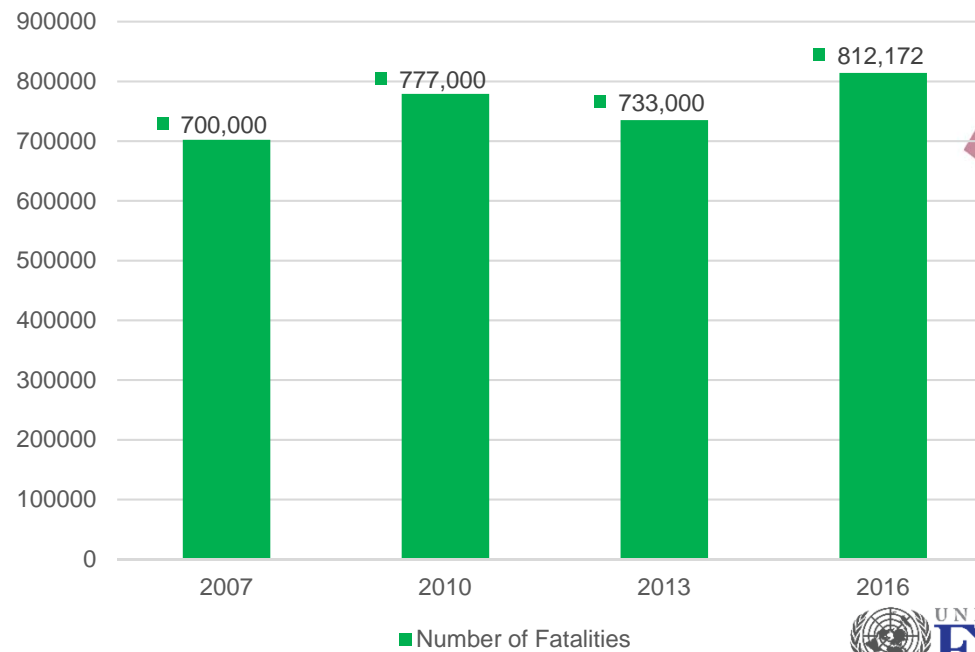
1. In 2016, over 1.35 million road crash fatalities (60% in ESCAP region)
2. Estimated 50 million injuries
3. 8th Leading cause of death for all ages and leading cause of death for children and youth
4. One person killed by road crashes in every 38 seconds in ESCAP Region (In 2013, 43 seconds).
5. Economic cost – estimated to be as high as 6% of national GDPs

ESCAP Road Crash Fatalities and Fatality Rate (2016)

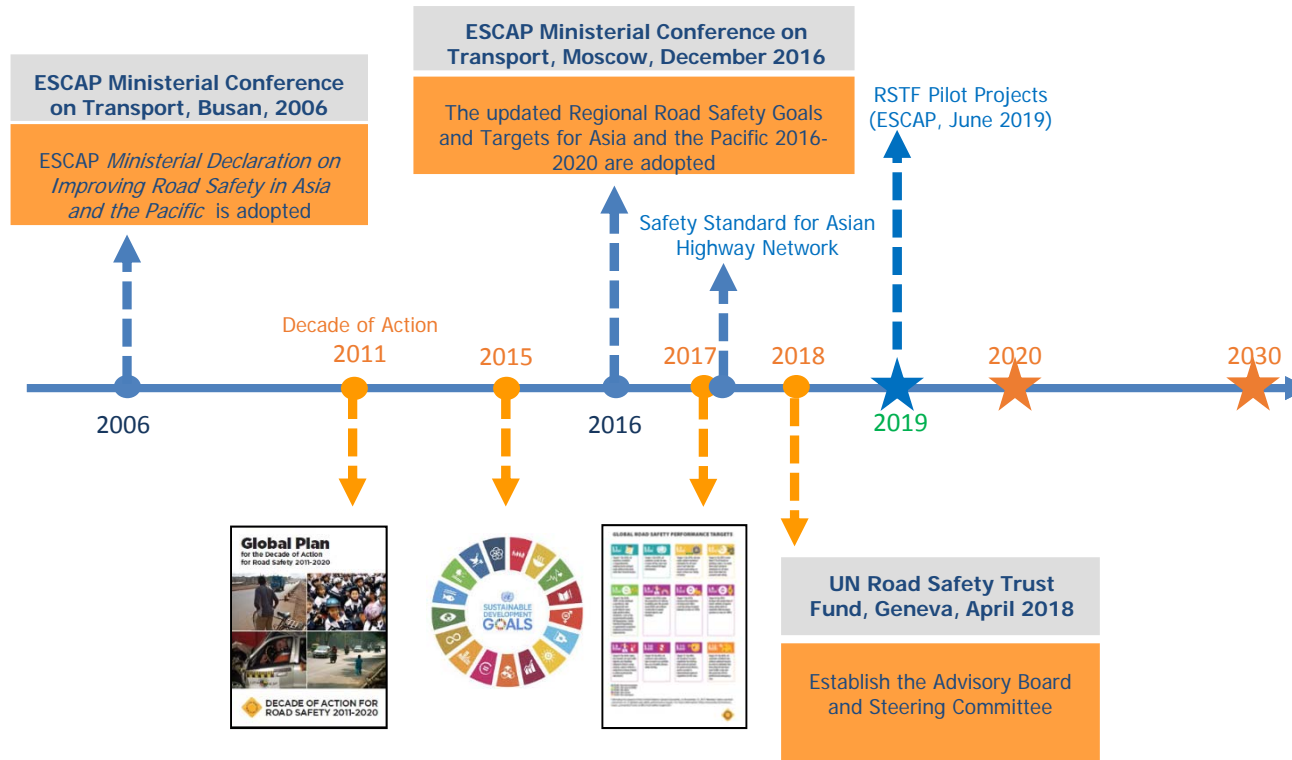


ESCAP Region

ESCAP Road Crash Fatalities



Mandates and Actions



SDGs – Road Safety

1. Target 3.6: “By 2020, halve the number of global deaths and injuries from road traffic accidents”
2. Target 11.2: “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, by improving road safety - -”



Human elements and preventable

1. Main causes:

speeding, drink-driving, helmet, seatbelt, child restraint, etc.

2. Integrated pro-active and preventive approach:

- evidence-based policies and interventions.
- Multi-stakeholders (engineering, health sector, police, education / research institutes, road users)
- Leadership at all levels

UN ESCAP

1. 2016, 3rd Ministerial Conference on Transport, adopted the Regional Action Programme (2017-2021)
2. Updated Regional Road Safety Goals and Targets



Updated Regional Road Safety Goals and Targets for Asia and the Pacific

Overall objective: 50% reduction in fatalities and serious injuries on the roads of Asia and the Pacific over the period 2011 to 2020.

1. Making road safety a **policy priority**.
2. Making roads safer for **vulnerable road users**, including children, elderly people, pedestrians, non-motorized vehicle users, motorcyclists and person with disabilities.
3. Making roads safer and reducing the **severity of road crashes**.
4. Making **vehicles safer** and encouraging responsible vehicle advertising.
5. Improving **national and regional** road safety systems, management and enforcement.
6. Improving **cooperation** and fostering **partnerships**.
7. Developing the **Asian Highway Network** as a model of road safety
8. Providing effective **education** on road safety awareness to the public, young people and drivers.

Current Projects

1. Tackling main causes of road traffic crashes, fatalities and injuries in Asia-Pacific countries to achieve road safety targets of the Sustainable Development Goals funded by the Russian Federation (2018-2019).
2. Strengthening Speed Management in the Philippines; funded by the UN Road Safety Trust Fund (2019-2020).

1. Tackling main causes of road traffic crashes, fatalities and injuries in Asia-Pacific countries to achieve road safety targets of the Sustainable Development Goals; funded by the Russian Federation (2018-2019).

- Two of the most common causes of road crashes:
 - Speeding, and
 - Drink-driving.
- Studies on related road safety:
 - policies,
 - regulations,
 - legislations and enforcements.



1. Project Activities

- Preliminary draft studies
- Regional seminar (New Delhi, April 2019)
- Capacity Building Workshop (tentative July 2019)
- Capacity Building Workshop (tentative September/ October 2019)
- Final project report (Dec 2019)



2. Strengthening Speed Management in the Philippines (2019-2020), funded by the UN Road Safety Trust Fund.

Contribute to **reductions in speed related road crashes** and their severity levels in the Philippines by improving road user behaviors.

Provide best practice speed management training via **Train-the-Trainer methodology** to a core group of national level police who will then spread the training to Local Transportation Office (LTO) district level in the Philippines to promote a systemic approach to speed enforcement.

In **partnership** with:






- Global Road Safety Partnership – GRSP (Switzerland),
- ImaginELaw, Inc (Philippines),
- Land Transport Office, and
- the Department of Transport (Philippines).

Ways forward

- Quality road crash data
- Evidence-based policies and interventions
- Leaderships at all levels among all relevant sectors
- International and regional co-operations

THANK YOU

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