

Global status report on road safety: The Southeast Asia Story

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ITF/UNESCAP Supporting Traffic Safety Information System of Countries in Southeast Asia

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Overview

- Highlight of Global and regional perspectives
- Importance of data and information to decision-making (policies and laws)
- Using data in policy strengthening - Country examples on road user behavior
 - Philippines child restraints
 - Vietnam helmet wearing



WHO Countries and regions

Southeast Asia (SEA)	Western Pacific (WPR)	
1. Bangladesh	1. Australia	14. Nauru
2. Bhutan	2. Brunei	15. New Zealand
3. DPR Korea	Darussalam	16. Niue
4. India	3. Cambodia	17. Palau
5. Indonesia	4. China	18. Papua New Guinea
6. Maldives	5. Cook Islands	19. Philippines
7. Myanmar	6. Fiji	20. Republic of Korea
8. Nepal	7. Japan	21. Samoa
9. Sri Lanka	8. Kiribati	22. Singapore
10. Thailand	9. Laos	23. Solomon Islands
11. Timor-Leste	10. Malaysia	24. Tonga
	11. Marshall Islands	25. Tuvalu
	12. Micronesia	26. Vanuatu
	13. Mongolia	27. Viet Nam



Overall high coverage in GSRRS 2018

Region	Number of participating countries	Number of countries in region	% population participating
African Region	44	47	93.7
Region of the Americas	30	35	98.2
Eastern Mediterranean Region	19	22	95.5
European Region	51	53	99.9
South-East Asian Region	10	11	98.7
Western Pacific Region	21	27	99.9
WORLD	175	195	98.1



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Global Highlights

Number of deaths unacceptably high
Road traffic crashes are killing children

1.35

million deaths each year

8th

leading cause of death for
people of all ages

#1

cause of death for children
and young adults aged 5-29
years



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Road traffic injuries are leading cause of death for all ages

Rank	Cause	% of total deaths
All Causes		
1	Ischaemic heart disease	16.6
2	Stroke	10.2
3	Chronic obstructive pulmonary disease	5.4
4	Lower respiratory infections	5.2
5	Alzheimer's disease and other dementias	3.5
6	Trachea, bronchus, lung cancers	3.0
7	Diabetes mellitus	2.8
8	Road traffic injuries	2.5
9	Diarrhoeal diseases	2.4
10	Tuberculosis	2.3



What does **1.35 million** people dying actually mean to us



- Equivalent to about four A380 daily
- Our response need be reflect the burden
- We can't keep doing the same thing over and over and expect different results
- Multisector collaboration is key – data driven decisions is critical.
- Our targets must be ambitious



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Ambitious global targets: Why we need them

- Global level
 - Raises awareness of the burden of road traffic fatalities
 - Catalyses collective action globally
- National and subnational level
 - Provides a message for focused action
 - Promotes accountability (especially when country performance when made public)
 - Allows tailoring of priorities, activities and implementation based on data

Road safety-related SDGs and targets



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

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



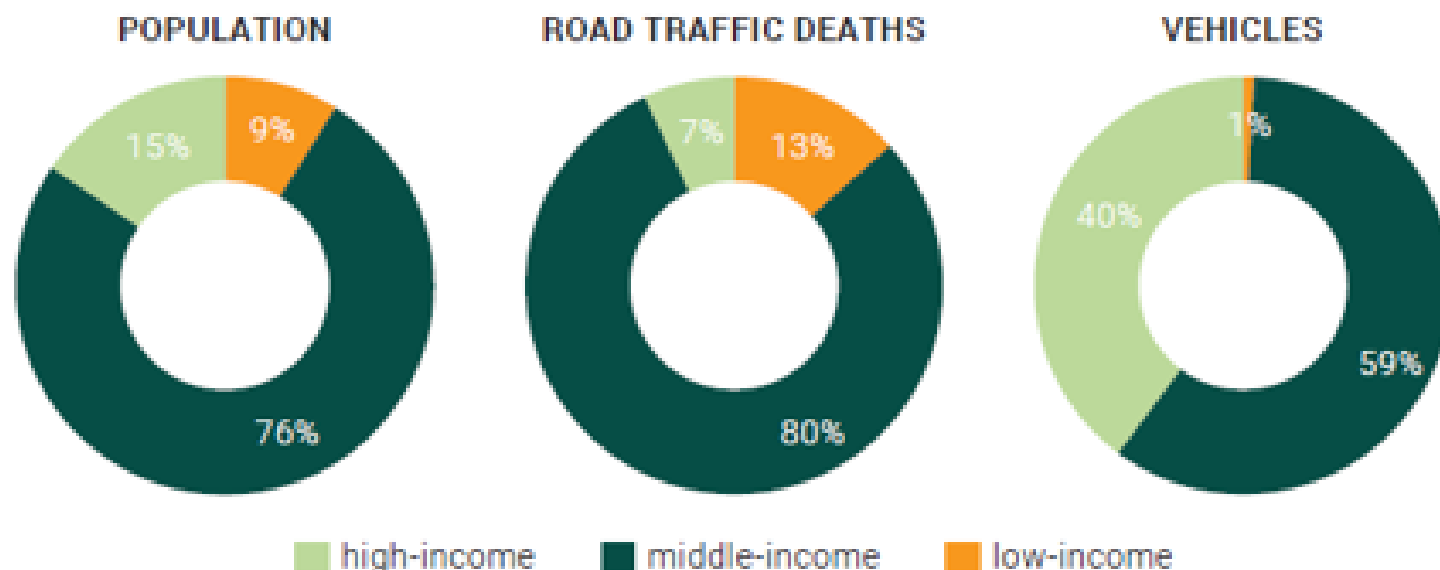
SDG Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable

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



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Inequalities persist: rates of death 3X higher in low-income than high income countries



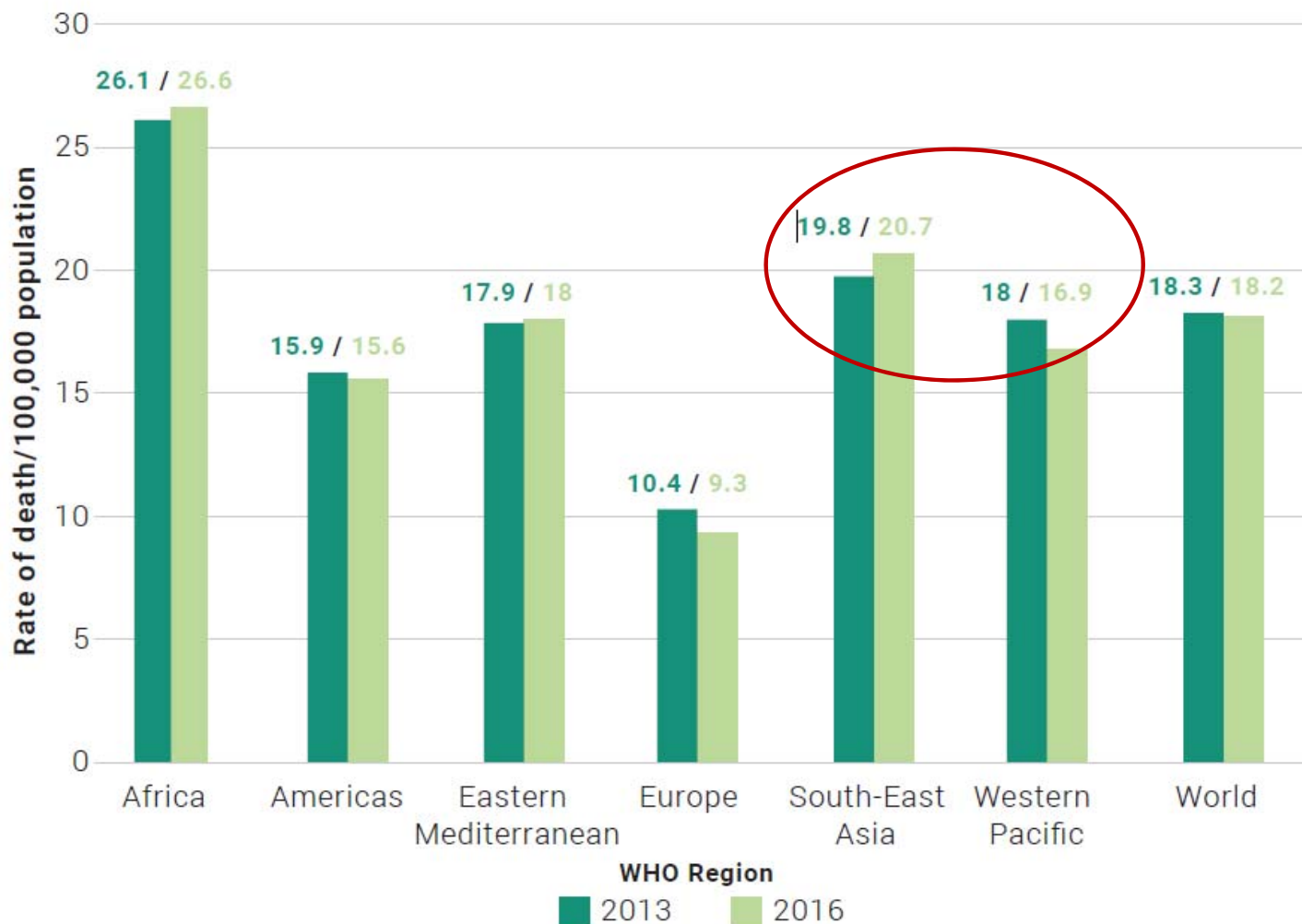
*income levels are based on 2017 World Bank classifications.

	GSRRS participating countries	
Country income level*	SEAR (10)	WPR (21)
High income		6
Middle income	9	15
Low income	1	



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Rates of road traffic death per 100,000 population by WHO regions: 2013, 2016



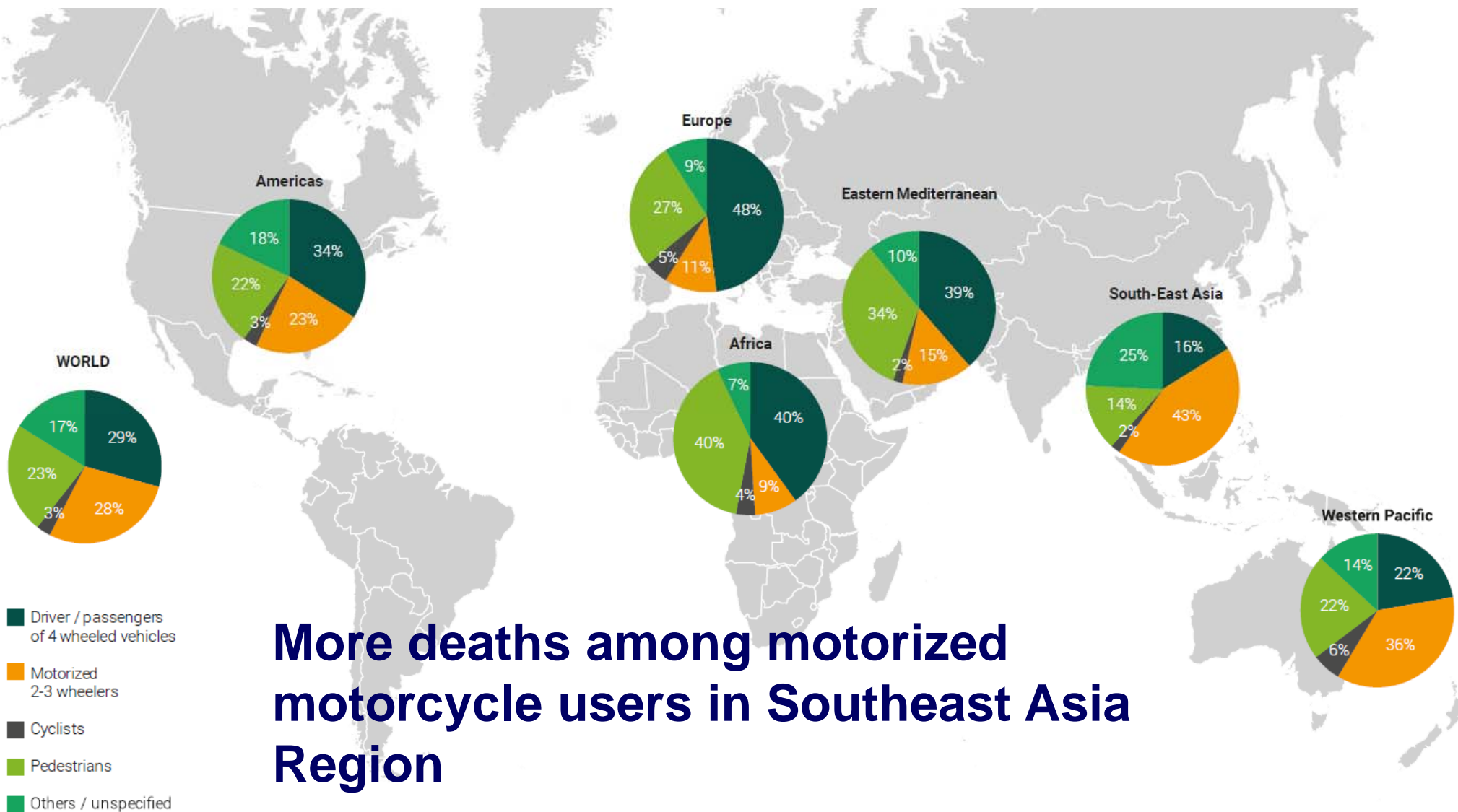
SEAR has second highest death rate in the world.

SEAR has experienced an increase in death rate since last GSRRS



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Deaths by road user types vary by region



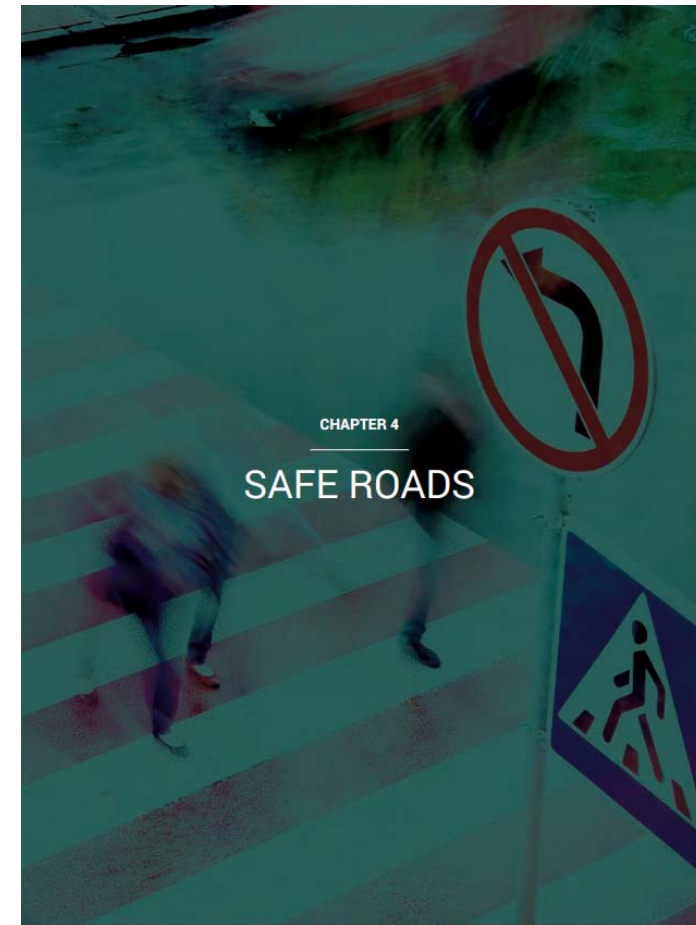
More deaths among motorized motorcycle users in Southeast Asia Region



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Infrastructure & mobility

- ❑ High rates of motorization in LMICs
- ❑ More attention needed on addressing high risk roads, public transport and promoting walking and cycling
- ❑ Solutions
 - Dedicated funding to upgrade high risk roads
 - Design standard meeting needs of VRU
 - Affordable and safe public transport



Vehicle safety

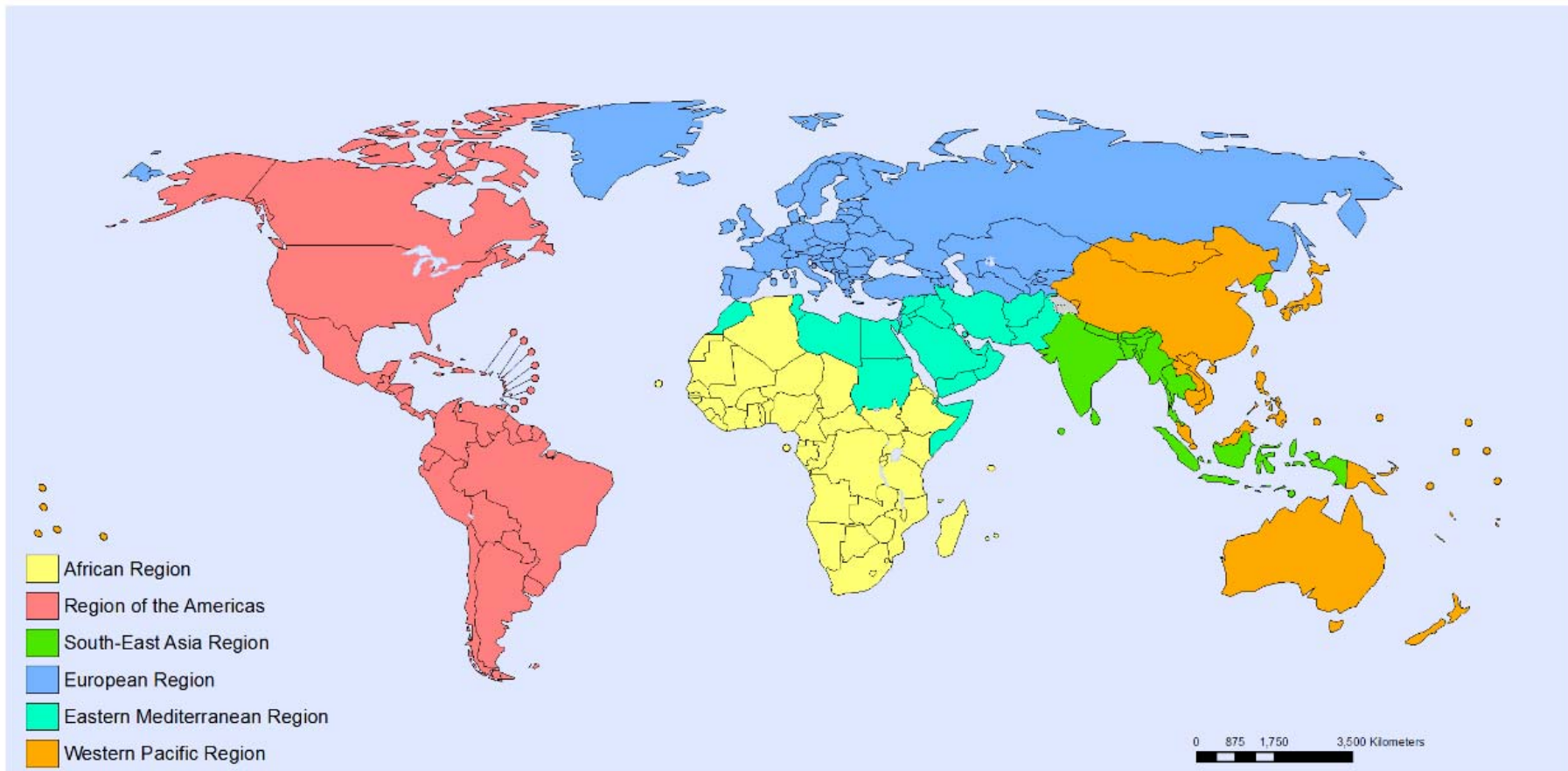
- ❑ **Motorcycles increasingly important in countries in Southeast Asia and Western Pacific regions:**
 - economically (taxis and deliveries)
 - environmentally (electric vehicles)
 - Socially

- ❑ **Few countries have Anti-lock Braking System (ABS) for motorcycles while rate of death is higher among motorcyclists in SEAR and WPR**
 - China (>250 cc)
 - India (>125 cc)



Priorities vary, solutions tailored to region and countries are needed

WHO regions



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Philippines Child Restraint Systems (CRS)

- CRS as a topic of interest in CRS: child protection perspective and road safety perspective
- Public perception and other challenges related to the CRS law
 - Validation through data and information (focus groups and affordability & availability studies)
 - Funding for implementation
- Finding solutions adapted to country needs
 - Need for addressing transport safety needs of populations
 - Access and availability of quality CRS
 - Involving expert solutions
 - Enforcement needs



Vietnam motorcycle helmet-wearing

- Vietnam situation
 - Law meeting minimum criteria set by WHO
 - High motorcycle use rates observed *yet* high motorcycle mortality rates through hospital based studies.
- Enforcement of helmet use for children
 - Minimum age
 - Use of proxies for enforcement
- Ongoing monitoring of effectiveness
 - Quality of helmets
 - Wider multisector involvement to find solutions (industry and trade/ inspections processes, etc.)



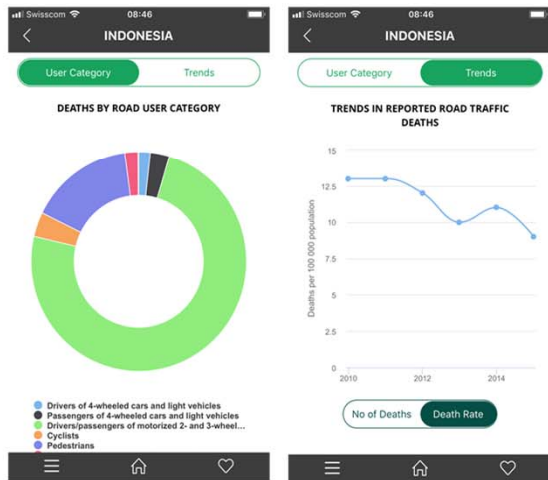
Summary

- Data informs decision-making and priority-setting
- Data can serve to bring “non-traditional”, “non-road safety” sectors together to find solutions
- Data allows countries to better tailor road safety to country needs

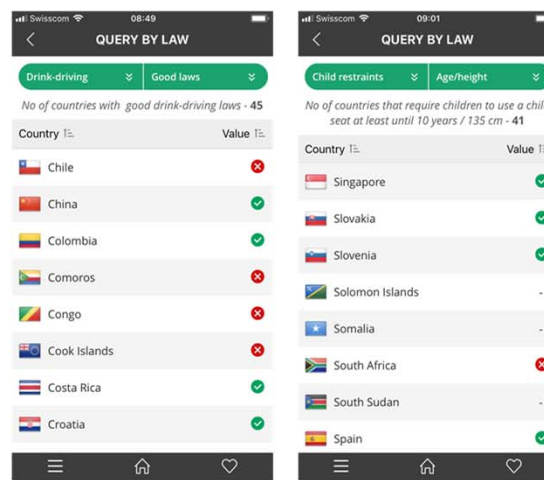


Mobile App: WHO GRS Info

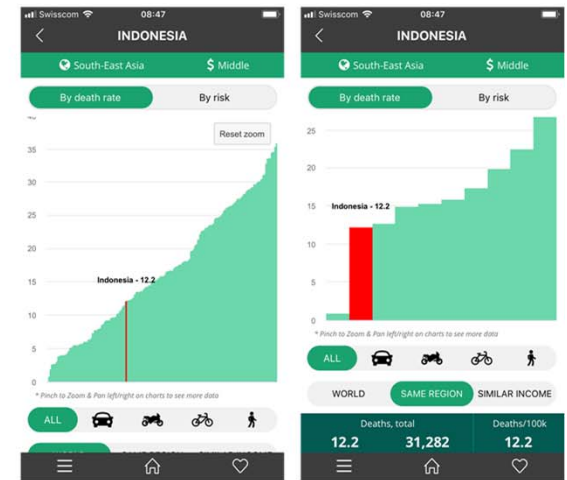
Country Data



Queries



Comparisons



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THANK YOU



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