

Status, Issues and Perspectives on Road Safety in South-East Asia Region

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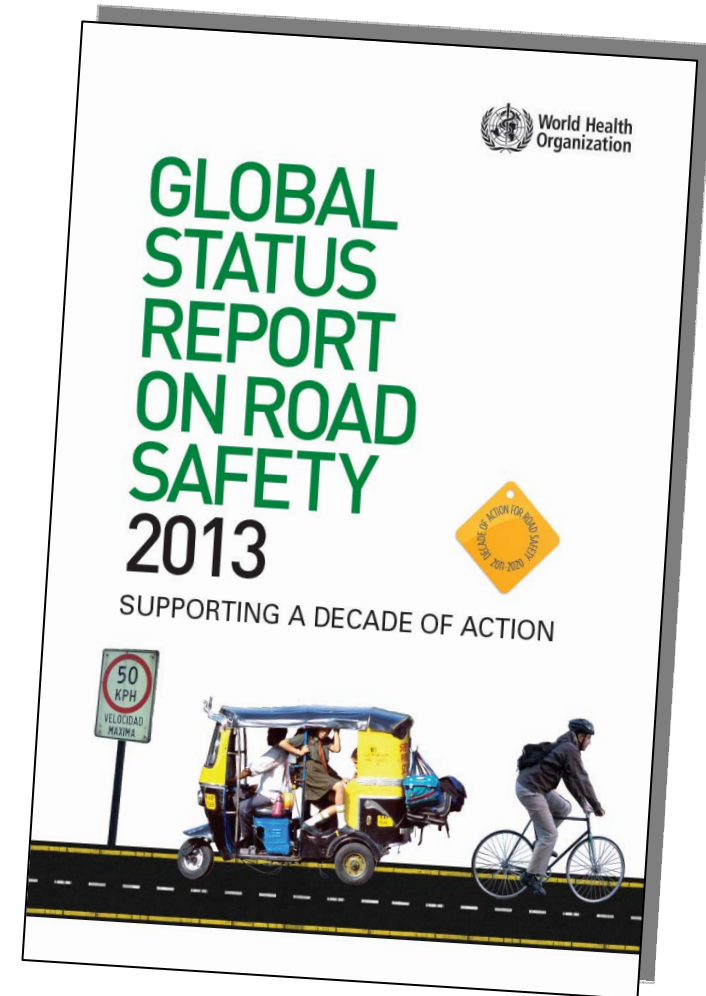
Background

UN General Assembly resolution 54/255 in 2010 called for Decade of Action for Road Safety (2011–2020) with 5 major pillars in national action plans



Background

- Requested Global Status reports to be base line and monitoring tool
- Funding - Bloomberg Philanthropies
- Multisectoral, consensus process used

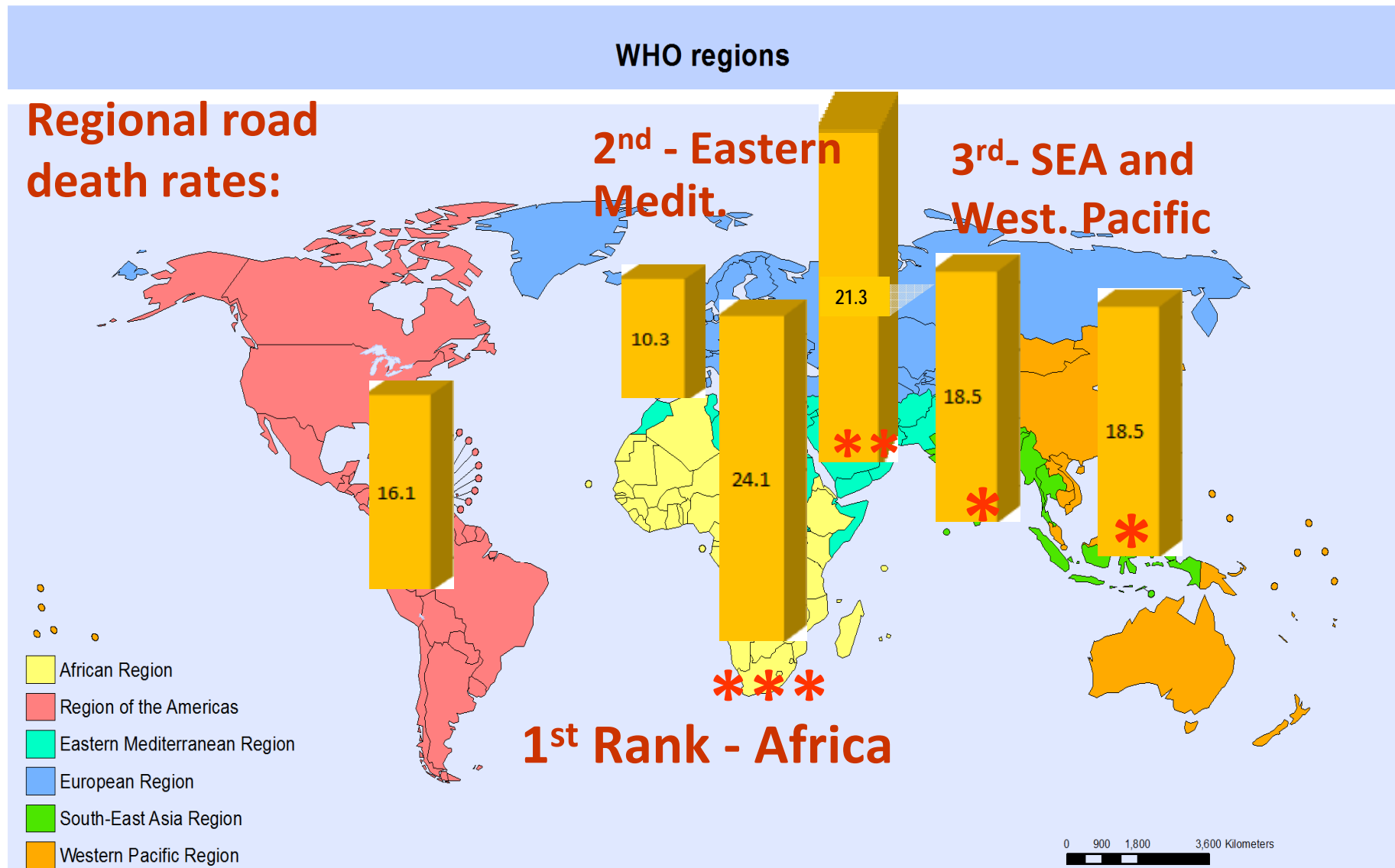


Results - MAIN MESSAGES

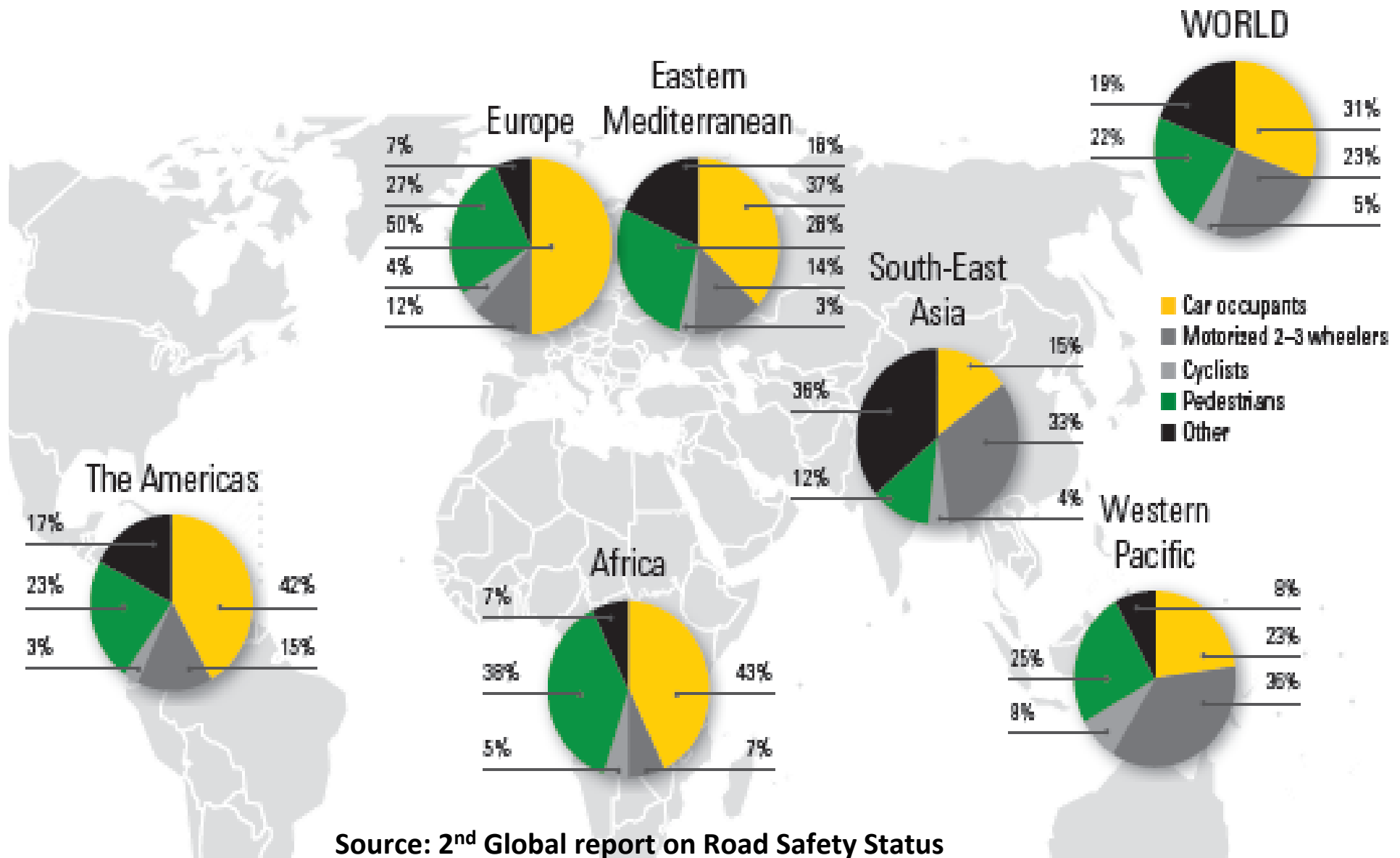
from 182 countries data



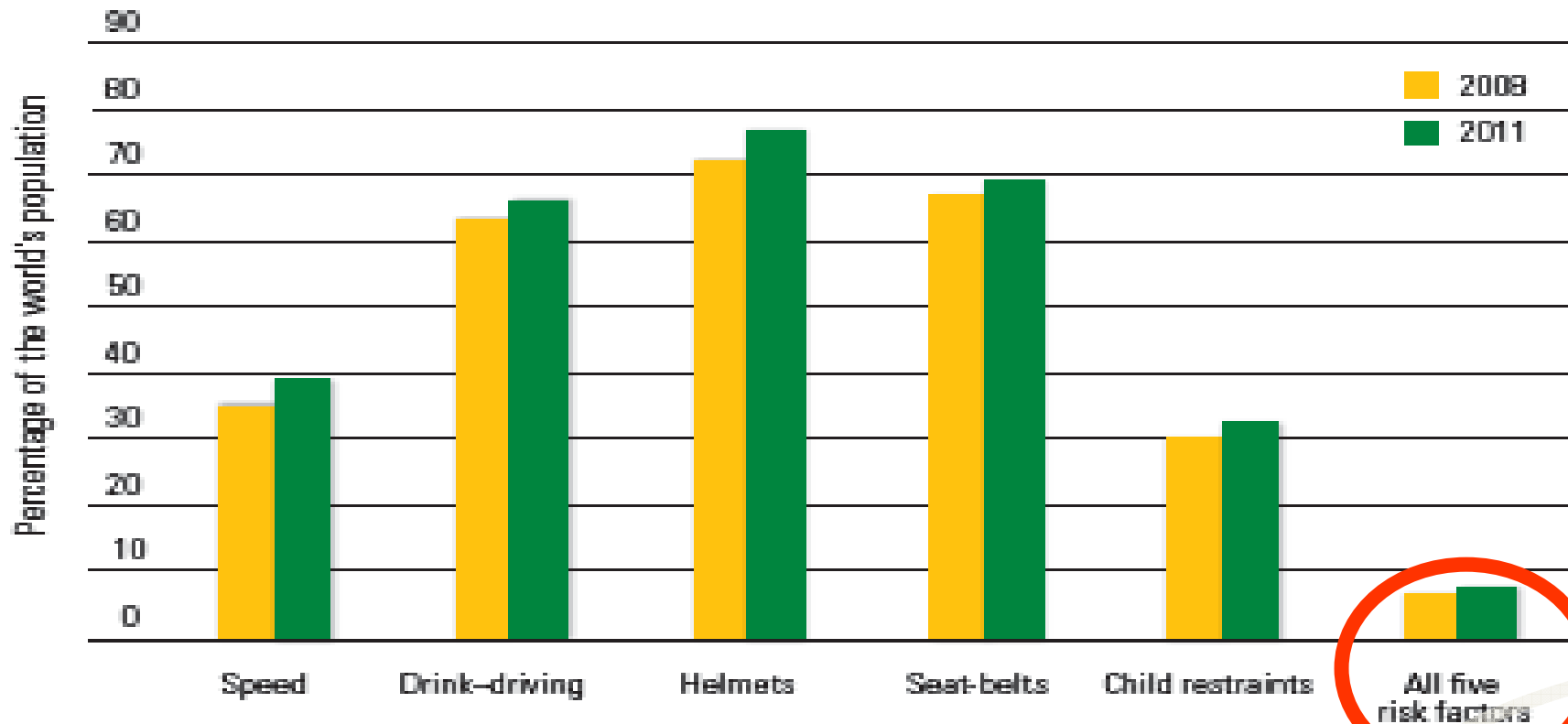
1.3 Million Global Road Deaths in 2010 , same as 1st Survey in 2008



50% Deaths – Vulnerable Road Users - Pedestrians, Motorcyclists, Cyclists



20% COUNTRIES PASSED NEW LAWS BUT ONLY 7% WORLD'S POP. COVERED ALL 5 RISK FACTORS



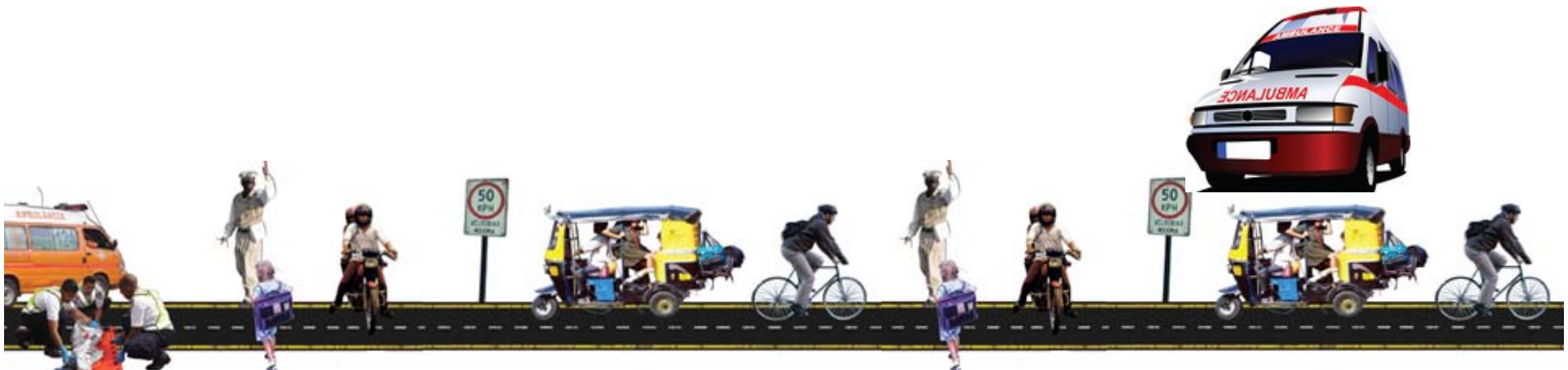
FOR EVERY DEATH, 20 ARE INJURED

- For every 1 road crash deaths, 20 are injured.
among the 20 injured, 1 become disable.
- Only 61% countries have universal national
access emergency number for post -crash
- TLS also has emergency number



FOR EVERY DEATH, 20 ARE INJURED

- **Only 32% countries have an ambulance service that can transfer > 75% of injured patients**
- **Less than 75% of doctors and <50% nurses are trained in emergency care in Low and Middle income countries**



MOST COUNTRIES HAVE POOR DATA SYSTEMS

- 71% countries rely on Police data systems only, **only 17% - combine databases**
- 50% countries use a standard “dead within 30-day” definition
- 57% countries have good data for coverage and completeness of road deaths.
- **43% countries (need comparative estimates for road deaths (using a statistical model) - TLS**



Safer roads reduce crash likelihood and severity

- **Ensure implementation of road safety activities when road infrastructure projects are designed, and during construction; earmarked funding can produce important safety gains for all road users**

Road safety status in the WHO South-East Asia Region, 2013



2013

Fact Sheet

Key facts at a glance

- (1) Road traffic crashes accounted for 334 815 deaths in the South-East Asia Region during 2010, with the rate of 18.5 per 100 000 population.
- (2) Rates of road traffic deaths are higher (19.5 per 100 000 population) in middle income countries in comparison to low income countries (12.7 per 100 000 population).
- (3) Vulnerable road users (motorized two or three-wheelers, pedestrians and cyclists) account for nearly 50% of the deaths in the Region.
- (4) Two thirds of the road traffic in countries of South-East Asia are made up of two or three-wheelers and one third of the deaths is among these road users.
- (5) None of the countries has comprehensive legislation on all five key risk factors of road traffic injury – speeding, drink driving, use of motorcycle helmets, seat-belt and child restraints.
- (6) Only three countries have policies to promote walking, cycling, and public transport and only five countries have policies to separate vulnerable road users as a way of protecting them.
- (7) Eight countries in the Region have a lead agency for road safety, most of which are interministerial committees.



Regional Factsheet

Road safety status in

WHO

South – East Asia

Region

2013

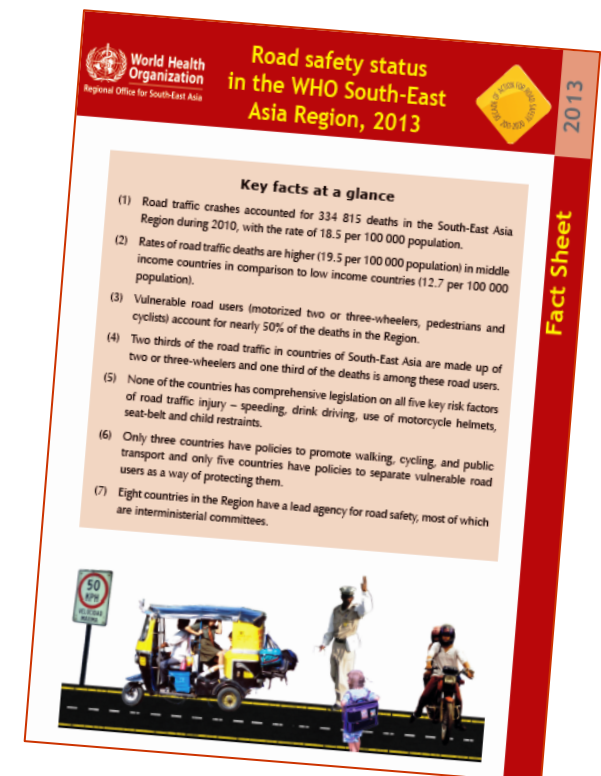
Status of Road Safety in SEA Region, 2010

- The number of registered vehicles increased by 28% from 168 million reported in the first Global status report on road safety 2009, to 215 million in the second report in 2013
- Road Death Deaths – 334, 815 persons /yr.
- Death Rate - 18.5 per 100 000 pop.

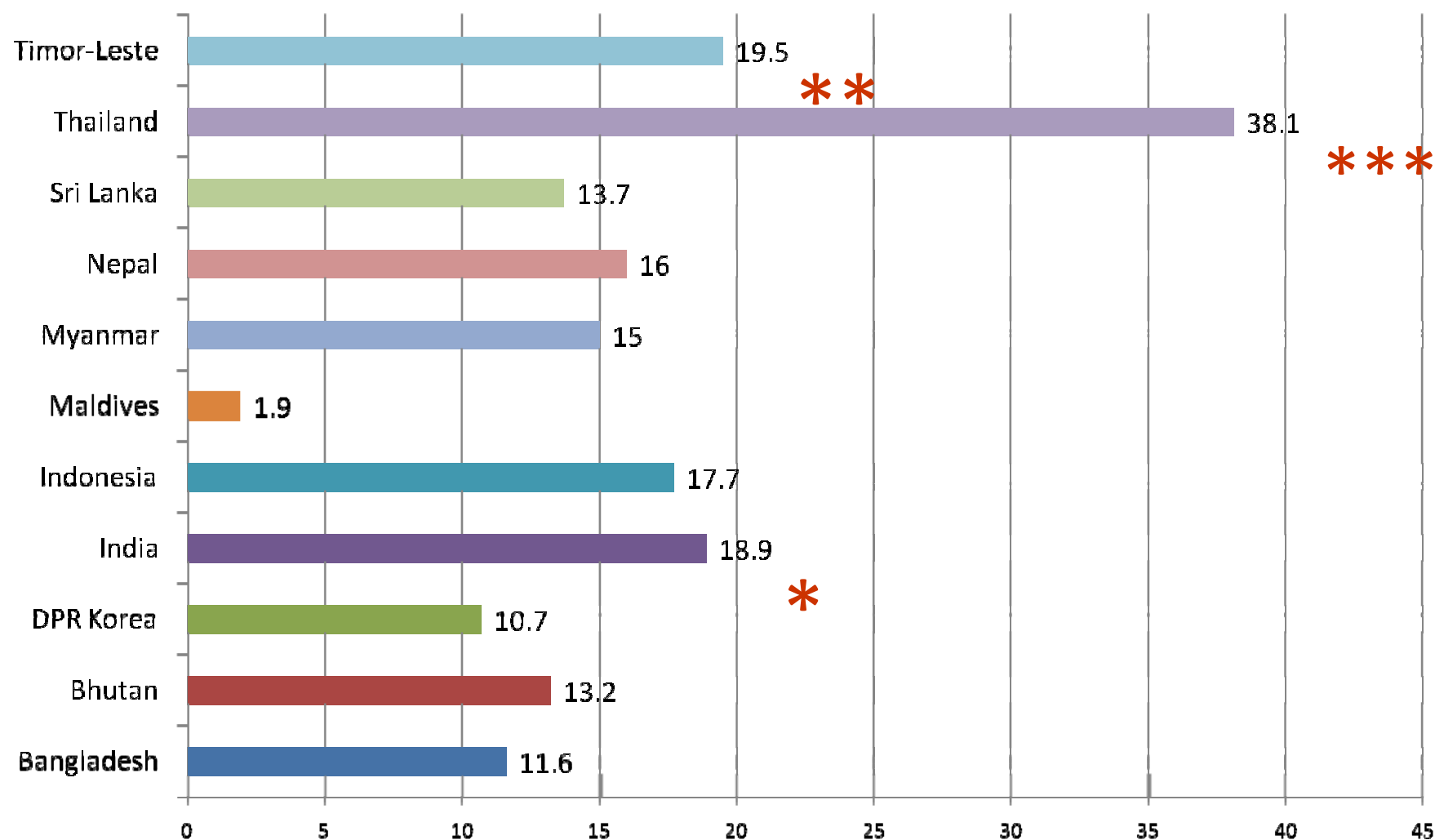
However, rate is higher (19.5 per 100 000 pop)
in Middle income countries compared to low
Income countries (12.7 per 100 000 pop)

- SEA - 3rd (together with WPRO) globally after
Africa and Eastern Mediterranean

Source : Global status report and regional fact sheet on Road Safety 2013



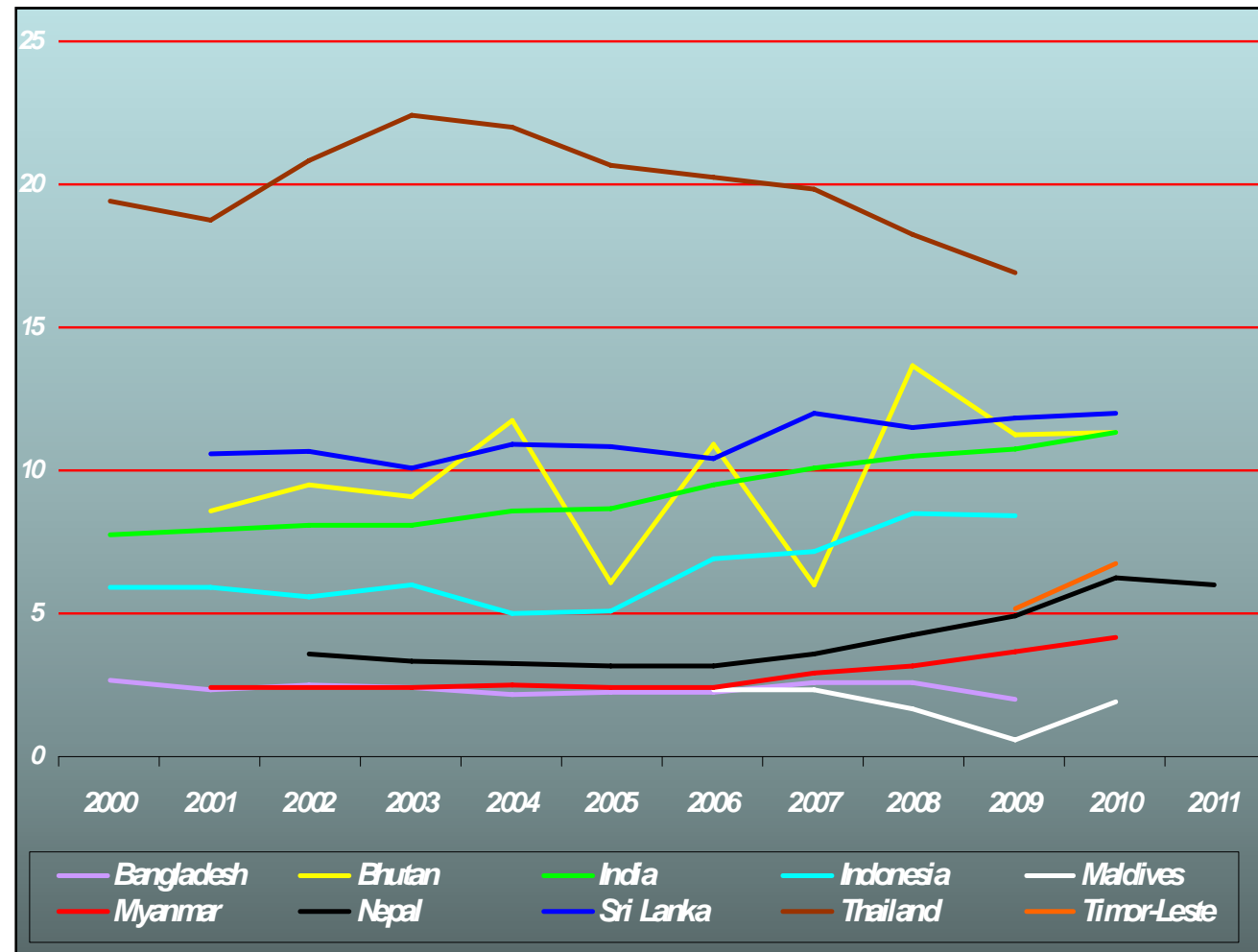
Estimated Rate of Deaths from Road Accidents (per 100 000 pop.)



Source : Global status report on road safety 2013

Reported Trends in Rate of Road Deaths per 100,000 pop., 2000-2011

TLS and other countries except Bangladesh Maldives & Thailand have increasing trends



Source : Bangladesh:-Police FIR (First Information Report), Bhutan : Traffic Division, Royal Bhutan Police, India:-Road Accidents in India, Ministry of Road Transport and Highways, Transport Research Wing, Government of India, Indonesia:-Indonesian Police, Maldives:-Maldives Police Service, Myanmar: Myanmar Police Force, Nepal: Traffic Directorate (Calendar year starts from July), Sri Lanka: Police records, Thailand: Thai Police Information System, **Timor-Leste: Police records.**

Usual Victims of Road Accidents

■ Almost 50% SEA road

deaths are VRU's

- motorcycle riders (33%)

- pedestrians (12%)

- cyclist (4%)

- *Motorcyclists are 37 times more likely to die as per the most recent study*

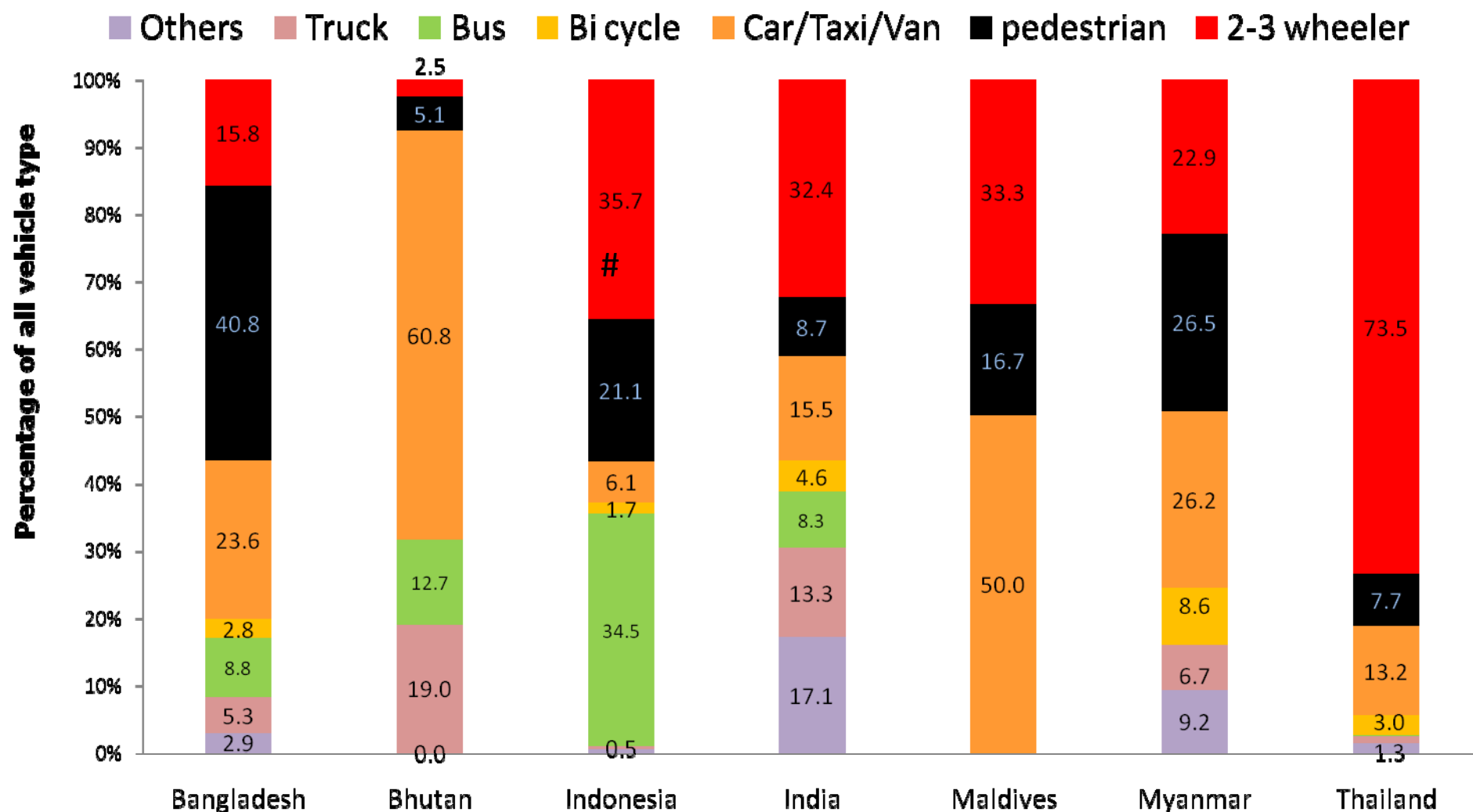


Proportion of Road-User Deaths by Type of Road User

- Half of the Region's road traffic deaths are among vulnerable road users.
- Specifically, 33% of deaths are among motorized two- or three-wheelers, 12% among pedestrians, and 4% among cyclists. However, this breakdown is different by income status and within countries.

	Deaths by type of road user				
	Car occupants (%)	Motorized 2- and 3-wheelers (%)	Cyclists (%)	Pedestrians (%)	Others/ unspecified (%)
Low-income countries	25	19	6	34	16
Middle-income countries	15	34	4	11	36
All SEA Region countries	15	33	4	12	36

Deaths from Road Accidents by User Types (2009- 2011)



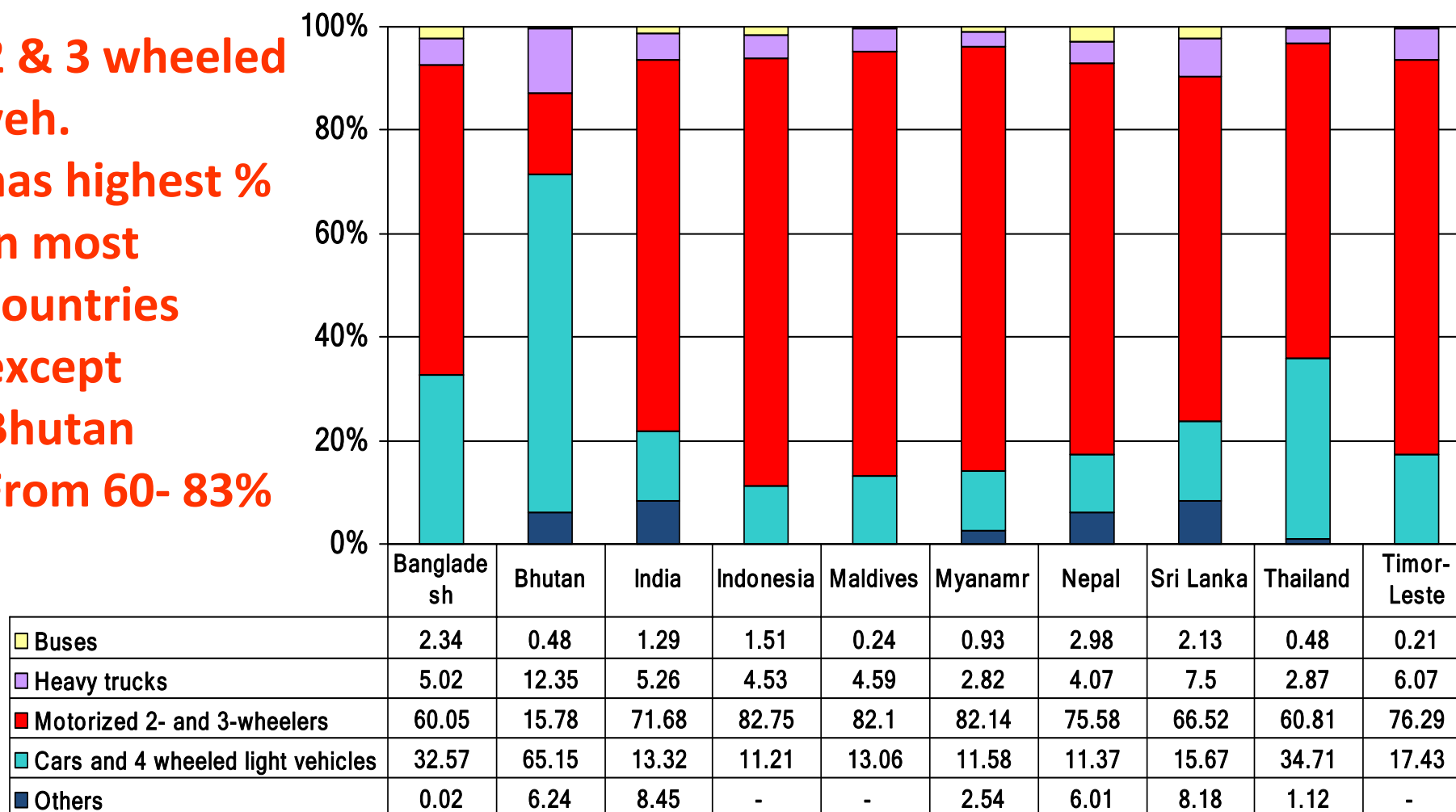
#Indonesia had significant underreported motorcycle riders deaths due to the changes in the data system in year 2010.

Data source Bangladesh: Police - First information report 2009, Bhutan: Traffic Division, Royal Bhutan Police 2010, India: Accidental Deaths & Suicides in India 2009, Indonesia: National Police, 2010, Maldives: Police Service 2010, Myanmar: Police Force 2010, Sri Lanka: has different categories , Thailand: National injury surveillance system 2010; TLS, Nepal –

Data not available

Registered Vehicles by Type (2010)

2 & 3 wheeled
veh.
has highest %
in most
countries
except
Bhutan
From 60- 83%



Source: 2nd Global Status Report for Road Safety 2012; Bangladesh: Bangladesh Road and Transport Authority, 2010; Bhutan: Road Safety and Transport Authority (RSTA), 2011; India: - Road Accidents in India, 2009, Ministry of Road Transport and Highways, Transport Research Wing, Government of India, 2009; Indonesia: Indonesia National Police, 2010; Maldives: - Transport Authority, 2011; Myanmar: - Road Transport Administration Department, 2011; Nepal: - Department of Transport Management, 2011; Sri Lanka: - Department of Motor Traffic, 2010; Thailand: - Department of transport, 2010; Timor-Leste: - Ministry of transport, 2010

Road Safety Laws and Legislation

None of the South-East Asia countries has comprehensive legislation on 5 key risk factors for road traffic injury:

- 1. speeding,**
- 2. drink-driving,**
- 3. use of motorcycle helmets,**
- 4. seat-belts**
- 5. child restraints**

Legislation on Five Key Risk Factors for Road Traffic Injury

Speed

- **Only Bangladesh** has a comprehensive urban speed law (defined as having an urban speed limit of ≤ 50 km/hour and where local authorities can reduce these limits where appropriate).
- The **remaining countries (except DPR Korea)** meet one of the two criteria of a comprehensive urban speed law.
- **India, Indonesia and Thailand** allow local authorities to modify urban speed limits locally but do not have an urban speed limit of ≤ 50 km/hour.

Drink-driving

- Only four countries (**DPR Korea, India, Thailand and Timor-Leste**) have comprehensive drink-driving laws (defined as a national law that is based on a blood alcohol concentration – BAC – limit of ≤ 0.05 g/dl, as is considered best practice).
- **Bangladesh, Indonesia and Nepal** have drink-driving laws but that are based on less robust measurement methods than BAC.
- Enforcement of drink-driving laws is rather poor in the Region.

Motorcycle helmets

- **All countries except Maldives** have comprehensive helmet laws (defined as having a national law that requires helmet use by all drivers and passengers of motorcycles, on all roads, and for all engine types).
- **However seven countries (Bhutan, Democratic People's Republic of Korea, India, Indonesia, Myanmar, Sri Lanka and Thailand)** have both comprehensive helmet laws and helmet standards.

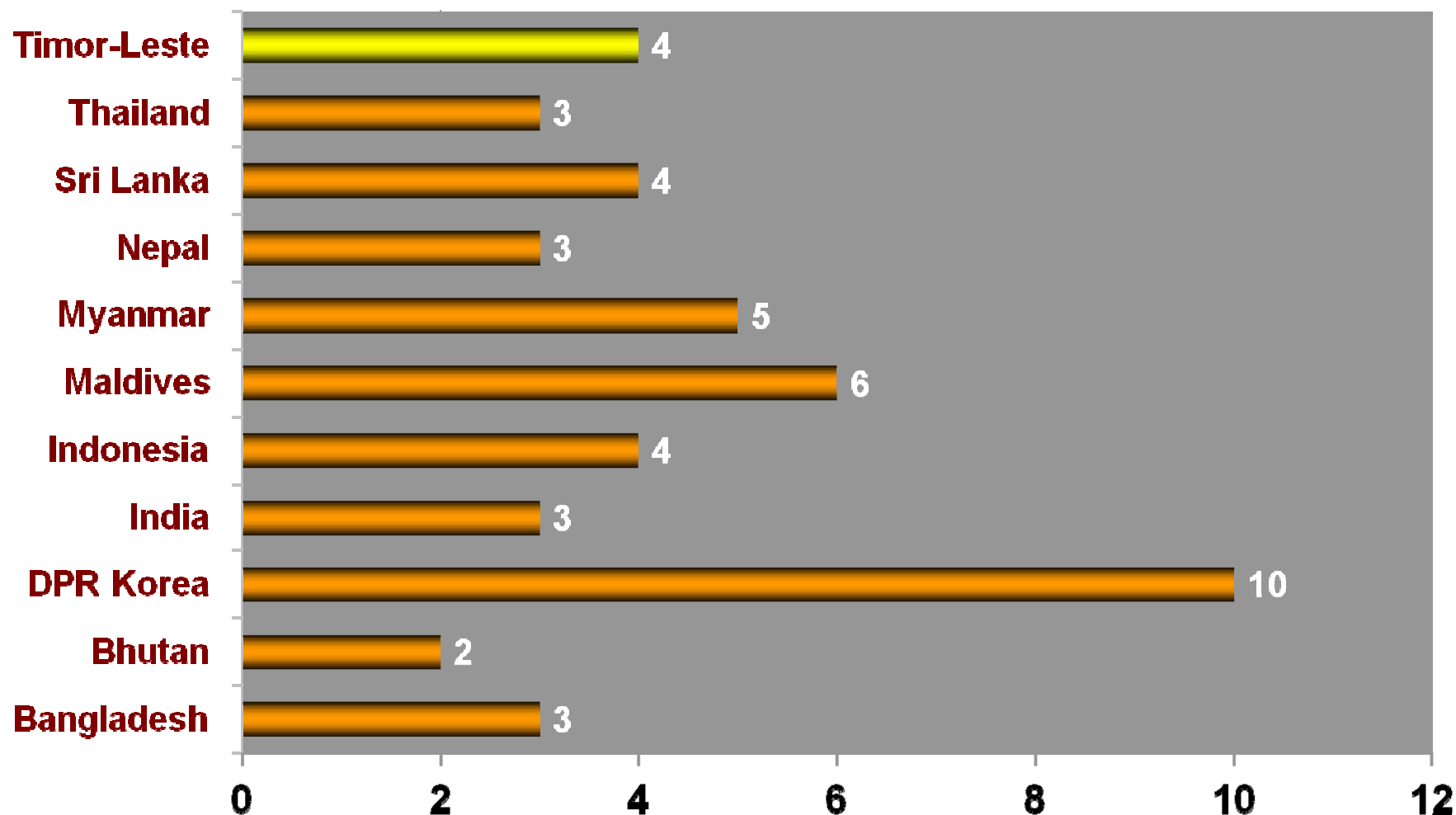
Seat-belts

- Out of the 11 countries in the Region, 10 have a national seat-belt law, but this law is only comprehensive (applying to both front and rear-seat occupants) in 6 countries (Bhutan, Democratic People's Republic of Korea, India, Maldives, Nepal and Timor-Leste).
- **Overall enforcement of seat belt law is poor in the Region.**

Child restraints

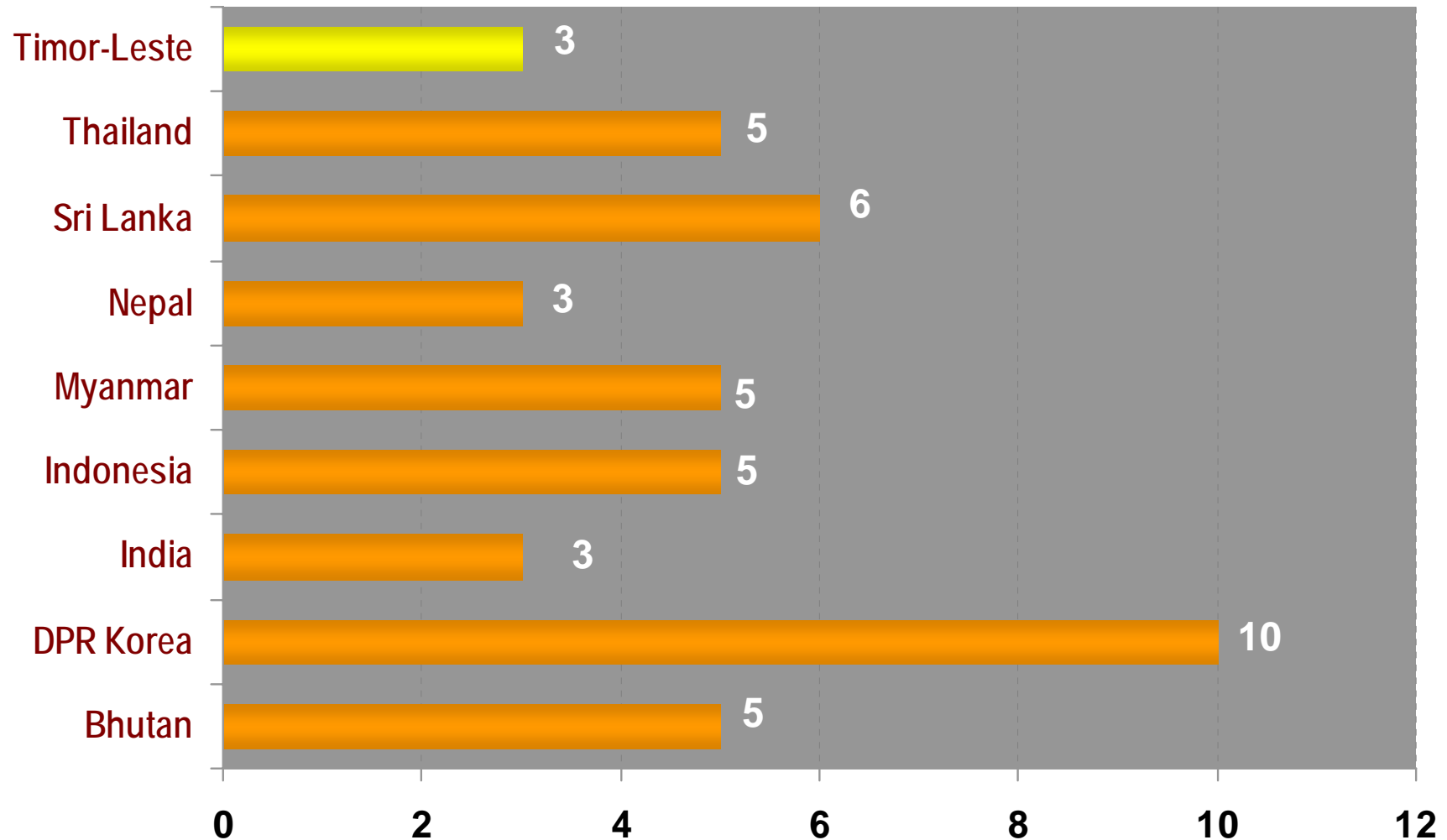
- Only one country (**Timor-Leste**) has adopted the **child restraint law**. No information about the enforcement of the law in Timor-Leste is available.

Consensus Self Scoring of Effectiveness in Speed Limits Enforcement, 2011



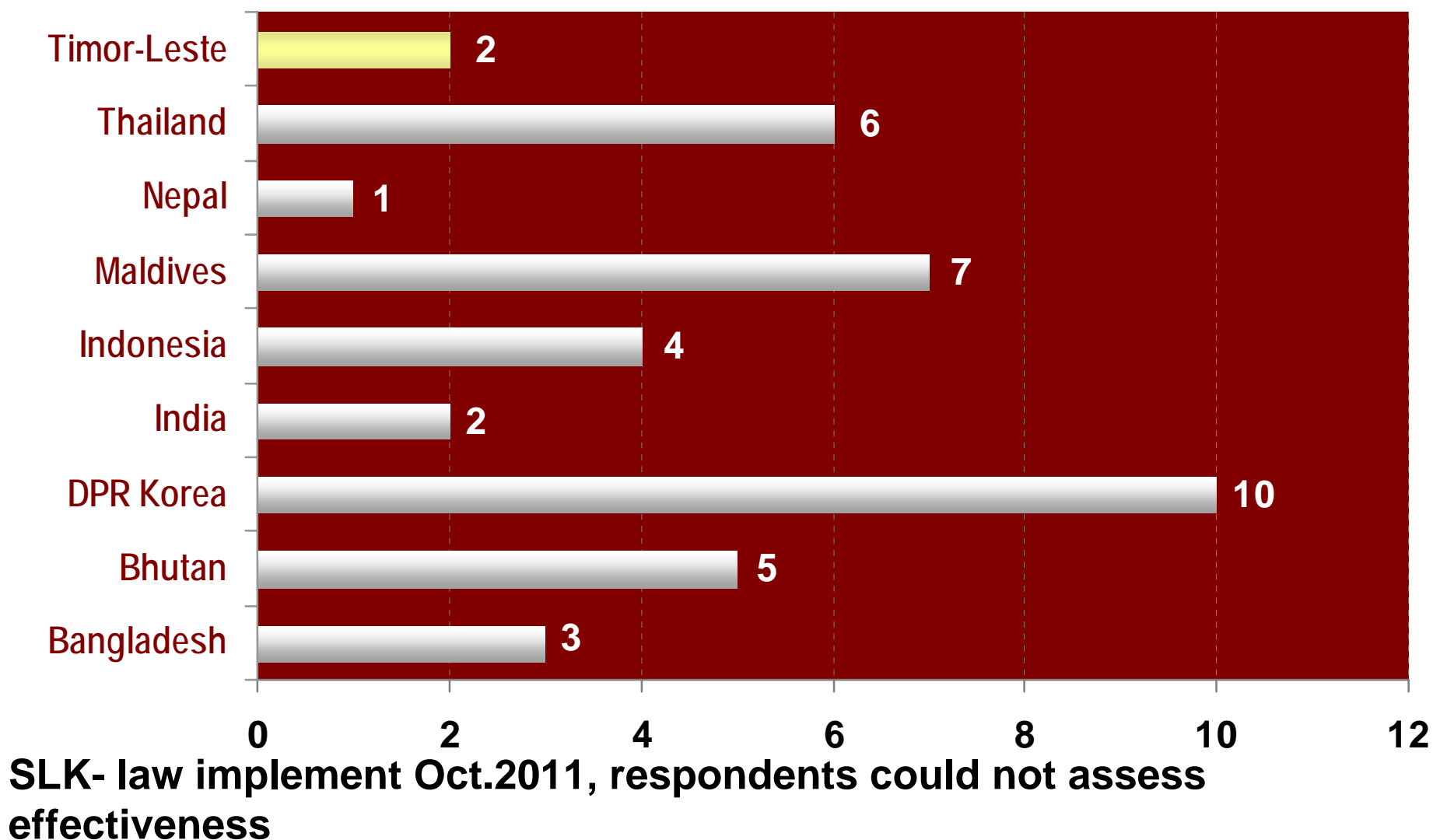
Source:- Second Global Status Report for Road Safety 2012

Consensus Self Scoring on Effectiveness of Drink-Driving Law Enforcement 2011



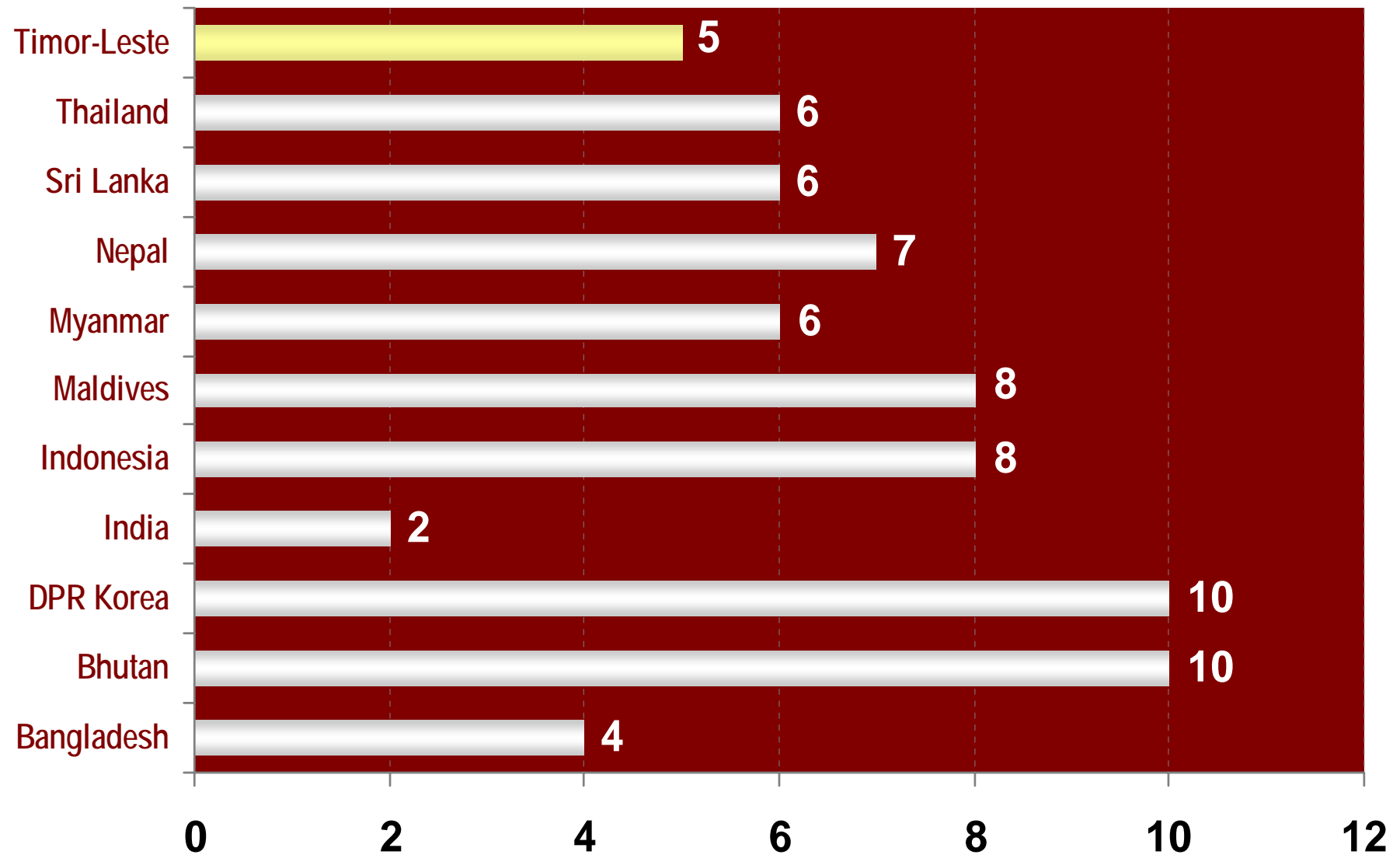
Source:- Second Global Status Report for Road Safety 2012

Self Scoring of Seat Belt Use Law Enforcement 2011



Source:- Second Global Status Report for Road Safety 2012

Self Scoring of Helmet Use Law Enforcement



Source:- Second Global Status Report for Road Safety 2012

Policies and Strategies on Road Safety

Lead agencies, Strategies, and targets

- 8 countries in the Region have a lead agency for road safety.
- 8 countries have a national strategy for road safety, but none of these is fully funded.
- Of the 8 countries with a national strategy, 6 (**Bangladesh, Bhutan, DPR Korea, Indonesia, Myanmar and Thailand**) have set measurable targets for fatal injuries.
- Only 2 countries (**Bhutan and DPR Korea**) had measurable targets for all five major risk factors (speed, drink-

Policies to promote walking, cycling, public transport and to separate vulnerable road users

- 3 countries (**DPR Korea, India and Indonesia**) have a national policy to encourage walking and/or cycling as an alternative to using cars, while 7 countries have national policies to support investment of public transport.
- Five countries have policies to separate and thus protect vulnerable road users (e.g. pedestrian lanes, motorcycle lanes, and bicycle lanes).

Safety standards of vehicles to protect vehicle occupants

- Five countries apply international or regional vehicle safety standards or features; of them 3 (**India, Myanmar and Timor-Leste**) apply a new car assessment programme (NCAP), and 2 countries (Thailand and Indonesia) apply the UN Regulations (UNECE World Forum for Harmonization of Vehicle Regulations, WP.29).

Post-crash care to reduce mortality after road traffic accidents

- Only four countries (**Bhutan, Maldives, Thailand and Timor-Leste**) have a nationwide emergency access telephone number for post-crash care.
- In six countries, less than 10% of all seriously injured persons (e.g. seriously injured enough to need to be admitted to a hospital) are taken to hospital by an ambulance.
- In only three countries (Bhutan, DPR Korea and Thailand) are an estimated 50% or more taken to hospital by ambulance.

Way Forward

1. Establish mutisectoral “Lead Agency” for road safety (National Road Safety Council) at highest level with political, technical & financial govt. support for multisectoral activities as Lead Aagency is vital for national road safety strategy
2. Develop and endorse multisectoral national action plan for road safety with budget, measurable targets for injury prevention, especially deaths JN 5 keys risk areas
3. Plicy support for strict enforcement of road safety laws, and coupled them with public awareness
4. Promotion of Public and Non-Motorized Transportation System and separation of vulnerable road users as a way of protecting them



Way Forward ---continues

5. Post-crash response and Injury surveillance systems should be strengthened
6. Safe infrastructure; no pot holes on roads & protect pedestrians, motorcyclist and bicyclist footpath, special road lanes
7. Safety standards of vehicles should be improved to protect vehicle occupants
8. Equipment to control and to enforce the law on drink driving and speed problems
9. Earmarking funds for road management and road safety activities
10. Road safety should be integrated into primary health care packages and public health systems
11. *Better Interagency Coordination at Regional and Country Levels*

