



Road Safety's Global Aspects and its Trends in Asia

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Global Road Safety
Partnership

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Together we can
save millions
of lives.

The Global Road Safety Partnership is hosted by:



International Federation
of Red Cross and Red Crescent Societies



GLOBAL
ROAD SAFETY
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Contents

1. Global road crash situation and trends
2. Asian situation and trends
3. Recommendations
4. GRSP's contribution



About us

Our Foundation and our Host

- Founded in 1999 in response to recognition of the road safety issue as a human made disaster, taking 1.24 million lives a year*
- Our mission is dedicated to the sustainable reduction of road crash death and injury
- We are hosted by the IFRC, the largest humanitarian organization on the globe
- This give us a unique auxiliary position to government
- Access to 187 National Societies and 13 million active volunteers


**Source: World Health Organisation Global Status Report on Road Safety 2013*



Working through Partnerships

- Our role is to create and support multi-sector partnerships
- Our members are leading developmental agencies, governments, businesses and civil society organizations
- We bring relevant Partners together to address key risk factors influencing road safety in a coordinated, economically efficient and effective manner using globally recognized good practice
- It's effective, cost-efficient and sustainable



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Road crash death and injury is increasingly recognized as a major **public health issue** and a **humanitarian crisis**





UN Decade of Action Resolution urges implementation of the recommendations from the World Report on Road Traffic



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The Global Burden of Disease Report 2012 clearly shows the road traffic injury trend

1990 Mean rank (95% UI)		2010 Mean rank (95% UI)		% Change (95% UI)
1.0 (1-2)	1 Lower respiratory infections	1 Ischemic heart disease	1.0 (1-2)	29% (22 to 34)
2.0 (1-2)	2 Diarrheal diseases	2 Lower respiratory infections	2.0 (1-3)	-44% (-48 to -39)
3.4 (3-5)	3 Preterm birth complications	3 Stroke	3.2 (2-5)	19% (5 to 26)
3.8 (3-5)	4 Ischemic heart disease	4 Diarrheal diseases	4.9 (4-8)	-51% (-57 to -45)
5.2 (4-6)	5 Stroke	5 HIV/AIDS	6.6 (4-9)	354% (293 to 413)
6.3 (5-8)	6 COPD	6 Low back pain	6.7 (3-11)	43% (34 to 53)
8.0 (6-13)	7 Malaria	7 Malaria	6.7 (3-11)	21% (-9 to 63)
9.9 (7-13)	8 Tuberculosis	8 Preterm birth complications	8.0 (5-11)	-27% (-37 to -16)
10.2 (7-14)	9 Protein-energy malnutrition	9 COPD	8.1 (5-11)	-2% (-8 to 5)
10.3 (7-15)	10 Neonatal encephalopathy	10 Road injury	8.4 (4-11)	34% (11 to 63)
11.3 (7-17)	11 Low back pain	11 Major depressive disorder	10.8 (7-14)	37% (25 to 50)
11.8 (8-15)	12 Road injury	12 Neonatal encephalopathy	13.3 (11-17)	-17% (-30 to -1)
12.9 (8-16)	13 Congenital anomalies	13 Tuberculosis	13.4 (11-17)	-19% (-34 to -6)
15.0 (8-18)	14 Iron-deficiency anemia	14 Diabetes	14.2 (12-16)	69% (58 to 77)

Comparison bwt 1990-2010

([link](#) to interactive graph)

Looking ahead to 2030, road crashes
are forecast to increase further

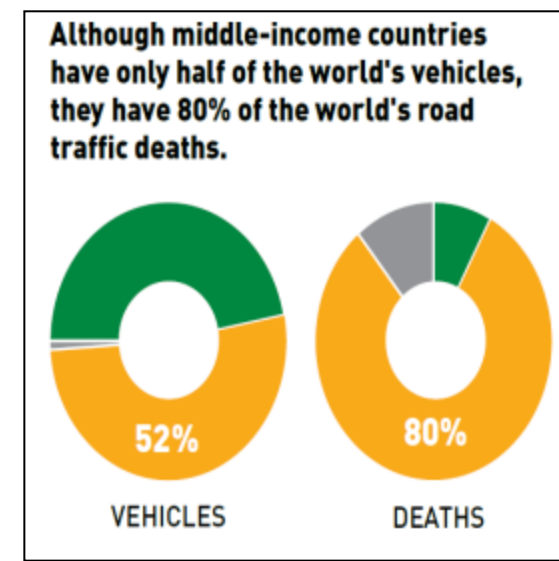
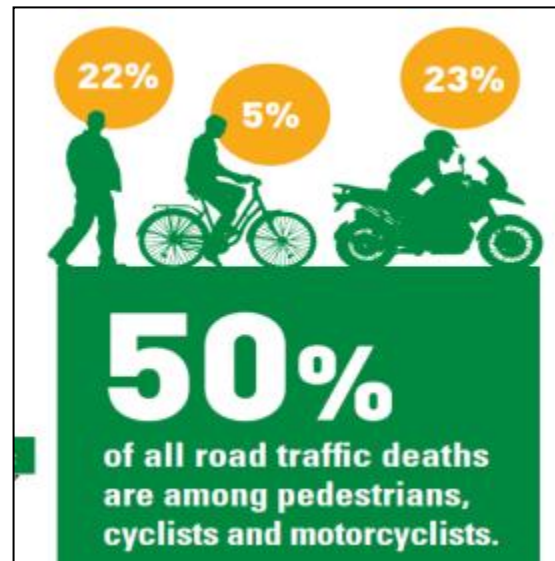
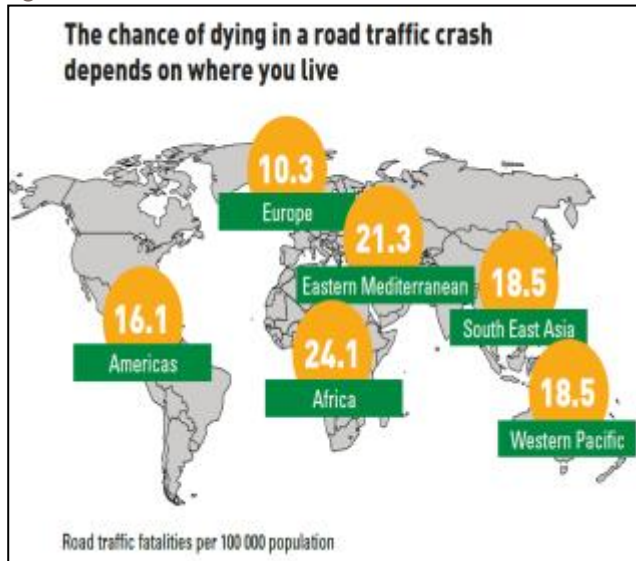
Figure 27: Ten leading causes of burden of disease, world, 2004 and 2030

2004	As % of total DALYs	Rank	Rank	As % of total DALYs	2030
Disease or injury					Disease or injury
Lower respiratory infections	6.2	1	1	6.2	Unipolar depressive disorders
Diarrhoeal diseases	4.8	2	2	5.5	Ischaemic heart disease
Unipolar depressive disorders	4.3	3	3	4.9	Road traffic accidents
Ischaemic heart disease	4.1	4	4	4.3	Cerebrovascular disease
HIV/AIDS	3.8	5	5	3.8	COPD
Cerebrovascular disease	3.1	6	6	3.2	Lower respiratory infections
Prematurity and low birth weight	2.9	7	7	2.9	Hearing loss, adult onset
Birth asphyxia and birth trauma	2.7	8	8	2.7	Refractive errors
Road traffic accidents	2.7	9	9	2.5	HIV/AIDS
Neonatal infections and other ^a	2.7	10	10	2.3	Diabetes mellitus



WHO's Global Status Report on Road Safety 2013 provides additional global data

8



Source: WHO. Global Status Report on Road Safety, 2013



93% of countries have incomplete legislation

Global Status Report on Road Safety 2013, WHO



The five main risk factors:

- Speed
- Drink-driving
- Helmet wearing
- Seat belt wearing
- Child restraints

And don't forget:

- Post crash care
- Transport and land use planning policies



Despite the evidence, **why** isn't more being done?

- **Culture of complacency:** traffic crashes are so frequent in the general community – problem perceived as too familiar
- **Conflicting economic priorities:** perceived conflict between mobility and safety. Mobility assumes priority as it is often seen as an economic driver
- **Thread of accountability:** responsibilities for road safety are fragmented among many different agencies – management of road safety weak / resources limited
- **Lack of advocates:** Politicians and regulators rarely encounter public campaigns, professional lobbying, or mainstream journalism who advocate for road safety
- **Not a donor priority**
- **In Asia:** “injuries are still thought to be due to fate”*

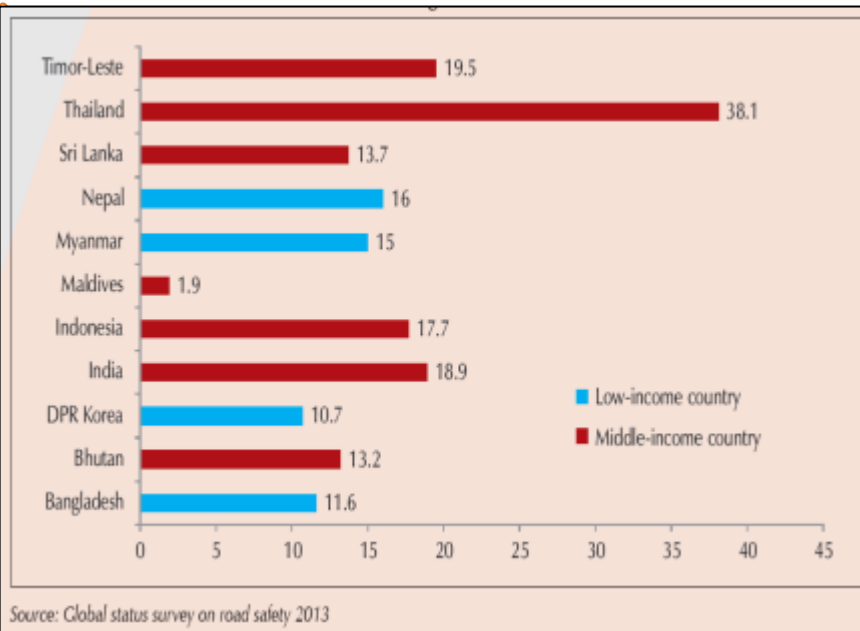
* WHO. *Road safety status in the WHO South-East Asia Region, 2013.*



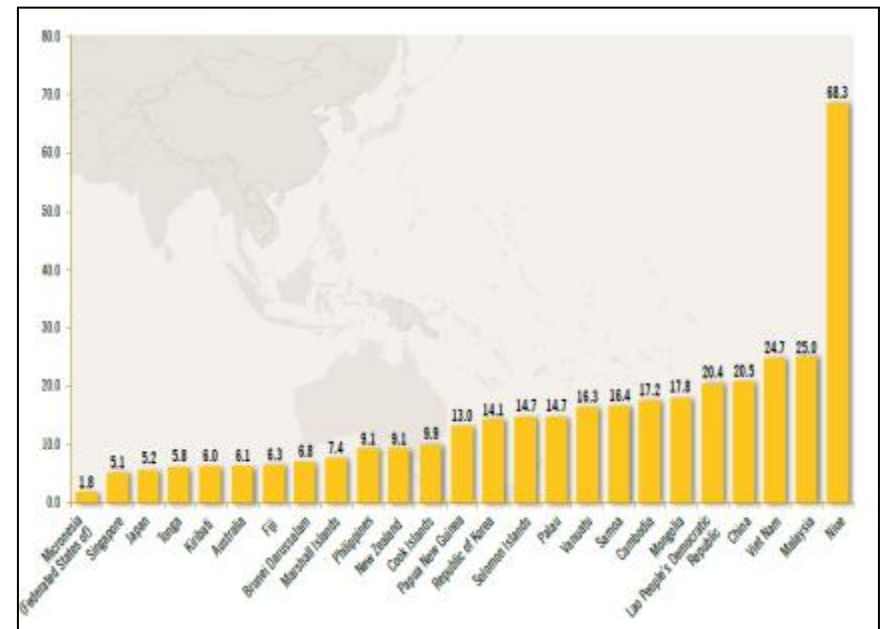
The situation in Asia (Southeast and Western Pacific Regions in 2013)

True situation unknown - estimated 40-50% under-reporting, poor data management & injury surveillance throughout region

11



Source: WHO. *Road safety status in the WHO South-East Asia Region, 2013.*



Source: WHO. *Road safety in the Western Pacific Region, 2013.*



Road Traffic Injuries in Asia: more than a **transport issue**

- RTIs concentrated among vulnerable road users - generally poorer households: loss of income, debts, health care costs
- India and Bangladesh - 50% of families affected by a road death or serious injury fall below the poverty line
- In Asia, estimated 25% of health budgets spent on road casualties & RTIs top 5 causes of permanent disability in children





Asia reflects the global trends, but has some **unique characteristics** and is difficult to generalize

- Middle-income countries are hardest hit – increase due to road network expansion and urbanization
- Legislation and enforcement weak across the region
- One-third of traffic deaths from two-three wheelers / the passenger challenge / poor helmet quality
- In countries like Myanmar and Bangladesh, the highest percentage of traffic fatalities are pedestrians
- Emerging issue: e-bikes (e.g. 23% of all traffic death in Zhejiang, China), distracted driving & walking



How can the principles of the safe system approach be integrated, or even become central, to road safety management in Asia ?

Yet, **improvements are happening** in the Asian region

- **Road safety management:** increased number of countries with designated lead agency, national road safety strategies and targets, increased research
 - **Safer Roads:** roll out of iRAP assessments, inclusion of road safety into new road investment project (ADB Road Safety Plan 2012)
 - **Safer Vehicles:** establishment of ASEAN NCAP
 - **Safer road users:** # of countries strengthening legislation around some the five risk factors (e.g. Vietnam), increased policy advocacy (Cambodia)
 - **Post-crash care:** recognition of the importance of this component to reduced injuries (push for Good Samaritan laws in India and China)
- International Cooperation :** UNESCAP, ADB, WHO; increased donor funding; international Alliance of road safety NGOs

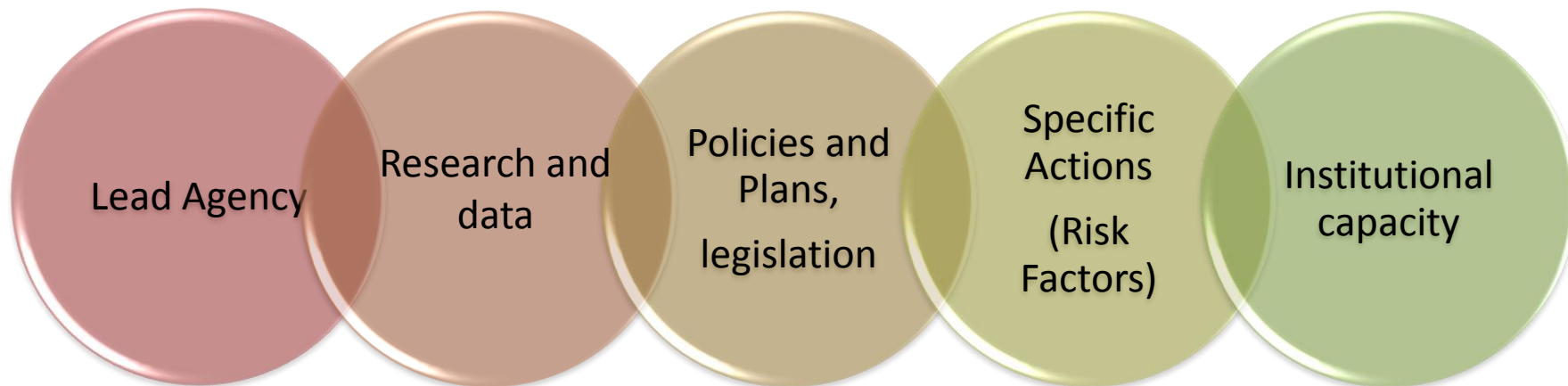




How can we further improve the situation?


Multi-sectoral issue requiring strong management and coordination – is the necessary support (technical, financial, resources) allocated to road safety authorities in Asia?

The public health approach points to where the focus should be for success



Shared Responsibility
Monitoring and Evaluation



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A few recommendations

- Implement and coordinate national road safety efforts according to detailed government-wide strategy with clearly defined and achievable targets
- Encourage and support government to pass stronger road safe legislation that covers the main road safety risk factors and enforce those laws
- Take into consideration the need of non-motorized transport and public transport when developing road safety, transport and land use policies
- Ensure road safety is adequately addressed in road infrastructure projects
- Support and strengthen civil society organizations to advocate for improved road safety
- Improve coverage and response time of emergency services



of Red Cross and Red Crescent societies



GRSP's contribution in Asia

Road safety management:

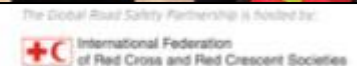
- Capacity-building for road safety agencies to build and manage a safe system
- Guidance and support for development and implementation of national policy, action plan, strategy, regulation and SOPs to improve road safety in country

Safer Road Users:

- Risk factor enforcement capacity building for police
- Grants to local organizations and Red Cross to advocate for improved road safety policy and actions
- Child Safety: "Safe to School Safe to Home Programme"
- Community-based education programmes with Red Cross Volunteers

Post-crash Care:

- First responder workshops
- Training and advising Red Cross Red Crescent on ways to integrate road safety into their community first aid programmes



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Red Cross and Red Crescent Societies

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