



Monitoring the Progress in Road Safety in ESCAP region

Expert Group Meeting on
Progress in Road Safety Improvement in Asia and the Pacific

8 May ~ 10 May 2013 | Seoul, Korea

organized by



and



**Expert Group Meeting on Progress in Road Safety
Improvement in Asia and the Pacific**



Monitoring the Progress in Road Safety in ESCAP region

**Expert Group Meeting on progress in road safety improvement
in Asia and the Pacific; Seoul, 8-10 May 2013**

Progress in Road Safety in Asia and the Pacific region

Transport Division, UNESCAP

8 ~ 10 May 2013 | Seoul, Korea

organized by



and





Regional snapshot

Road traffic injuries are a leading cause of death and disability in the region

- 777,000 deaths (approx. 62% of 1.24 m global road deaths)
11% more than in 2007

VRUs account for the majority of deaths

- Diverse road safety issues in countries reflect diversity of the region

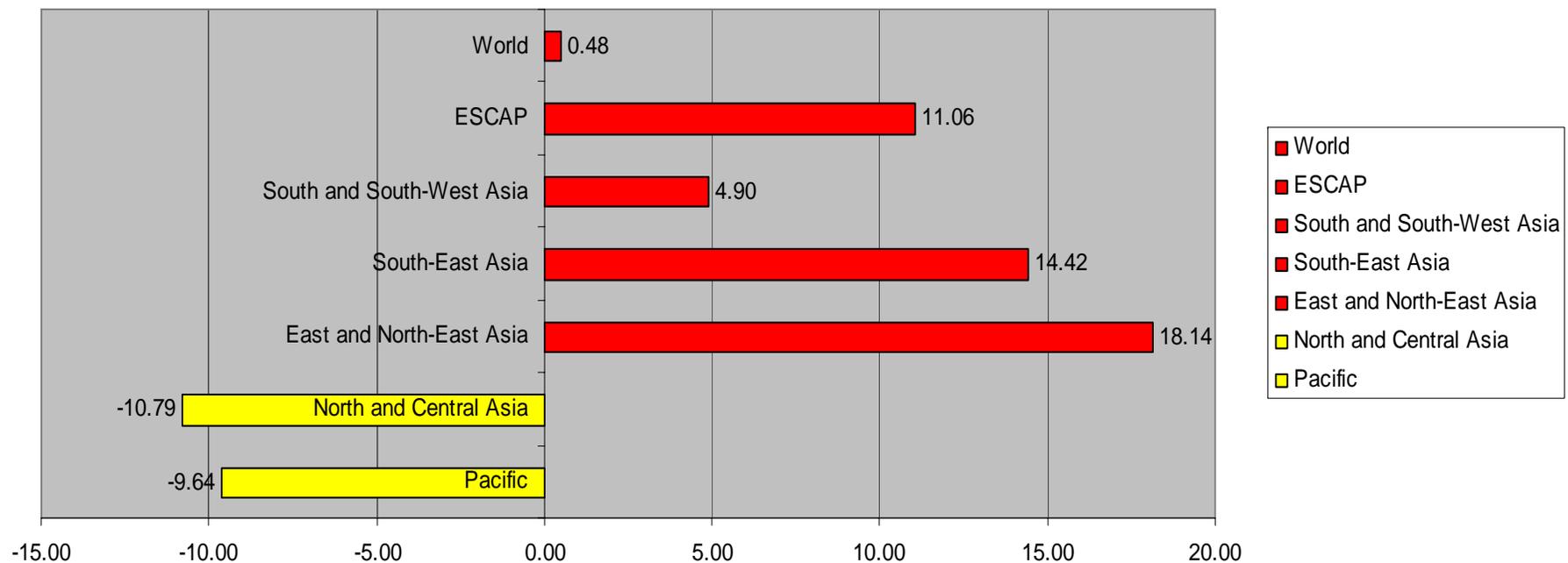
Most countries still in early stages of road safety action implementation-progress has been made

- Developed countries have done very well but it is becoming harder to get road fatality rates down



Change in road traffic deaths, 2007-2010 (%) - 2 sub-regions show progress; 4 regress

Change in Road Traffic Deaths Between 2007 and 2010 (in percent)





Overall progress in road safety is mixed

- 21 countries in ESCAP region reduced road deaths, showing improvements possible
- More recent data of 2011 and 2012 for some countries also show similar trend
- Road traffic death rate in ESCAP (18.62) was higher than world average (18.04/100,000)
- South-East Asia had the highest death rate (19.78)
- Lowest death rate: 6.1 (Australia); Highest: 38.1 (Thailand), 34.1 (IR), 25 (Malaysia), 24.7 (VN)



Motorcyclists, pedestrians and cyclists are more vulnerable in the region

- Half of world's road traffic deaths occur among VRUs; in ESCAP region it is nearly 55%
- Motorcyclists account for between one-third and three-fourths of all road deaths in 10 countries;
- One-third or more of road traffic deaths are among pedestrians in 8 countries
- Cyclists share more than 10% deaths in 2 countries



Law – availability and enforcement

- Except on child restraint, laws to cover main risk factors exist in most countries
- In many countries laws are not comprehensive to cover all aspects of the risk factors
- Law enforcement, however, varies between countries

High Level Meeting on Progress in Road Safety in Asia and the Pacific



Monitoring the Progress in Road Safety in ESCAP region

Key observations

Crash rates and death rates high in
developing and newly industrialized economies

Crashes are linked to higher vehicle densities;
Weak link between road safety and
economic development

Class I - primary class roads have best record,
Class III have the worst record – room for
improvement through safer infrastructure design

https://www.yunbaogao.cn/report/index/report?reportId=5_5920

预览已结束，完整报告链接和二维码如下：

