

GLOBAL STATUS REPORT ON ROAD SAFETY **2018**



SUMMARY

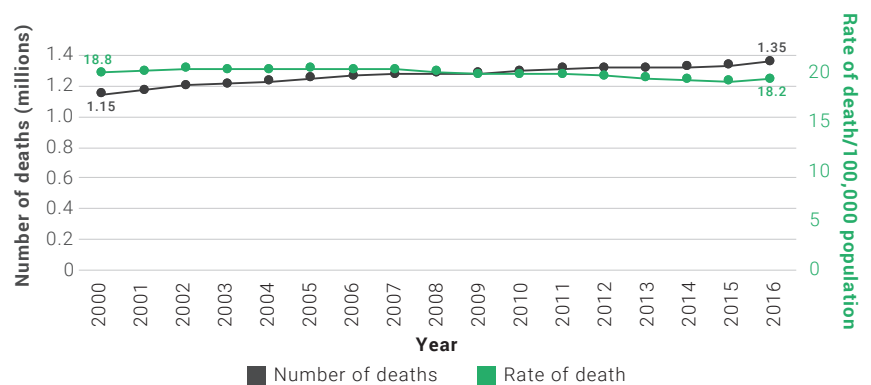
GLOBAL STATUS REPORT ON ROAD SAFETY **2018**

The global burden of road traffic deaths

The number of deaths on the world's roads remains unacceptably high, with an estimated 1.35 million people dying each year.

The number of road traffic deaths continues to rise steadily, reaching 1.35 million in 2016. However, the rate of death relative to the size of the world's population has remained constant. When considered in the context of the increasing global population and rapid motorization that has taken place over the same period, this suggests that existing road safety efforts may have mitigated the situation from getting worse. However, it also indicates that progress to realise Sustainable Development Goal (SDG) target 3.6 – which calls for a 50% reduction in the number of road traffic deaths by 2020 – remains far from sufficient.

Figure 1: Number and rate of road traffic death per 100,000 population: 2000–2016



A leading killer of children

As progress is made in the prevention and control of infectious diseases, the relative contribution of deaths from noncommunicable diseases and injuries has increased. Road traffic injuries are the eighth leading cause of death for all age groups. More people now die as a result of road traffic injuries than from HIV/AIDS, tuberculosis or diarrhoeal diseases. Road traffic injuries are currently the leading cause of death for children and young adults aged 5–29 years, signalling a need for a shift in the current child and adolescent health agenda which, to date, has largely neglected road safety.

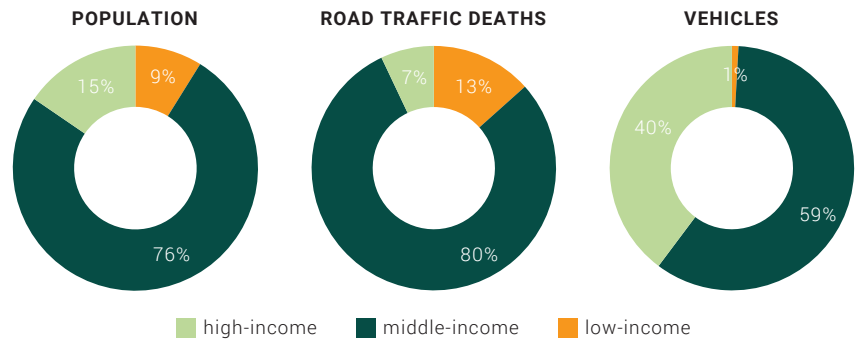
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Progress is far from uniform

A number of countries have seen success in reducing road traffic deaths over the last few years, but progress varies significantly between the different regions and countries of the world. There continues to be a strong association between the risk of a road traffic death and the income level of countries. With an average rate of 27.5 deaths per 100,000 population, the risk of a road traffic death is more than three times higher in low-income countries than in high-income countries where the average rate is 8.3 deaths per 100,000 population. Furthermore, as shown in Figure 2, the burden of road traffic deaths is disproportionately high among low- and middle-income countries in relation to the size of their populations and the number of motor vehicles in circulation.



Figure 2: Proportion of population, road traffic deaths, and registered motor vehicles by country income category*, 2016

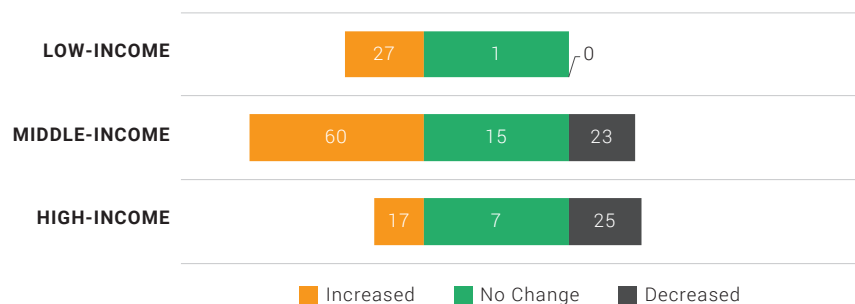


*income levels are based on 2017 World Bank classifications.

There has been no reduction in the number of road traffic deaths in any low-income country since 2013.

There has also been more progress in reducing the number of road traffic deaths among middle- and high-income countries than low-income countries. As shown in Figure 3, between 2013 and 2016, no reductions in the number of road traffic deaths were observed in any low-income country, while some reductions were observed in 48 middle- and high-income countries. Overall, the number of deaths increased in 104 countries during this period.

Figure 3: Number of countries where a change in the number of road traffic deaths has been observed since 2013*



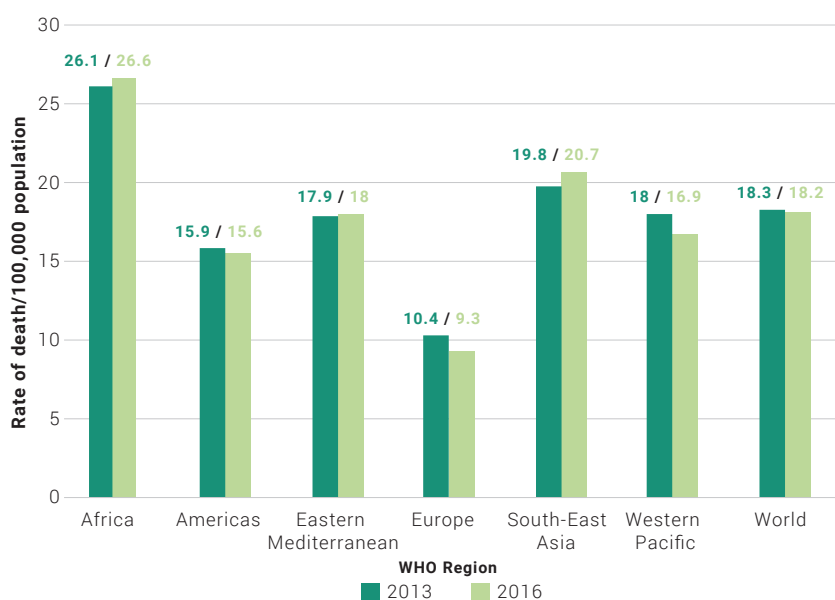
*These data represent countries that have seen more than a 2% change in their number of deaths since 2013, and excludes countries with populations under 200 000. The income levels are based on 2017 World Bank classifications.

Inequalities persist across regions

Whereas the global rate of road traffic death is 18.2 per 100,000 population, there is significant variation across the world's regions, where the rate of death ranges from 9.3 to 26.6 per 100,000 population. Regional rates of road traffic deaths in Africa and South-East Asia are highest at 26.6 and 20.7 deaths per 100,000 population respectively. This is followed by the Eastern Mediterranean and Western Pacific regions, which have rates comparable to the global rate with 18 and 16.9 deaths per 100,000 population respectively. The Americas and Europe have the lowest regional rates of 15.6 and 9.3 deaths per 100,000 population respectively. In terms of progress made, in three of the six regions (Americas, Europe, Western Pacific), the rates of death have decreased since 2013.

The rates of road traffic death are highest in Africa (26.6/100,000 people) and South-East Asia (20.7/100,000 people).

Figure 4: Rates of road traffic death per 100,000 population by WHO regions: 2013, 2016

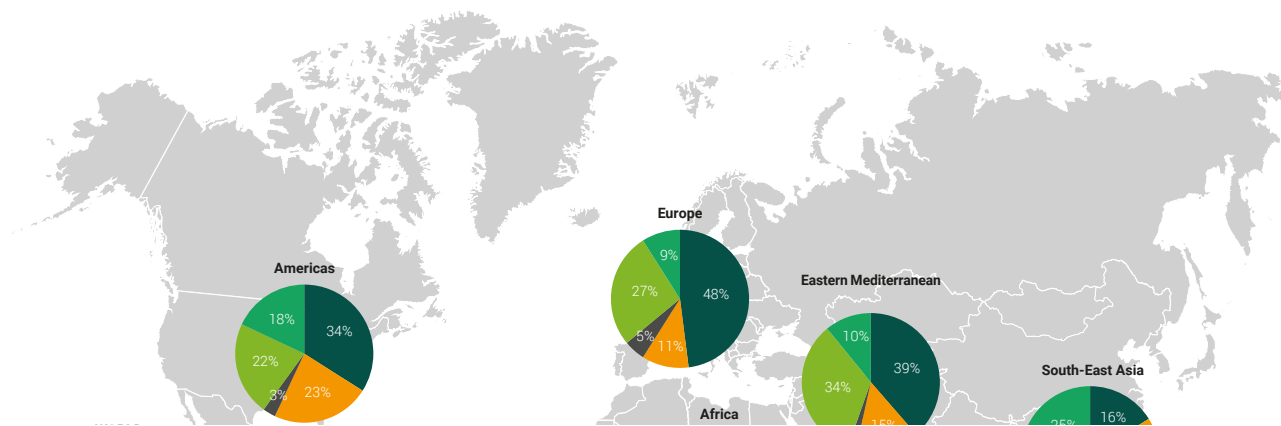


Vulnerable road users disproportionately impacted

More than half of all road traffic deaths are among vulnerable road users: pedestrians, cyclists and motorcyclists.

The variation in rates of death observed across regions and countries also corresponds with differences in the types of road users most affected. Vulnerable road users – pedestrians, cyclists and motorcyclists – represent more than half of all global deaths. Pedestrians and cyclists represent 26% of all deaths, while those using motorized two- and three-wheelers comprise another 28%. Car occupants make up 29% of all deaths and the remaining 17% are unidentified road users¹. Africa has the highest proportion of pedestrian and cyclist mortalities with 44% of deaths. In South-East Asia and the Western Pacific, the majority of deaths are among riders of motorized two and three-wheelers, who represent 43% and 36% of all deaths respectively.

Figure 5: Distribution of deaths by road user type, by WHO Region



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