

DECADE OF ACTION FOR
ROAD SAFETY 2011–2020



SAVING MILLIONS OF LIVES



Why this document?

For many years road traffic crashes have been acknowledged by the United Nations and its Member States to be a considerable challenge to the achievement of health and development goals. It has only been during the past decade, however, that the issue has gained the prominence it deserves among the world's most pressing international health and development concerns. Following the highly successful First Global Ministerial Conference on Road Safety hosted by the Government of the Russian Federation in November 2009, a Decade of Action for Road Safety 2011–2020 was officially proclaimed by the United Nations General Assembly in March 2010. This document offers some key information about the Decade and WHO's role.

Acknowledgements

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Key facts

- Road traffic crashes take the lives of nearly 1.3 million people every year, and injure 20–50 million more.
- Road traffic injuries have become the leading cause of death for people aged 15–29 years.
- Over 90% of road traffic deaths and injuries occur in low-income and middle-income countries, which have only 48% of the world’s registered vehicles.
- Nearly half (46%) of those dying on the world’s roads are “vulnerable road users”: pedestrians, cyclists and motorcyclists.
- In addition to the grief and suffering they cause, road traffic crashes result in considerable economic losses to victims, their families, and nations as a whole, costing most countries 1–3% of their gross national product.
- Without action, road traffic crashes are predicted to result in the deaths of around 1.9 million people annually by 2020.
- Only 15% of countries have comprehensive laws relating to five key risks: speeding, drinking and driving, and the non-use of helmets, seat-belts and child restraints.

Top 10 leading causes of death, 2004 and 2030 compared

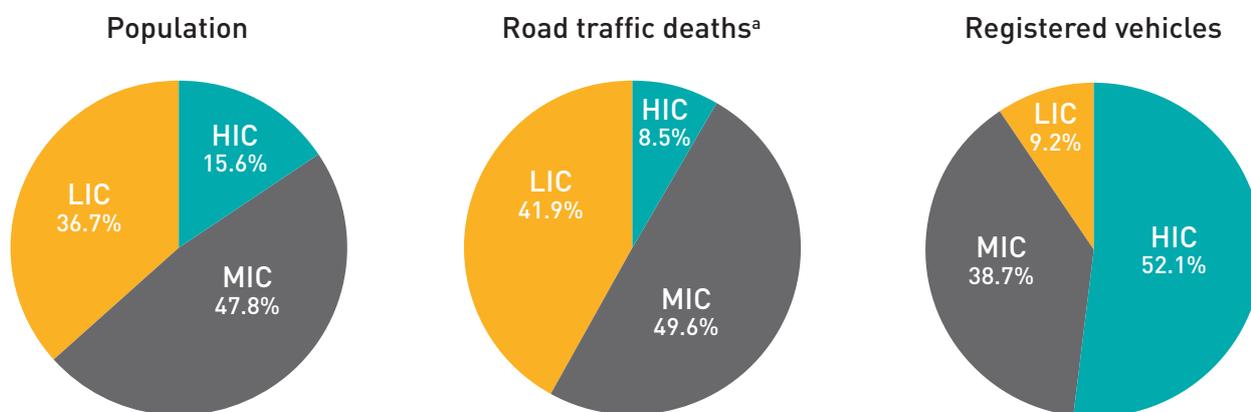
2004		2030	
Rank	Disease or injury	Rank	Disease or injury
1	Ischaemic heart disease	1	Ischaemic heart disease
2	Cerebrovascular disease	2	Cerebrovascular disease
3	Lower respiratory infections	3	Chronic obstructive pulmonary disease
4	Chronic obstructive pulmonary disease	4	Lower respiratory infections
5	Diarrhoeal diseases	5	Road traffic injuries
6	HIV/AIDS	6	Trachea, bronchus, lung cancers
7	Tuberculosis	7	Diabetes mellitus
8	Trachea, bronchus, lung cancers	8	Hypertensive heart disease
9	Road traffic injuries	9	Stomach cancer
10	Prematurity & low-birth weight	10	HIV/AIDS

Road traffic injury fatality rates^a per 100 000 population, by WHO region and income group

WHO region	High-income	Middle-income	Low-income	Total
African	—	32.2	32.3	32.2
The Americas	13.4	17.3	—	15.8
South-East Asia	—	16.7	16.5	16.6
European	7.9	19.3	12.2	13.4
Eastern Mediterranean	28.5	35.8	27.5	32.2
Western Pacific	7.2	16.9	15.6	15.7
Global	10.3	19.5	21.5	18.8

^a 30-day definition of a road traffic death
Source: Global Status Report on Road Safety, 2009

Population, road traffic deaths^a, and registered motorized vehicles, by income group



^a 30-day definition, modelled data. HIC = high-income countries; MIC = middle-income countries; LIC = low-income countries

For more key facts, visit:

Global status report on road safety 2009

http://www.who.int/violence_injury_prevention/road_safety_status/2009/en/index.html

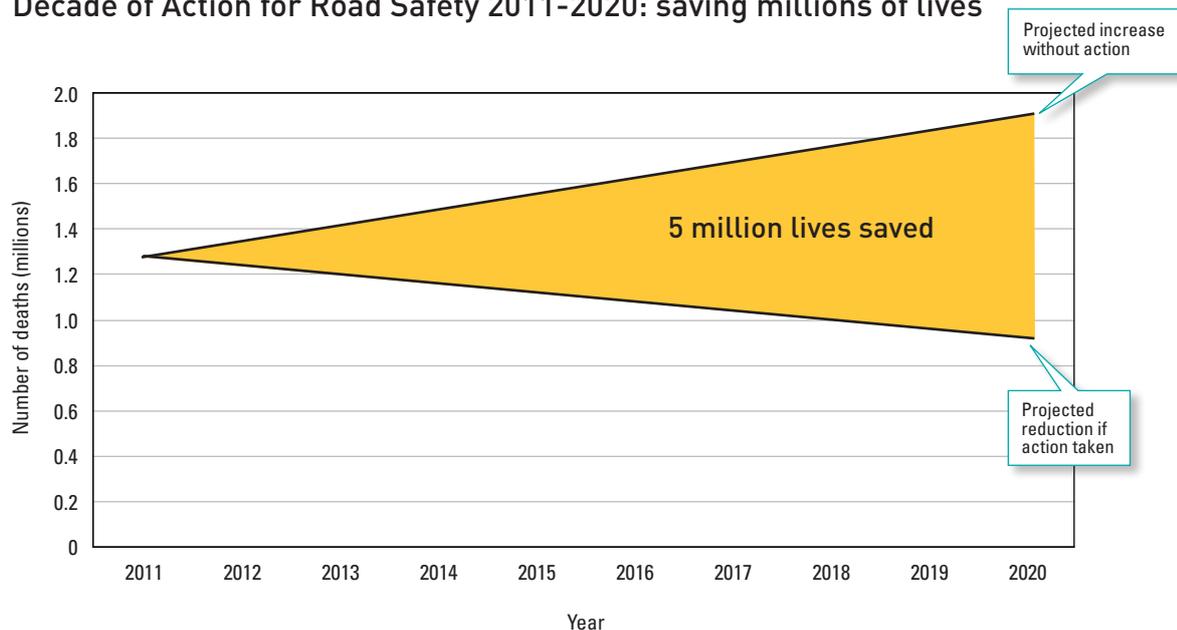
Global Health Observatory road safety

http://www.who.int/gho/road_safety/en/index.html

Decade of Action for Road Safety 2011–2020

A Global Plan for the Decade of Action for Road Safety 2011–2020 has been drawn to guide efforts at national and local levels. If the Global Plan is successfully implemented, the Decade could achieve its goal to stabilize and then reduce the forecasted level of road traffic fatalities around the world. If this ambitious target is achieved, a cumulative total of 5 million lives, 50 million serious injuries and US\$ 5 trillion could be saved over the Decade.

Decade of Action for Road Safety 2011–2020: saving millions of lives



Global Plan

for the Decade of Action for Road Safety 2011–2020

Pillar 1 **Road safety management**

This pillar focuses on the need to strengthen institutional capacity to further national road safety efforts. It includes activities such as putting into practice major United Nations road safety conventions; establishing a lead agency for road safety in the country involving partners from a range of sectors; developing a national road safety strategy; and setting realistic and long-term targets for related activities with sufficient funding for their implementation. It also calls for development of data systems to monitor and evaluate activities.

Pillar 2 **Safer roads and mobility**

This pillar highlights the need to improve the safety of road networks for the benefit of all road users, especially the most vulnerable: pedestrians, bicyclists and motorcyclists. Activities include improving the safety-conscious planning, design, construction and operation of roads; making sure that roads are regularly assessed for safety; and encouraging relevant authorities to consider all forms of transport and types of safe infrastructure when they respond to the mobility needs of road users.

Pillar 3 **Safer vehicles**

This pillar addresses the need for improved vehicle safety by encouraging harmonization of relevant global standards and mechanisms to accelerate the uptake of new technologies which impact on safety. It includes activities such as implementing new car assessment programmes so that consumers are aware of the safety performance of vehicles, and trying to ensure that all new motor vehicles are equipped with minimum safety features, such as seat-belts. Other activities covered include promoting more widespread use of crash avoidance technologies with proven effectiveness, such as electronic stability control and anti-lock braking systems. Managers of fleets are also encouraged to purchase, operate and maintain vehicles that offer high levels of occupant protection.

The Global Plan for the Decade of Action for Road Safety 2011–2020 was developed by the United Nations Road Safety Collaboration (UNRSC) and stakeholders from around the world. To achieve its goal, the Global Plan features five categories or “pillars” of activities which are described below. Indicators have been developed to measure progress in each of these areas.

Pillar 4 Safer road users

This pillar focuses on developing comprehensive programmes to improve road user behaviour. Activities include encouraging the development and adoption of model road safety legislation and sustained or increased enforcement of road safety laws and standards. These efforts are combined with public awareness and education to increase seat-belt and helmet wearing and to reduce drinking and driving, speeding and other risks. It also calls for activities to reduce work-related road traffic injuries and promotes the establishment of graduated driver licensing programmes for novice drivers.

Pillar 5 Post-crash response

This pillar promotes the improvement of health and other systems to provide appropriate emergency treatment and longer-term rehabilitation for crash victims. Activities include developing pre-hospital care systems, including implementation of a single nationwide telephone number for emergencies; providing early rehabilitation and support to injured patients and those bereaved by road traffic crashes; establishing insurance schemes to fund such initiatives; and encouraging a thorough investigation into crashes and an appropriate legal response.

Global Plan

For the full version of the Global Plan, visit:
http://www.who.int/roadsafety/decade_of_action/plan/en/index.html

Implementing the Global Plan for the Decade of Action for Road Safety 2011-2020

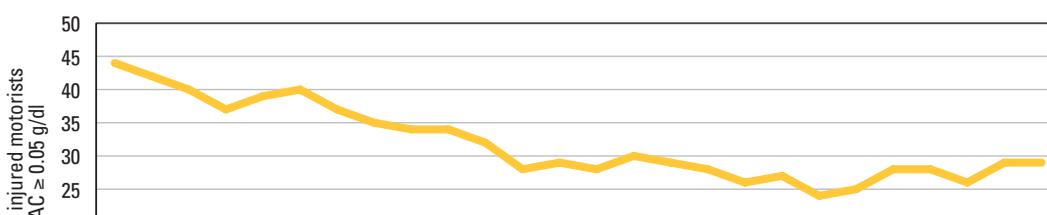
There is strong evidence about what works to prevent road traffic deaths and injuries. The Global Plan is based on the best evidence of what works given successful experiences from a number of countries. Here are some examples below.

Australia

Reducing drinking and driving through random breath testing

Consuming alcohol before driving increases the risk of a crash as well as the likelihood that death or serious injury will result. Passing a drinking and driving law and enforcing it can reduce the number of road deaths by around 20%. Random breath testing is the primary drinking and driving law enforcement tool used throughout Australia. The police can stop and perform a breath test on a driver at any time, irrespective of their driving behaviour. Highly visible “booze buses” are used to conduct testing while media campaigns support enforcement. The evaluation of random breath testing has shown long-term reductions in alcohol-related crashes.

Effectiveness of random breath testing on alcohol-related crashes in Australia



预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_27827

