

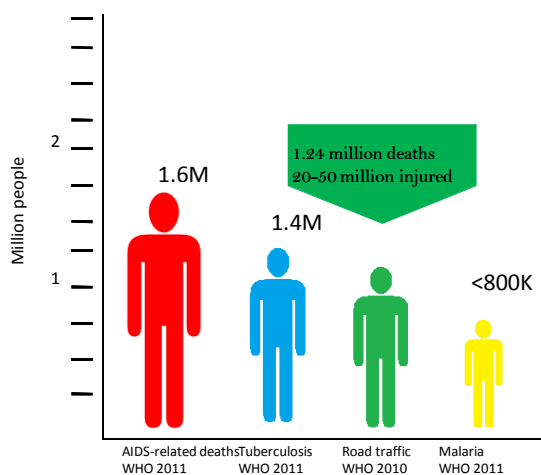
WHO Efforts for Road Traffic Injury Prevention

Dr Hala Sakr
Violence and Injury Prevention and Disabilities
WHO Eastern Mediterranean Region

1 |



Global burden



2 |



Global burden-cont.

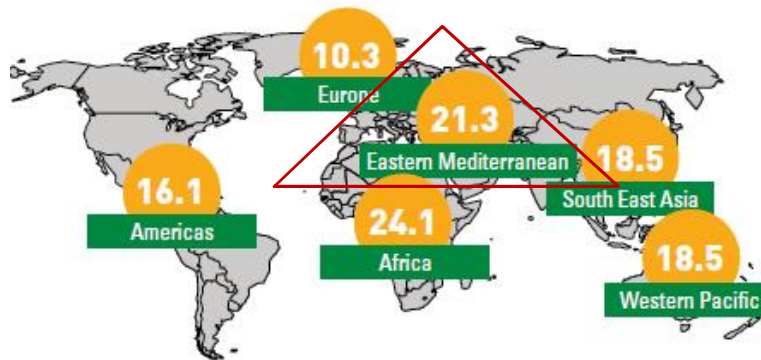
- Road traffic injuries are the leading cause of death among young people, aged 15–29 years.
- 90% of the world's fatalities on the roads occur in low-income and middle-income countries
- Half of those dying on the world's roads are “vulnerable road users”: pedestrians, cyclists and motorcyclists.

3 |

Source: Global Status Report for Road Safety 2013



The Eastern Mediterranean has the 2nd highest death rate after the African Region



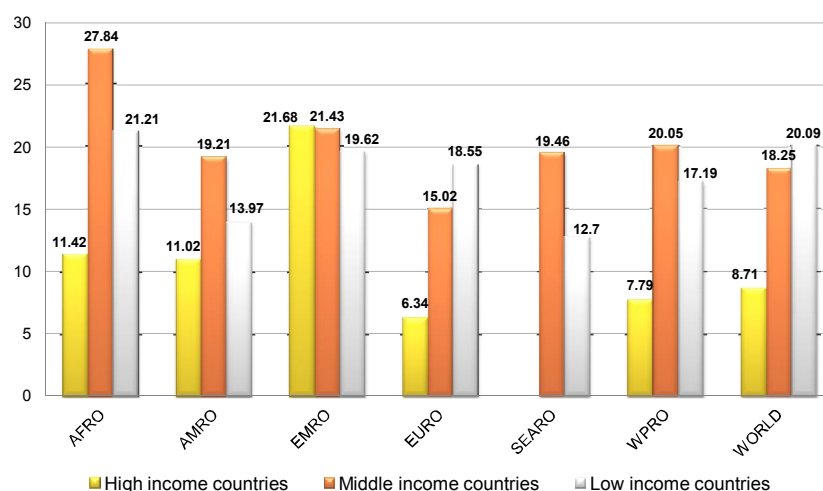
Road traffic fatalities per 100 000 population

4 |

Source: Global Status Report for Road Safety 2013



High-income countries of the EMR have the highest fatality rates among similar countries in the world



5 |

Source: Global Status Report for Road Safety 2013



World Health Organization

Regional profile of road traffic injuries

1. In 2010, road traffic deaths in the Eastern Mediterranean Region (EMR) constituted **10% of the world's estimated deaths** and has the **second highest road traffic fatality rate** in the world.
2. **Young males 15–44 years** are at higher risk.
3. **45% of deaths** are among **vulnerable road users**. The highest toll is among pedestrians followed by motorcyclists and bicyclists.
4. **84% of countries** have a **lead agency** overseeing road safety efforts. **95% of countries** have a **national strategy** for road safety with measureable targets in some countries.
5. **Legislation on key risk factors** is available in the majority of countries, but most laws are not comprehensive. This, together with inadequate enforcement, limits their effectiveness.

6 |

Source: Road safety in the Eastern Mediterranean Region
Facts from the Global Status Report on Road Safety 2013

World Health Organization

Predicted increase in rank among the 10 top leading death causes

GLOBAL

2011

Rank	Disease or Injury
1	Ischaemic heart disease
2	Stroke
3	Lower respiratory infections
4	COPD
5	Diarrhoeal diseases
6	HIV/AIDS
7	Trachea, bronchus, lung cancer
8	Diabetes mellitus
9	Road traffic injuries
10	Preterm birth complications

2030

Rank	Disease or Injury
1	Ischaemic heart disease
2	Stroke
3	COPD
4	Lower respiratory infections
5	Diabetes mellitus
6	Trachea, bronchus, lung cancer
7	Road traffic injuries
8	HIV/AIDS
9	Diarrhoeal diseases
10	Hypertensive heart disease

REGIONAL

2011

Rank	Disease or Injury
1	Ischaemic heart disease
2	Stroke
3	Lower respiratory infections
4	Preterm birth complications
5	Diarrhoeal diseases
6	COPD
7	Road traffic injuries
8	Birth asphyxia and birth trauma
9	Tuberculosis
10	Diabetes mellitus

2030

Rank	Disease or Injury
1	Ischaemic heart disease
2	Stroke
3	Lower respiratory infections
4	COPD
5	Road traffic injuries
6	Diabetes mellitus
7	Preterm birth complications
8	Diarrhoeal diseases
9	Hypertensive heart disease
10	Cirrhosis of the liver

7 |

Source: Global Health Estimate 2011 and projections 2015-2030



World Health Organization 7

Economic cost of road traffic injuries

- Annual cost of RTIs in developing countries estimated at US\$ 65 billion (direct medical expenses, as well as indirect and longer-term costs).
- The economic impact of road traffic injuries is especially damaging because economically active age groups are most likely to sustain such injuries
- An injury or fatality to an income-generating member of a low-income family may tip the family into poverty.

8 |

Source: TEACH VIP 2: Road traffic injuries module



World Health Organization

Challenges to road safety in the Eastern Mediterranean region

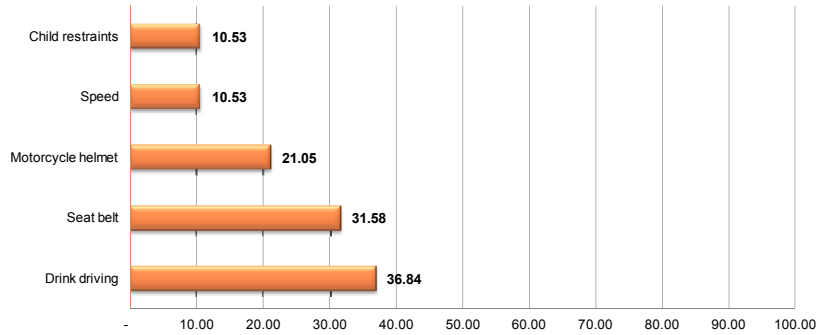


Under-reporting of road traffic data

- Only 13 countries use the **30-day definition** of road traffic deaths.
- Less than half of countries have data on intermediate indicators:
 - 37% of countries have a figure on **road traffic deaths** attributable to alcohol impairment
 - 47% have figures for seat-belt wearing rates
 - 32% of countries have figures for helmet wearing rates
- In the majority of countries, **official data sources** are mostly police and do not make use of VR/health data
- Only 42% of the region's countries have **surveillance system** and many of these are not national.

Legislation on key risk factors is available in but mostly not comprehensive

% of countries with comprehensive laws on key risk factors, EMR countries

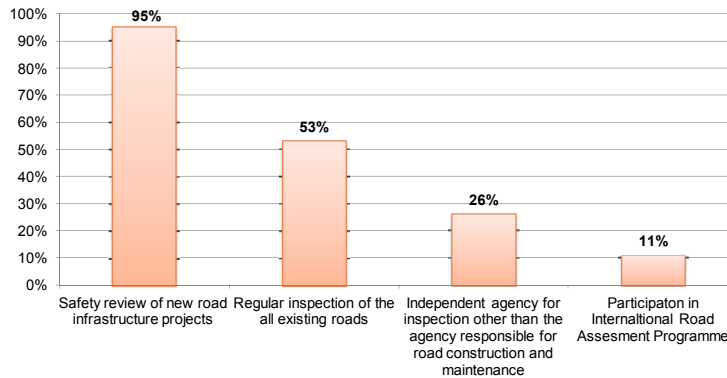


11 |

Source: Road safety in the Eastern Mediterranean Region Facts from the Global Status Report on Road Safety 2013



Most countries inspect new road infrastructure but nearly half of countries inspect existing roads



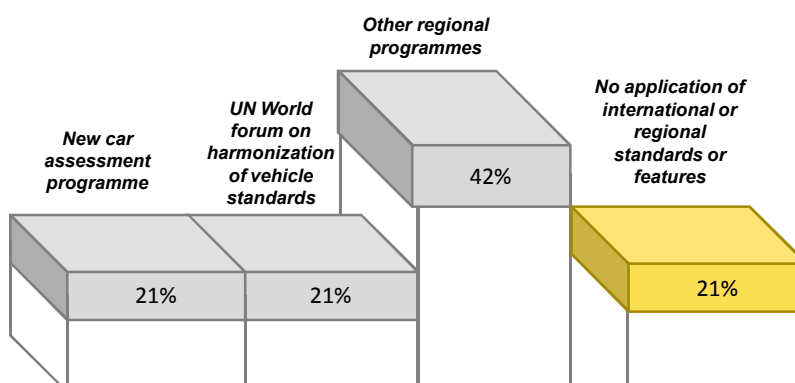
12 |

Source: Road safety in the Eastern Mediterranean Region Facts from the Global Status Report on Road Safety 2013



Vehicle safety is a challenge

International or regional safety standards are applied in 68% of EMR countries



13 |

Source: Road safety in the Eastern Mediterranean Region
Facts from the Global Status Report on Road Safety 2013



World Health
Organization

Post-crash response

- Only 74% of countries have a universal emergency access number
- All countries have a specialty of emergency medicine for medical doctors but only 58% of countries have a recognized formal post graduate training programme in emergency medicine for nurses.

14 |

Source: Road safety in the Eastern Mediterranean Region
Facts from the Global Status Report on Road Safety 2013



World Health
Organization

However, progress also took place

Examples are:

- Progress made in establishing national lead agencies for road safety from 74% in 2009 to 84% in 2012
- Progress in developing national strategies for road safety from 75% in 2009 to 95% in 2012

15 |

Source: Road safety in the Eastern Mediterranean Region
Facts from the Global Status Report on Road Safety 2013



World Health
Organization

WHO response



World Health
Organization

Regional Office for the Eastern Mediterranean

Increased attention: 2004



United Nations	AR/ES/10/10
General Assembly	Sixty-Seventh Session 11 May 2004
Eighth session Annex to E/CN.4/SR.10	

RESOLUTIONS AND DECISIONS	
WHA57.10	Road safety and health

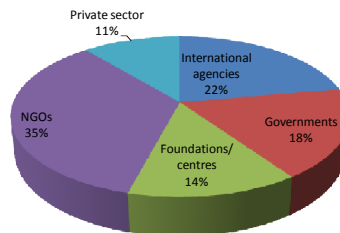
17 |



UN Road Safety Collaboration-2004



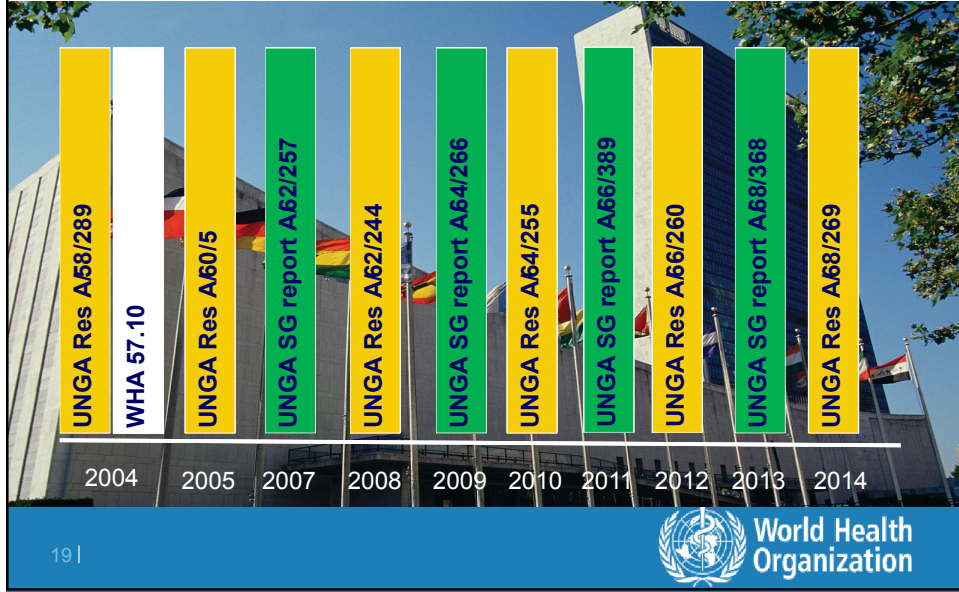
UNRSC Membership (N = 72)



18 |



Resolutions & SG reports



Safe systems approach



Best buys in road safety

- Speed reduction
- Seat-belts
- Child-restraints
- Helmets
- Drinking and driving
- ✓ Low cost engineering measures
- ✓ Safer vehicles
- ✓ Pre-hospital and trauma care

21 |

Providing technical support to countries

- In 2010, WHO and five other consortium partners received funding from Bloomberg Philanthropies to further road safety in ten countries. The "Road Safety in 10 Countries (RS10) Project" supports the governments of Brazil, Cambodia, China, Egypt, India, Kenya, Mexico, the Russian Federation, Turkey and Viet Nam by focusing on selected key risks for road traffic crashes.
- Over the Decade, WHO will continue to support these and other national road safety initiatives leading to sustainable government programmes.
- WHO provide one of the tools for evaluating the global impact of the Decade of Action for Road Safety through the development of Global status reports on road safety..
- WHO provides guidelines that highlight good practice in road traffic injury prevention, and then supports governments to implement the suggested programmes or policies.

22 |

21 global road safety publications in the last decade

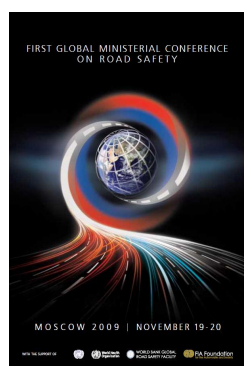
2004	World report on road traffic injury prevention
2005	Milestones in international road safety: World Health Day 2004 and beyond
2006	World Day of Remembrance for Road Traffic Victims: a guide for organizers
2006	Road traffic injury prevention training manual
2006	Helmets: a road safety manual for decision-makers and practitioners
2007	World Youth Assembly for Road Safety: The report
2007	Drinking and driving: a road safety manual for decision-makers and practitioners
2007	Faces behind the figures: voices of road traffic crash victims and their families
2007	Youth and road safety
2008	Speed management: a road safety manual for decision-makers and practitioners
2009	Global status report on road safety
2009	Seat-belts and child restraints: a road safety manual for decision-makers and practitioners
2010	Data systems: a road safety manual for decision-makers and practitioners
2011	Decade of Actions for Road Safety 2011-2020: Saving millions of lives
2011	Mobile phone use: a growing problem of driver distraction
2012	Advocating for road safety and road traffic injury victims: a guide for nongovernmental organizations
2013	Strengthening road safety legislation: a practice and resource manual for countries
2013	Make Walking Safe: a brief overview of pedestrian safety around the world
2013	Pedestrian safety: a road safety manual for decision-makers and practitioners
2013	Global status report on road safety 2013

23 |

Source: World Health Organization, global website

World Health
Organization

Ministerial Meeting on Road Safety : 2009



TIME FOR ACTION

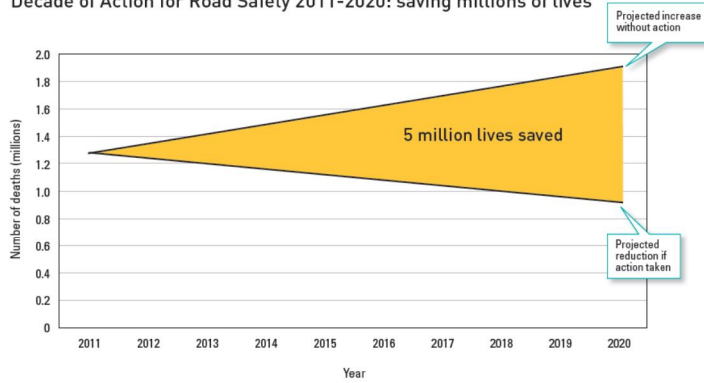
FIRST GLOBAL MINISTERIAL CONFERENCE
ON ROAD SAFETY
MOSCOW 2009

24 |

World Health
Organization

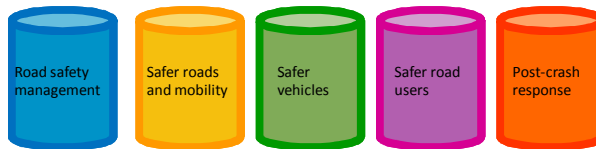
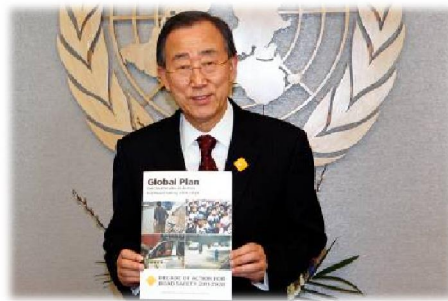
Decade of Action for Road Safety 2011-2020

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



To halt or reverse the predicted increase in road traffic fatalities around the world

Global plan for the Decade



Monitoring of the Decade Global Status Reports for Road Safety

1. To indicate the gaps in road safety nationally and thereby stimulate road safety activities.
2. To describe the road safety situation in all Member States .
3. To assess changes that have occurred since the publication of the Global status report 2009.
4. To serve as a baseline for monitoring activities relating to the Decade of Action for Road Safety at the national and international levels.

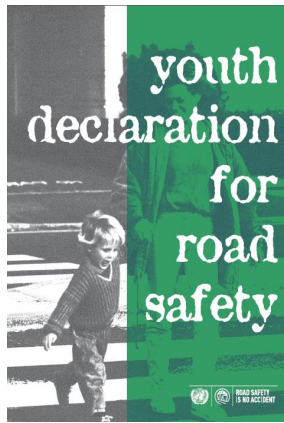


27 |

Source: Global Status Report for Road Safety 2013



UN Road Safety Weeks



2007



2013



2015

28 |



2009- 56th Regional Committee resolution Road traffic injury: A major public health concern

- Progress report every two years
- Call for action on all aspects of road traffic injury prevention
- Country level action with technical support by WHO

Road Safety Decade Diaries 2011 - 2013

About the Diaries

Many strides have been made by countries of the Eastern Mediterranean Region over the first two years of the United Nations Decade of Action for Road Safety.

The WHO Eastern Mediterranean Regional Office, in coordination with WHO Geneva, developed a regional documentation tool to be used in tracking the progress made in the Region for the Decade of Action for Road Safety 2011-2020. The many elements addressed in the tool include:

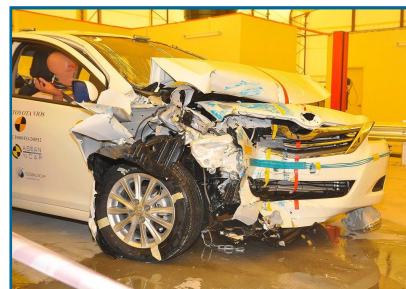
- Information on the national focal person
- Road safety multi-sectoral action plans and ministries involved
- Activities and projects (including policy development, awareness, meetings, and training/HRD development)
- Road safety articles and research published in scientific journals and newspapers
- Changes in road safety laws
- The use of social media to promote the Decade
- Participation in 2nd UN Road Safety Week 2013.

Figure 8: Activities undertaken under the Decade, 2011-2013

Activity	Count
Officially nominated focal points	13
Multi-sectoral road safety plans in line with the global plan for the Decade, with the involvement of ministries of health, interior and transport	13
Activity lead conducted under the Decade is policy development	13
Newspaper road safety publications were reported in a country	13
13 countries reported participation in the 2 nd UN Road Safety Week	13
4 countries reported a change in road safety law	4
7 countries have used social media to promote the Decade of Action for Road Safety	7
6 countries published road safety info in scientific journals	6

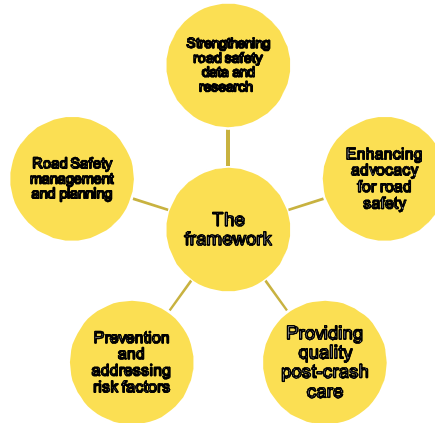
2012- Injury prevention a regional priority area

- 5-year injury prevention action plan
- Developed in collaboration with HQ and a group of experts.
- Specific focus on road traffic injuries and trauma care



Draft regional strategic framework for road traffic injury prevention

- The framework aims :
 - to provide guidance to countries of the region for developing and implementing plans of action for road traffic injury prevention and control based on WHO related guidelines.
 - As an advocacy tool at the policy-making level



31 |

WHO Instruments for Profiling Trauma Care Services

- WHO Instruments for Profiling Trauma Care Services
- Standardized methodology for estimation of economic cost of road traffic injuries



32 |

Regional capacity building efforts

- TEACH-VIP
- MENTOR-VIP
- National focal persons meetings
- Added value of global status report exercises

T raining,
E ducating,
A dvancing
C ollaboration in
H ealth on
V iolence and
I njury
P revention



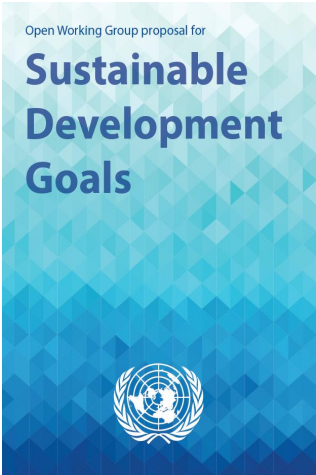
NEXT STEPS:

A) Post-2015 SDGs

GOAL 3

Ensure healthy lives and promote well-being for all at all ages

3.6 By 2030, halve the number of global deaths and injuries from road traffic accidents



B) 2nd Ministerial Meeting on Road Safety



2nd High Level Meeting on Road Safety
Brazil, November 2015



35 |



Thank you

