



Independent Council for
Road Safety International

International Symposium

Road Safety Around the World: Future Concerns

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TATA TRUSTS



World Health
Organization

Voluntary Global Performance Targets for Road Safety Risk Factors and Service Mechanisms

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**World Health
Organization**

The mandate

- Brasilia Declaration, 2015
- United Nations General Assembly Resolution A/70/260
- World Health Assembly Resolution 69.7.

“requests WHO, in collaboration with other United Nations agencies and the United Nations regional commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist interested countries to develop voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.”



Why we need global targets?

- Complement not compete with the SDG process
- Global level
 - Raises awareness of road safety issue
 - Allows assessment of progress towards DoA / SDG goals
- National level
 - Keeps focused action, especially where results made public
 - Allows adjustment of activities as needed

Road safety-related SDGs and targets



SDG Goal 3: Ensure healthy lives and promote well-being for all at all ages

Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents



SDG Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable

Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

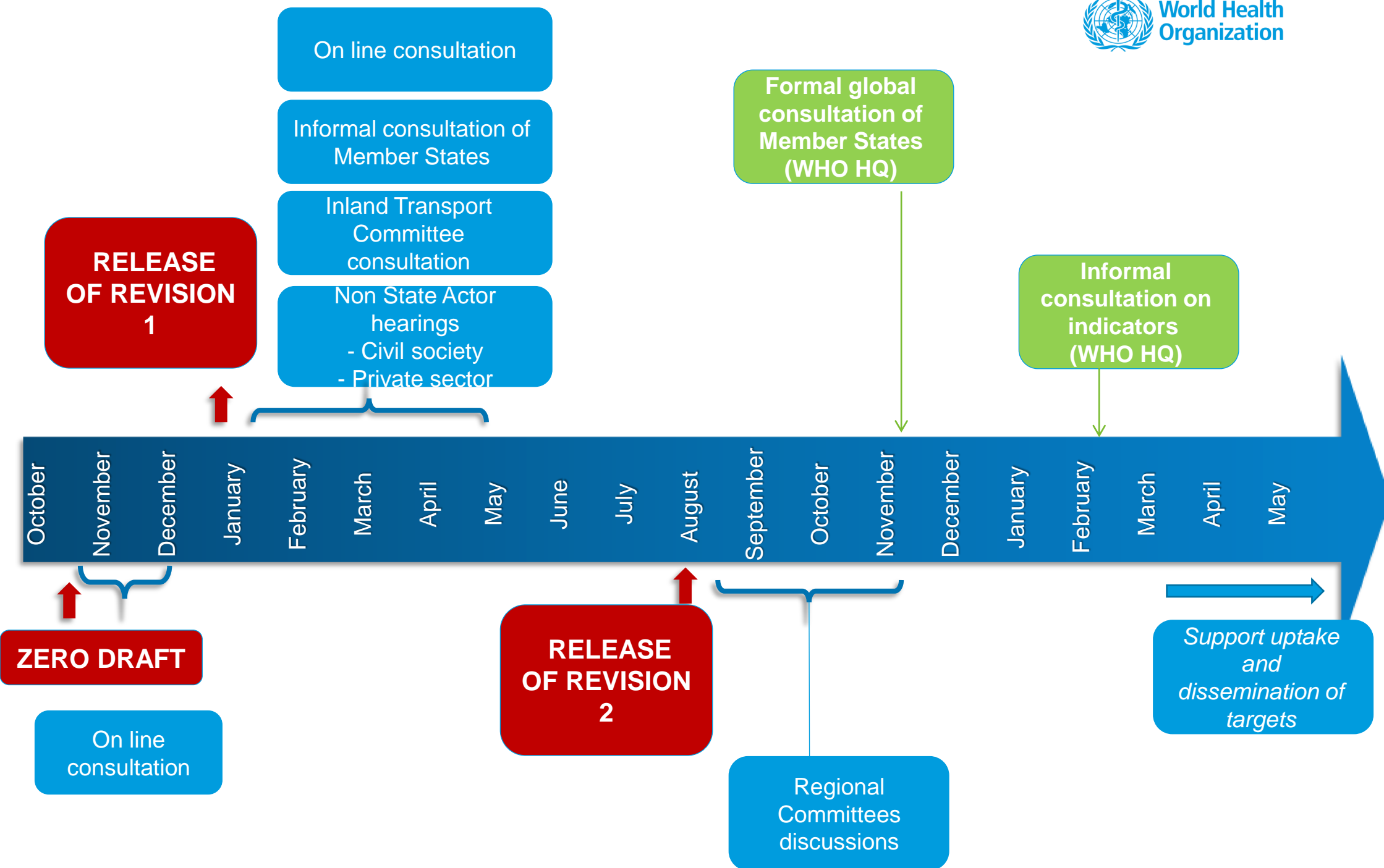


Criteria for developing targets

- High epidemiologic and public health **relevance** (strong causal links, other health co-benefits)
- **Evidence** driven targets and indicators
- Availability of effective and feasible public health **interventions**
- Evidence of **achievability** at the country level
- Ability to be **measured**
- Ease of **communication**
- **Time bound**



Process



Pillar 1: Road safety management

TARGET
1
2020



Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

TARGET
2
2030



Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.



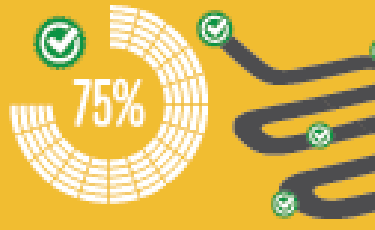
Pillar 2: Safe roads and mobility

TARGET 3
2030



Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

TARGET 4
2030



Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

Pillar 3: Safe Vehicles



Pillar 4: Safe road users (1)



Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.



Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.



Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

Safe road users (2)

TARGET 9 | **2030** |  **50%**

Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

TARGET 10 | **2030** | 

Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

TARGET 11 | **2030** | 

Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

Pillar 5: Post crash response

TARGET **12**
2030



Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

Next steps

- UNGA Resolution (April 2018) endorsing Targets and encouraging adoption of national targets
- Development of resources & tools to assist Member States to implement
- Monitoring progress towards achievement of targets – national level and global level progress can be assessed

http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/