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**Voluntary global performance targets for road safety
risk factors and service delivery mechanisms**

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Voluntary global performance targets for road safety risk factors and service delivery mechanisms

Nhan Tran

1 RATIONALE

Road traffic injuries are the ninth leading cause of death globally, and the principal cause of death among those aged 15–29 years. Road traffic crashes are responsible for over 1.25 million deaths each year, while estimates of the burden of non-fatal injuries range from 20 to 50 million. Half of all deaths on the world's roads are among those with the least protection – motorcyclists (23%), pedestrians (22%) and cyclists (4%). However, the likelihood of dying on the road as a motorcyclist, cyclist or pedestrian varies by region: for example, the African Region has the highest proportion of pedestrian and cyclist deaths at 43% of all road traffic deaths, while in the South-East Asia Region motorcyclists comprise the highest proportion of road traffic deaths at 34%. This partly reflects the predominant forms of mobility in different regions, as well as the level of safety measures in place to protect different road users.

Although road traffic injuries have been a leading cause of mortality for many years, most traffic crashes are both predictable and preventable. There is considerable evidence on interventions that are effective at making roads safer: countries that have successfully implemented these interventions have seen corresponding reductions in road traffic deaths. Rolling out these interventions globally offers huge potential to mitigate future damage and save lives at a global level.

2 MANDATE

In recognition of the scale of the health, social and economic impacts of this problem – and the potential to intervene effectively – in 2011 the United Nations declared a Decade of Action for Road Safety, with the aim of reducing the number of global road traffic deaths. In September 2015, the Decade of Action goal was augmented by ambitious global targets within the 2030 Agenda for Sustainable Development. Sustainable Development Goal 3.6 calls for a reduction in the absolute number of road traffic deaths and injuries by 50% by 2020, relative to a baseline estimate from 2010. Road safety is also covered in SDG target 11.2, which aims to provide access to safe, affordable, accessible and sustainable transport systems for all by 2030.

The importance of setting performance targets and monitoring progress towards the achievement of the SDG targets was highlighted in United Nations General Assembly Resolution A/70/260, adopted in April 2016, as well as by the World Health Assembly. Indeed, WHA Resolution 69.7, adopted in May 2016, requested 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.

3 THE NEED FOR TARGETS

Voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries will complement the relevant SDG targets. Countries that have managed to improve road safety have shown that doing so is aided by setting targets and reporting on progress towards those targets based on agreed indicators. This can serve to maintain momentum and action towards national road safety efforts in support of positive impacts. Targets and associated indicators provide a means to monitor the extent of progress, and provide an opportunity to adjust the focus and scale of national road safety activities as needed in order to ensure that targets are met in support of objectives.

While the global targets to be developed are to be used by countries to guide further action on national road safety efforts, monitoring of progress towards these targets has an important function for the global agenda as well. It serves to raise awareness and reinforce political commitment for stronger and coordinated global action involving all relevant stakeholders for road safety. Global performance targets can also be helpful in assessing progress towards coordinated multi-country initiatives, such as the Decade of Action for Road Safety 2011–2020 and the relevant Sustainable Development Goals.

Some countries have already established highly ambitious long term performance goals for making their roads safer, such as zero deaths and serious injuries on the road. These longer term goals are usually accompanied by shorter term interim objectives and targets, which in turn articulate specific indicators formally adopted by governments. The indicators are assessed on their projected potential to achieve the target on the basis of the evidence of effectiveness available. All countries are encouraged to adopt long term goals of this kind as a framework for achieving the SDG targets.

What process was used to develop the targets with guidance from leading agencies in different domains of road safety. To ensure the representation of these sectors, in September 2016 WHO established a technical working group to advise on the development of the targets and related indicators.

A number of consultative steps were taken in the development process. As well as the full participation of Member States, the process involved wide ranging multi-sectoral participation, including from the United Nations Road Safety Collaboration members, the Inland Transport Committee of the United Nations Economic Commission for Europe, the relevant working parties of the United Nations Economic Commission for Europe, as well as relevant Non-State actors. In this way, representatives from national road safety lead agencies, as well as relevant stakeholders from other ministries (including ministries of health, transport, interior) and civil society will be represented in the process. Figure 1 outlines the systematic and participatory multisectoral process used to develop the targets. A global Formal Meeting of Member States was convened in November 2017 to finalise the 12 voluntary global performance targets.

The establishment of 12 voluntary global performance targets relating to key risk factors and service delivery mechanisms will assist global road safety policy efforts. Selected targets are based on sound scientific evidence, have related indicators that are measurable, and politically supported.

Figure 1: Proposed process for developing voluntary global performance targets on road safety risk factors and service delivery

Meeting of WHO technical expert group to generate candidate voluntary global performance targets and indicators	September 2016
Release of WHO Discussion Paper (zero draft)	October 2016
5 informal consultations on WHO Discussion Paper (zero draft)	Oct. – Dec. 2016
<ul style="list-style-type: none"> • Web based consultation • Member States • UNECE Working Party 29 • UN Road Safety Collaboration • Safety 2016 (injury conference) 	
Release of updated WHO Discussion Paper (Revision 1.0)	February 2017
4 informal consultations/hearings : WHO Discussion Paper (Revision 1.0)	Feb. to May 2017
<ul style="list-style-type: none"> • Open web-based consultation • All Member States (WHO HQ) • Inland Transport Committee (UNECE) • UNECE Working Party 1 • Non-state actors (e.g. civil society, road safety NGOs, professional societies, private sector) 	
Release of updated WHO Discussion Paper containing Revision 2	June 2017,
Global Formal Meeting of Member States (WHO HQ) Regional Committee discussions	Aug. – Nov 2017.
Release of final WHO report	November 2017


GLOBAL ROAD SAFETY PERFORMANCE TARGETS

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.

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.

TARGET 5
2030




Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

TARGET 6
2030



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
2030



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

TARGET 8
2030



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

TARGET 9
2030



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.

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.

- PILLAR 1: Road safety management
- PILLAR 2: Safer roads and mobility
- PILLAR 3: Safe vehicles
- PILLAR 4: Safe road users
- PILLAR 5: Post-crash response

Following the request of the United Nations General Assembly, on November 22, 2017 Member States reached consensus on 12 global road safety performance targets. For more information: http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/

