



SUSTAINABLE DEVELOPMENT GOALS



ROAD SAFETY FOR ALL

JANUARY 2019

THE UN SUSTAINABLE DEVELOPMENT GOALS



11. SUSTAINABLE CITIES AND COMMUNITIES

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.

3. GOOD HEALTH

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.

Dear Friend,

A target to halve global road traffic fatalities and injuries in just five years was set by the UN General Assembly in 2015, as part of the Sustainable Development Goals (SDGs). It is a very ambitious objective, which requires concerted effort of all stakeholders. It is my belief that road traffic deaths and injuries are largely preventable.



The developed world has shown that through a combination of funding, legislation and education, once-horrifying figures can be reduced. In the less developed world, the results are not as promising: 93% of global road fatalities take place in low- and middle-income countries, where 60% of the world's vehicles are registered. Road safety has become a form of privilege, but it should be a human right. We have the necessary tools at hand, to ensure that every person around the world is able to move safely.

Since my appointment in 2015, I travelled to more than 70 countries and had bilateral meetings with more than 150 officials, including 23 heads of States. We have achieved considerable progress in obtaining political attention and sustainable commitment to one of the most pressing development challenges, taking lives of an estimated 1.35 road users annually and leaving tens of millions more injured for life. We have launched the first-ever United Nations Road Safety Trust Fund, aimed at mobilizing much-needed resources to support Member States in their road safety efforts.

However, this is not enough and more needs to be done to revert the rising number of fatalities on the global roads. We must join efforts of all relevant stakeholders in coordinated and rigorous action towards achieving road-safety-related SDG targets 3.6 calling to halve the number of fatalities on roads by 2020 and 11.2 to provide access to safe and sustainable transport for all by 2030. I count on support and contribution of all the stakeholders involved towards implementing our shared vision of safe and sustainable future for all.

This brochure gives an overview of the global road safety situation and opportunities to make progress towards furthering global road safety agenda.

UN Secretary General's Special Envoy for Road Safety

APPOINTMENT OF THE UN SPECIAL ENVOY FOR ROAD SAFETY, JEAN TODT:

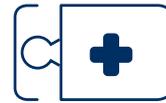
- On 29 April 2015 Jean Todt was appointed as the UN Secretary-General's Special Envoy for Road Safety. Jean Todt is also the President of the Fédération Internationale de l'Automobile (FIA).
- The Special Envoy is to: help mobilize sustained political commitment towards making road safety a priority; advocate and raise awareness about the United Nations road safety legal instruments; share established road safety good practices; and generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors.
- UNECE hosts the Secretariat of the UN SG's Special Envoy for Road Safety.



A GLOBAL CHALLENGE

1.35 MILLION

EVERY YEAR 1.35 MILLION PEOPLE ARE KILLED AND 50 MILLION SERIOUSLY INJURED DUE TO ROAD CRASHES.



EVERY 24 SECONDS

ROAD CRASHES KILL ONE PERSON EVERY 24 SECONDS – THAT'S NEARLY 3,700 KILLED A DAY.



#1 KILLER

ROAD CRASHES ARE THE NUMBER ONE KILLER OF 5 TO 29 YEARS-OLD.



#8 LEADING CAUSE OF DEATH

ROAD CRASHES ARE THE 8TH LEADING CAUSE OF DEATH GLOBALLY.



> 1/2 OF DEATHS

MORE THAN HALF OF ALL ROAD TRAFFIC DEATHS ARE AMONG VULNERABLE ROAD USERS (CYCLISTS, MOTORCYCLISTS AND PEDESTRIANS).



93% OF DEATHS

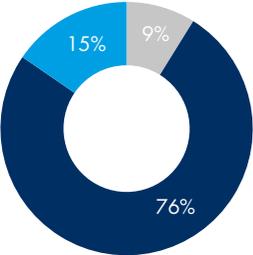
93% OF DEATHS OCCUR IN LOW- AND MIDDLE-INCOME COUNTRIES, WHICH ACCOUNT FOR ONLY 60% OF VEHICLES REGISTERED WORLDWIDE.



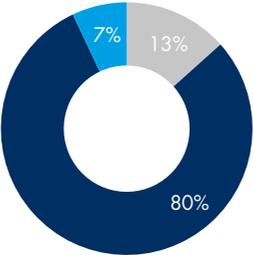
SOURCE: WHO

ROAD TRAFFIC FIGURES

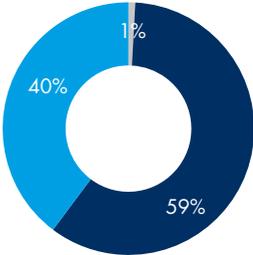
WORLD'S POPULATION



ROAD TRAFFIC FATALITIES



REGISTERED VEHICLES



- High-income countries
- Middle-income countries
- Low-income countries



ROAD SAFETY IN THE UN SUSTAINABLE DEVELOPMENT GOALS

GOAL 3: GOOD HEALTH, TARGET 3.6

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



HOW TO REACH IT:

1. Road Safety Management

All countries should have in place dedicated institutions for road safety, such as lead agencies, and develop national strategies with a comprehensive multisectoral national road safety action plan with time-bound targets.

2. More Effective Laws

According to the WHO, only 21% of the world's population is covered by adequate laws covering the five main risk factors: speed, drink driving, motorcycle helmet use, seat belt and child restraint use.

All countries should accede to one or more of the core road safety-related UN legal instruments to improve their UN road safety regulatory governance.

3. Infrastructure

The International Road Assessment Programme has estimated that 50% of casualties occur on around 10% of the road network. International efforts must be reinforced to ensure greater road safety for all road users through proper planning, design, building and maintenance of high safety performance standards of road networks.

4. Improved Data Collection

Effective action can only be taken if it is targeted and measured with accurate data. Regional collaborations such as Latin America's OESEVI should be supported and developed in other world regions. UNECE, International Transport Forum and Eurostat have jointly developed harmonized statistical methodology covering road safety statistics which could be easily implemented worldwide. All countries should be urged to adopt the '30 day rule' for defining and reporting road traffic fatalities and injuries.

5. United Nations Road Safety Trust Fund

More support for the United Nations Road Safety Trust Fund, launched in April 2018, which aims at assisting Member States in their efforts to substantially curb the number of fatalities and injuries from road traffic crashes and to reduce related economic losses.

6. Vehicle Safety

All new cars should meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements. Currently, a third of new cars (20 million) do not meet these standards.

7. Safer Road User Behaviours

Comprehensive programmes to improve road user behaviour should be developed. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, to reduce drink driving, speeding and restrict the use of mobile phones while driving. All countries should enact regulation for driving time and rest periods for professional drivers.

8. Post-Crash Care

All countries should establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

ROAD SAFETY IN THE UN SUSTAINABLE DEVELOPMENT GOALS

GOAL 11: SUSTAINABLE CITIES AND COMMUNITIES, 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.

HOW TO REACH IT:

1. Safe Cities

There is a need to provide safe, accessible, affordable and environmentally-friendly transport services for all road users, and in particular vulnerable users. Safe and sustainable transportation in cities, and adequate safe infrastructure for both non-motorized and motorized transport are vital.

2. Pedestrians and Cyclists

Design for all pavements and separate bicycle lanes should be provided to encourage active mobility.

3. Public Transport



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_811

