



Monitoring the Progress in Road Safety in ESCAP region

Expert Group Meeting on
Progress in Road Safety Improvement in Asia and the Pacific

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organized by



and





**Expert Group Meeting on progress in road safety improvement
in Asia and the Pacific; Seoul, 8-10 May 2013**

Progress in Road Safety in Asia and the Pacific region

Transport Division, UNESCAP



Regional snapshot

Road traffic injuries are a leading cause of death and disability in the region

- 777,000 deaths (approx. 62% of 1.24 m global road deaths)
11% more than in 2007

VRUs account for the majority of deaths

- Diverse road safety issues in countries reflect diversity of the region

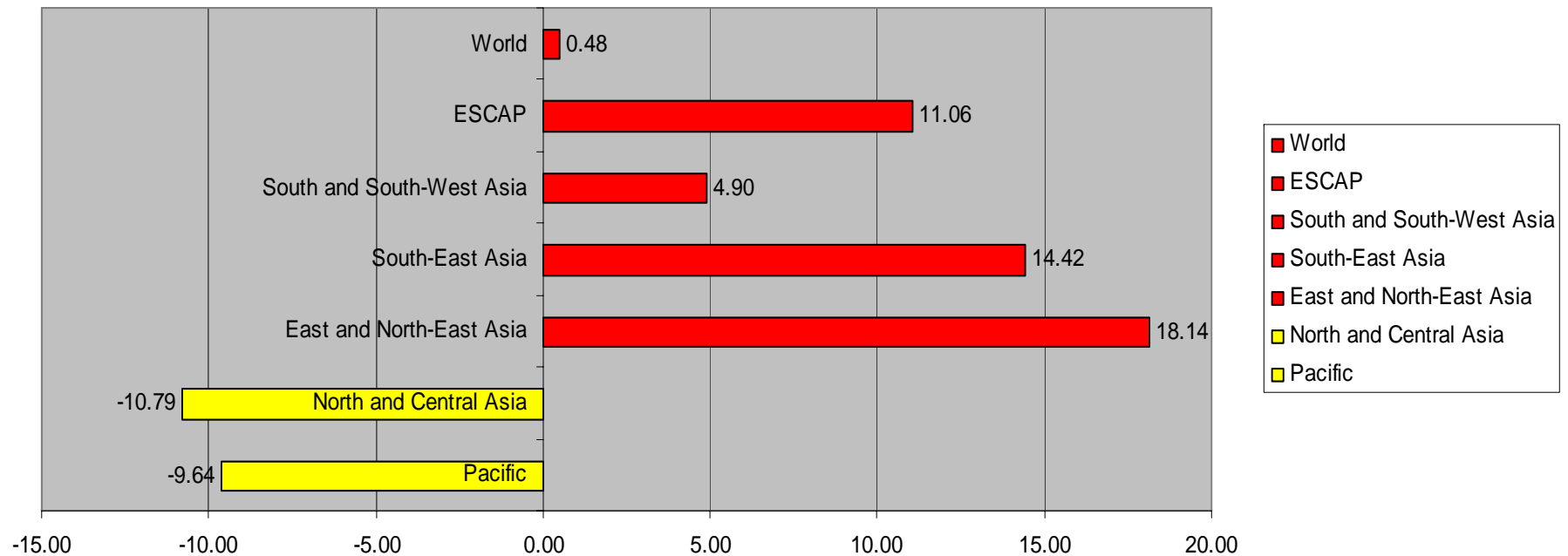
Most countries still in early stages of road safety action implementation-progress has been made

- Developed countries have done very well but it is becoming harder to get road fatality rates down



Change in road traffic deaths, 2007-2010 (%) - 2 sub-regions show progress; 4 regress

Change in Road Traffic Deaths Between 2007 and 2010 (in percent)





Overall progress in road safety is mixed

- 21 countries in ESCAP region reduced road deaths, showing improvements possible
- More recent data of 2011 and 2012 for some countries also show similar trend
- Road traffic death rate in ESCAP (18.62) was higher than world average (18.04/100,000)
- South-East Asia had the highest death rate (19.78)
- Lowest death rate: 6.1 (Australia); Highest: 38.1 (Thailand), 34.1 (IR), 25 (Malaysia), 24.7 (VN)



Motorcyclists, pedestrians and cyclists are more vulnerable in the region

- Half of world's road traffic deaths occur among VRUs; in ESCAP region it is nearly 55%
- Motorcyclists account for between one-third and three-fourths of all road deaths in 10 countries;
- One-third or more of road traffic deaths are among pedestrians in 8 countries
- Cyclists share more than 10% deaths in 2 countries



Law – availability and enforcement

- Except on child restraint, laws to cover main risk factors exist in most countries
- In many countries laws are not comprehensive to cover all aspects of the risk factors
- Law enforcement, however, varies between countries

https://www.yunbaogao.cn/report/index/report?reportId=5_5920

预览已结束，完整报告链接和二维码如下：



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observations

c crashes and death rates high in
and newly industrialized economies

s are linked to higher vehicle densities;
nt link between road safety and
ure development

se - primary class roads have best record,
s III have the worst record – room for
ent through safer infrastructure design