Road safety in the SDGs

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Road traffic injuries: a leading public health and development issue

- Number 1 cause of death among those aged 15-29 years
- Road crashes estimated to cost countries US$1,800 billion or 3% of Gross Domestic Product (GDP) globally
- Economic losses in low- and middle-income countries equivalent to 5% of GDP or US$1,000 billion per year
Road traffic death rates are highest in low- and middle-income countries.
Trends

• Increasing death rates in many low- and middle-income countries

DR Congo

Mexico

Cambodia
Change is possible: steady progress in select high-income countries

France

Australia

Sweden
While many countries are making progress, the situation is deteriorating in many
We know what works

• Making road safety a political priority
• Safe infrastructure
• Safe vehicles
• Behavioural change (through legislation, enforcement, public awareness)
• Effective post-crash care
Much more work is needed

- Less than 15% of the world’s countries have good road safety laws relating to key risk factors
- Most countries do not meet the minimum UNECE regulations on vehicle safety
- Many roads in low- and middle-income countries lack safe infrastructure, notably for pedestrians and cyclists (e.g. pavements, zebra crossings).
Monitoring change

- UN GA resolution 54/255 in 2010 called for a Decade of Action for Road Safety (2011–2020).
- Status reports to be used as a monitoring tool for the Decade and beyond
- 3rd report - November 2015
SDG road safety target

- To halve the number of road traffic fatalities to 600,000, (by 2030, based on the 2010 figure of 1.24 million)
- Target (rates) depend on country income status
Co-benefits of achieving the road safety target

• Improving global road safety will have additional important benefits that relate to other SDGs (e.g., transport, climate change)