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

Following the adoption of United Nations General Assembly resolution A/70/260 in April 2016 and the adoption of resolution WHA69.7 by the Sixty-ninth World Health Assembly in May 2016, WHO headquarters in collaboration with partners has prepared a discussion paper on voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.

The discussion document is a means for consulting with WHO regional committees as part of the development of the voluntary global performance targets to assist interested countries. It is anticipated that the final agreement on the voluntary performance targets will be made at a global Formal Meeting of Member States in November 2017. The Formal Meeting report will be proposed for submission to the Seventy-first World Health Assembly in May 2018, with input from the 142nd session of the Executive Board in January 2018.

The 67th session of the Regional Committee for Europe is invited to consult on this document.

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

Background

1. 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.¹ There were 85 000 deaths in the European Region where it is the leading cause of death in children and young people aged 5-29 years. The Region has among the safest countries in the world and most traffic crashes are both predictable and preventable. Sharing expertise and rolling out interventions that reduce road traffic injuries offers huge potential to mitigate future damage and save lives.

2. 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. The Global Plan for the Decade of Action for Road Safety 2011–2020 was developed to achieve this. In September 2015, the Decade of Action goal was augmented by ambitious global targets within the *2030 Agenda for Sustainable Development*². 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.

Development process of voluntary global performance targets

3. 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/70/260,³ as well as by the World Health Assembly Resolution 69.7.⁴ This requested WHO, in collaboration with other United Nations agencies and the United Nations regional commissions, 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.

4. A number of consultative steps will be taken in the development process of the voluntary global performance targets. It is anticipated that the final agreement on these will be made no later than November 2017, through a global Formal Meeting of Member States. The Formal Meeting will result in a report which will be proposed for submission to the 142nd session of the Executive Board for consideration by Member States. Member States may decide at the Formal Meeting that the report will include a final set of voluntary global targets for road safety risk factors and service delivery mechanisms. The Formal Meeting report may be considered at the Seventy-first World Health Assembly and other appropriate governing bodies. Annex 1 summarises the consultative and developmental process of the document since its inception by a group of experts in September 2016.⁵ A second revision of the WHO discussion paper will be further discussed during a number of WHO's regional committee meetings between August and October 2017.

¹ http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/

² <http://www.un.org/sustainabledevelopment/sustainable-development-goals/>

³ http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/70/260&referer=/english/&Lang=E

⁴ http://apps.who.int/gb/ebwha/pdf_files/WHA69/A69_R7-en.pdf?ua=1

⁵ http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/

Defining and monitoring voluntary global performance targets

5. The Global Plan for the Decade of Action for Road Safety 2011–2020 is based upon recommendations of the 2004 World report on road traffic injury prevention. As such, the targets for inclusion in the global monitoring framework are aligned with this Plan and address the following core areas of road traffic injury prevention: a) Road safety management b) Safer roads and mobility c) Safer vehicles d) Safer road users e) Post-crash response.

6. For each voluntary global target one or more indicators will need to be developed which may be outcome indicators, intermediate outcome indicators or national systems response indicators⁶. A “target” represents the specific goal to be achieved by 2030. The baseline year to be used for all targets is 2018, in order to give time to countries to establish baseline data for targets where these are currently unavailable. Some data are available through existing monitoring mechanisms, such as the WHO Global status report on road safety, while new technical tools will be developed to support data collection for some of the proposed indicators.

7. Road safety core areas of the Global Plan for the Decade of Action for Road Safety 2011–2020 with selected targets, indicators and potential data sources that are being considered. A selection of these have been shown as illustrative examples.

Road safety core areas	Selected targets	Selected indicators	Potential data sources
Road safety management	Multisectoral action plans on road safety with time bound targets	Existence of such a plan	Global status report on road safety
Safer roads and mobility	100% of new roads are 3 or more star for all road users as assessed by iRAP ⁷	% of such roads	As published by iRAP or EU. EU directive 2008/96/EG
Safer vehicles	100% of new vehicles meet UN vehicle priority standards	% of UN regulations implemented	UNECE and Global status report on road safety
Safer road users	% improvements in risk behaviours of speed, car restraint and helmet usage, drink driving, distracted driving ⁸	% of road users at risk for each risk behaviour	Global status report on road safety
Post-crash response	Reduce time from crash to emergency care by 10% per year	Average times taken	Health information systems

⁶ National system response indicators are taken to mean interventions relating the capacity of the health and/or transport system(s): infrastructure, policies and plans, access to key health-care interventions and treatments.

⁷ <http://www.irap.net/en/about-irap-2/star-ratings>. Star ratings are based on road inspection data and provide a simple and objective measures of the level of safety which is built in to the road for vehicle occupants, motorcyclists, cyclists and pedestrians. Five star roads are the safest while one star roads are the least safe. Note that star ratings can be completed without reference to detailed crash data which are often unavailable.

⁸ Criteria considered essential for legislation on speed, seat belt use, car child restraint use, drink driving, helmet use and distracted driving according to the *Global status report on road safety 2015*:

Regional implications

8. If the ambitious target of the Decade of Action for Road Safety of a 50% reduction in fatalities by 2020 is to be achieved in Europe, a considerable scale up of preventive efforts will be required. Developing and adopting voluntary targets and indicators would be important to achieving this. Many of the countries with the highest road safety standards in the world are in Europe, and there is a big potential to exchange good intersectoral practice to reduce inequalities in road safety in the Region. The Global status reports on road safety is one of the tools being used to monitor progress towards the Decade and 52 countries in the European region are taking part in the 2018 survey, which would provide much of the information on the proposed voluntary targets .

9. Achieving and monitoring progress towards the SDG target requires the adoption of voluntary targets and indicators. Hence the participation at the formal meeting of Member States on 20-21 November 2017 would be important to complete the development of a set of voluntary global targets and their associated indicators. The consensus achieved at the formal meeting of Member States will be transmitted to the governing bodies of WHO and other UN agencies, as appropriate. Member States are invited to nominate up to two representatives. In view of the importance of road safety in the European region, and the scope and purpose of the formal meeting in November 2017, it would be appreciated to receive one nominee from the health sector and one nominee from another relevant ministry.

Annex 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 headquarters) • 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 2.0	June 2017
Global Formal Meeting of Member States (WHO headquarters)	Aug. – Nov 2017
Regional Committee discussions	
Release of final WHO report	November 2017
WHO Executive Board meeting	January 2018
WHO World Health Assembly	May 2018