



European facts and Global Status Report on Road Safety 2013

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WHO Regional Office for Europe

Rome, 20 December 2013

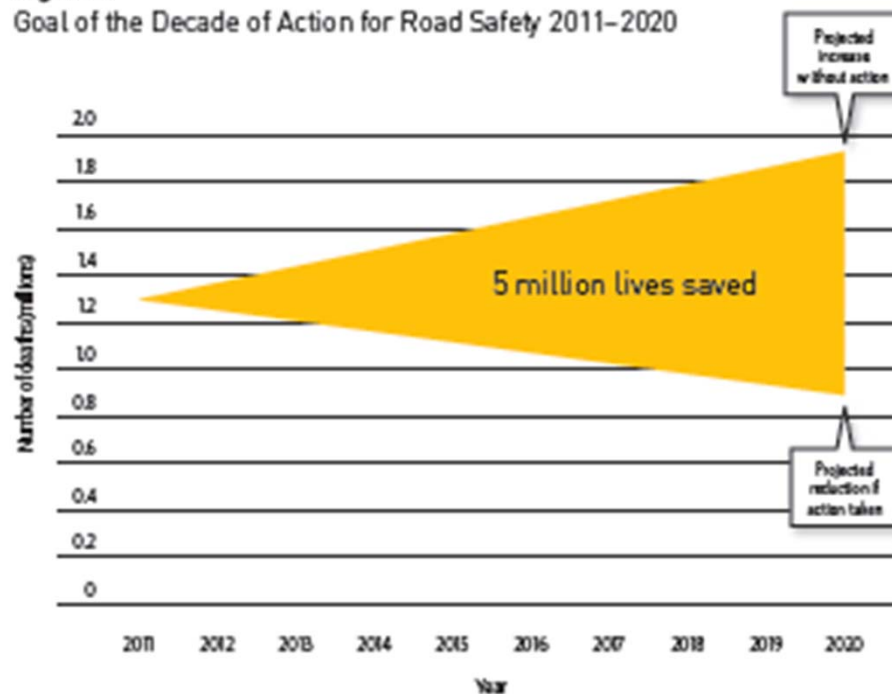
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Monitoring a Decade



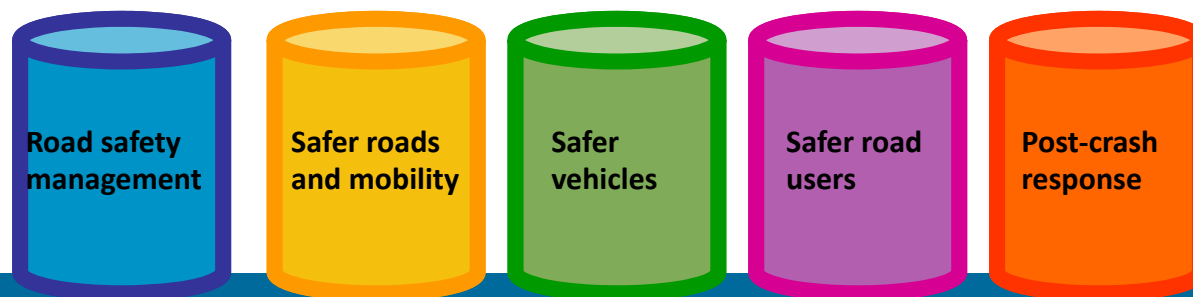
- UN GA resolution 54/255 in 2010 called for a Decade of Action for Road Safety (2011–2020)
- Status reports to be used as a monitoring tool for the Decade

Figure 1
Goal of the Decade of Action for Road Safety 2011–2020



Source: Global status report on road safety 2013: supporting a decade of action

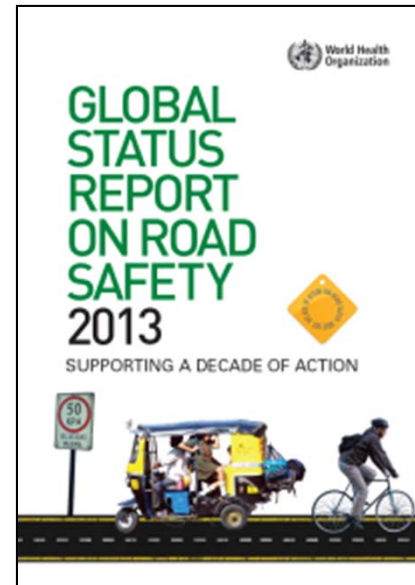
How to do it?



How to monitor it?



- Funded by Bloomberg Philanthropies
- Country-based, multisectoral, consensus process used to gather information





Participating countries

WHO region	Total number of countries ^b	Participating countries ^b	% of population	Non-participating countries ^b
African Region	46	44 (1 HIC, 18 MIC, 25 LIC)	95.1	Algeria, Eritrea
Region of the Americas	36	32 (6 HIC, 26 MIC, 0 LIC)	98.5	Antigua & Barbuda, Grenada, Haiti, Puerto Rico
South-East Asia Region	11	11 (0 HIC, 7 MIC, 4 LIC)	100.0	
Eastern Mediterranean Region ^{c,d}	22	19 (6 HIC, 12 MIC, 1 LIC)	97.2	Djibouti, Libya, Somalia
European Region	53	51 (30 HIC, 19 MIC, 2 LIC)	99.4	Monaco, Turkmenistan
Western Pacific Region ^e	27	25 (6 HIC, 18 MIC, 1 LIC)	98.7	Nauru, Tuvalu
GLOBAL	195	182 (49 HIC, 100 MIC, 33 LIC)	98.6	13

Source: Global status report on road safety 2013: supporting a decade of action



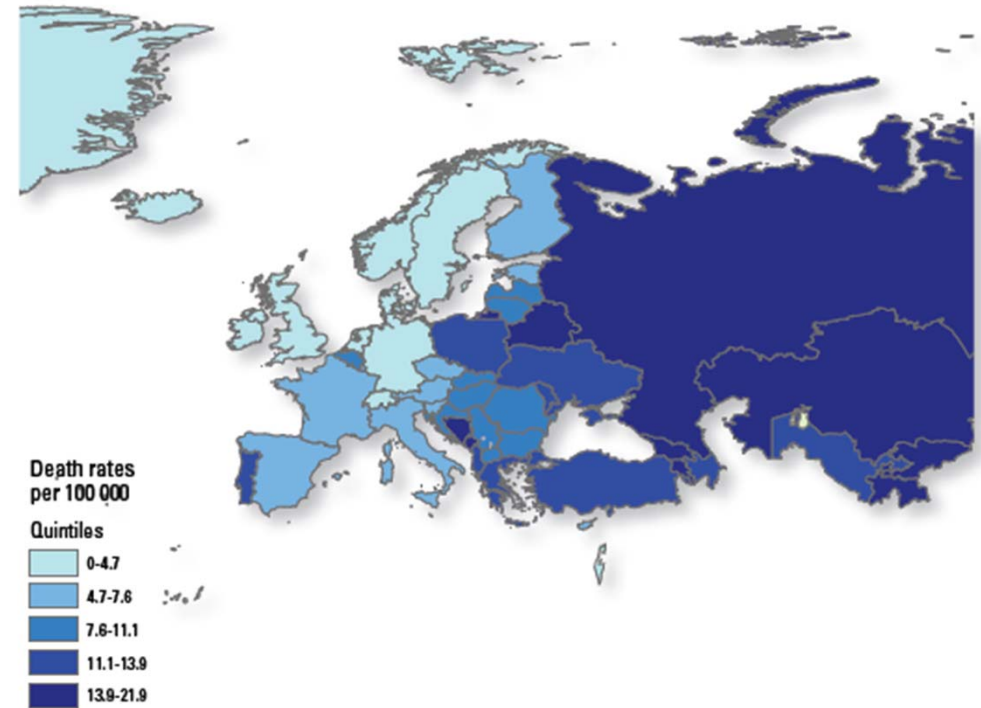
Main messages

- Globally a total of 1.24 million die annually due to road traffic injuries
- Of these 92 492 people die in the WHO European Region (a fall of 25% compared to 2007)
- Only half the countries in EURO have comprehensive legislation to control the five main risk factors
- 43% of all road traffic deaths are among pedestrians, cyclists and motorcyclists

Inequalities persist in the WHO European Region



- Large disparities still exist across the Region
- 66% of deaths are in low- and middle-income countries (LMIC)
- Death rate in LMIC is 2.4 times higher than in high-income countries (HIC)

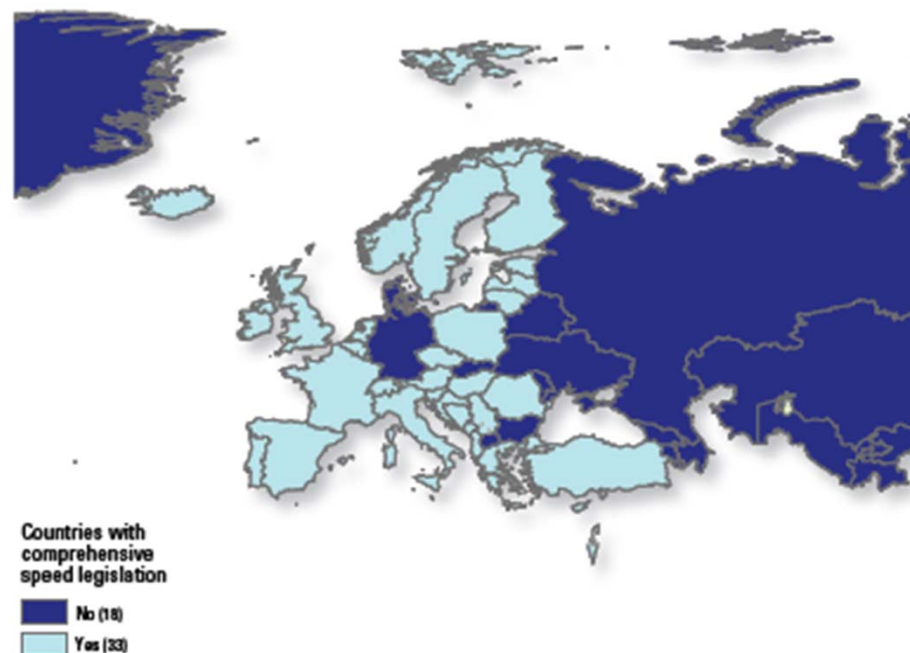


Urban speed limits are too high



- Only 33 countries (25 HIC and 8 LMIC) have a comprehensive urban speed law
- 11 countries (10 from CIS) have an urban speed limit over 50 km/h
- Enforcement needs to be improved

Fig. 3. Countries that have urban speed limits of 50 km/h or less and that allow local authorities to modify speed limits



Comprehensive urban speed law = maximum urban speed limit of 50 km/h
+ local authorities allowed to reduce speed limits

Drinking and driving

- 3 countries have a blood alcohol concentration (BAC) over 0.05 g/dl
- No alcohol limit stipulated in 2 countries
- 29% of countries impose a lower BAC for novice drivers and
- 33% have a lower BAC for professional drivers
- Enforcement considered effective in 42% of countries

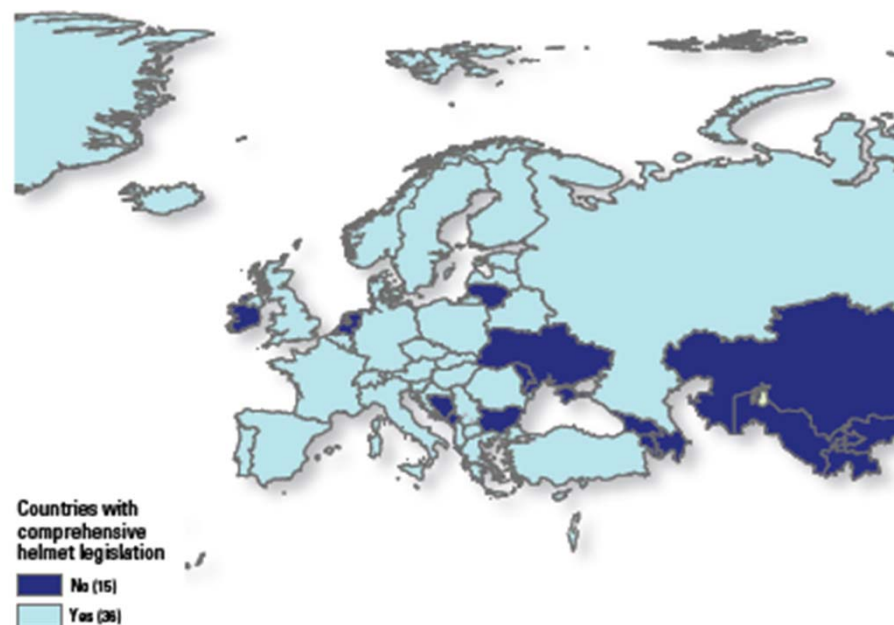


Comprehensive drink-driving law = BAC of 0.05 g/dl.

Helmet use

- 90% of countries have a helmet law that applies to all riders, all road types and all engine types
- Effective enforcement is reported by 46% of the countries

Fig. 4. Countries with a comprehensive helmet law for motorized two-wheelers



Comprehensive motorcycle helmet law = All riders, all roads, all engine types + helmet standard.

Seat-belts: enforcement needs to be improved



- All the countries have legislation on seat-belt use
- Only 3 countries do not have laws requiring seat-belt use for all occupants
- 38% of countries report that the legislation is optimally enforced



Photo: Istockphoto

Child car restraints

- 90% of countries have legislation on child car restraint use
- Only 26% of countries, mainly HIC, report that the legislation is effectively enforced

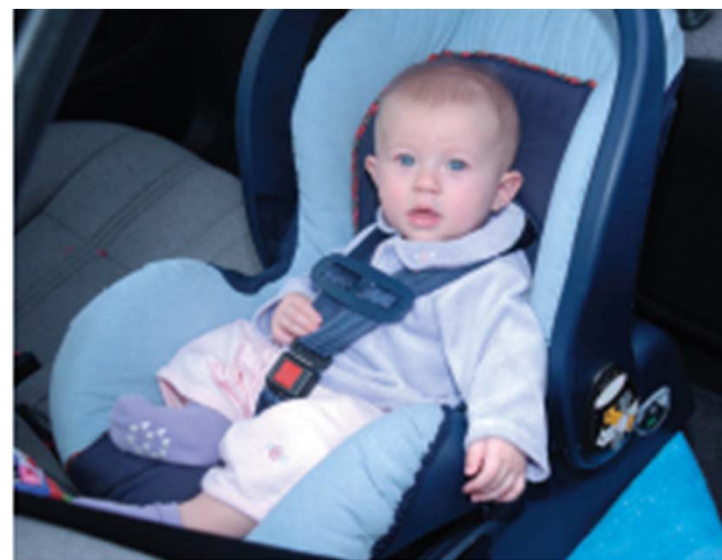
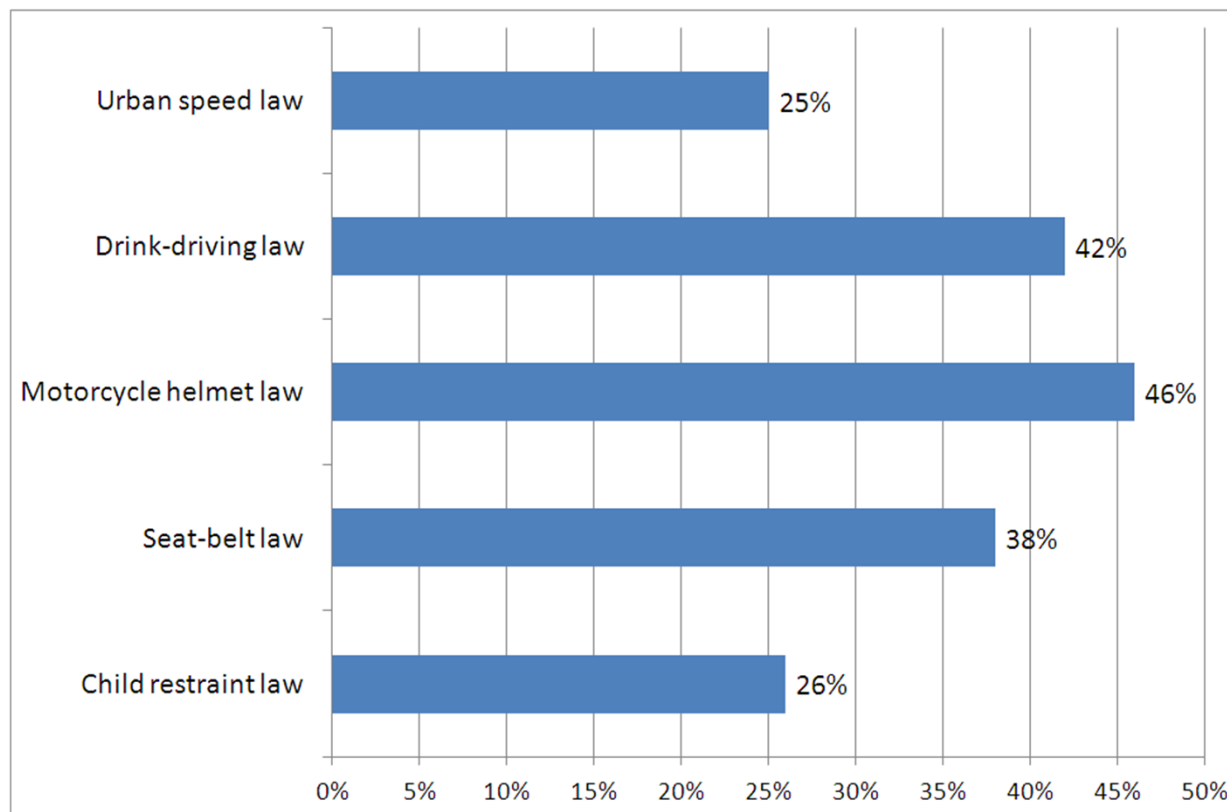


Photo: US CDC



Too few countries rate the enforcement of laws as “good”



"Good" enforcement defined as 8 or more on a scale of 0 to 10



Mobile phone use

- 98% of countries have legislation on the use of mobile phones while driving
- 96% of countries prohibit the use of hand-held mobile phones
- 10% do not allow the use of either hand-held or hands-free
- Only 37% of countries routinely collect data on the use of mobile phones

Many countries have policies which promote physically active transport



- Policies to promote walking and cycling in 33 countries
- Policies to promote public transport in 41 countries
- Policies to separate road users from high-speed traffic in 34 countries
- More HIC than LMIC have these policies



Photo: WHO/N. Di Tanno

Vehicle standards should be adopted in all countries



- 32 countries (22 HIC and 10 LMIC) were part of UN Forum for Harmonization of Vehicle Regulations in 2010
- Only 9 HIC take part in a New Car Assessment Programmes



Photo: WHO/O. O'Hanlon

For every person who dies, 23 are injured



- For every death 23 people were admitted to hospital and 112 people attended an emergency room
- 3% of those injured in road crashes ended up with a permanent disability
- Non-fatal crash injuries need better documentation
- In 32% of countries coverage by ambulance needs to be improved



Photo: WHO/P. Virost



Data systems

- Most countries (76%) rely on police data systems only; few (20%) combine databases
- 78% of countries (25 HIC and 15 LMIC) use a 30-day definition
- Quality and coverage of hospital admission and emergency department data need improvement
- Disability data provided by only 15 countries

Conclusions - more action needed to reach the goals of the Decade



- Half the countries need to adopt comprehensive laws
- Enforcement is suboptimal; stronger enforcement needs to be coupled with public awareness
- More attention needs to be paid to the plight of vulnerable road users
- Greater investment in sustainable and safer transport systems is needed
- Need to make infrastructure and vehicles safer for all road users, and improve post-crash care and road safety databases



What's going on

- Global Status Report on Road Safety 3
 - just started in EURO (11 NDC appointed)
 - monitoring tool
 - main changes: collection of legislations

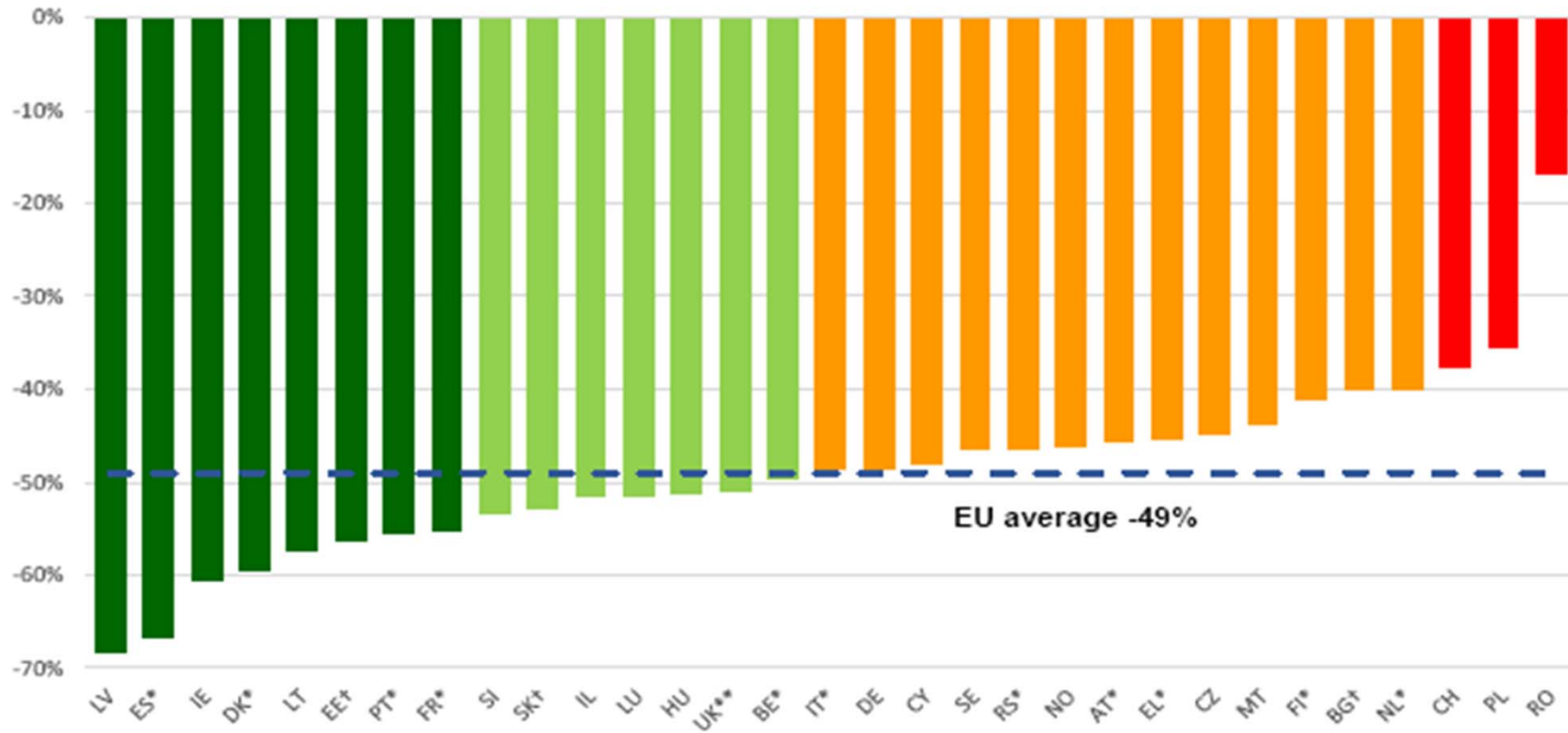


Fig. 4: Percentage change in road deaths between 2001 and 2012

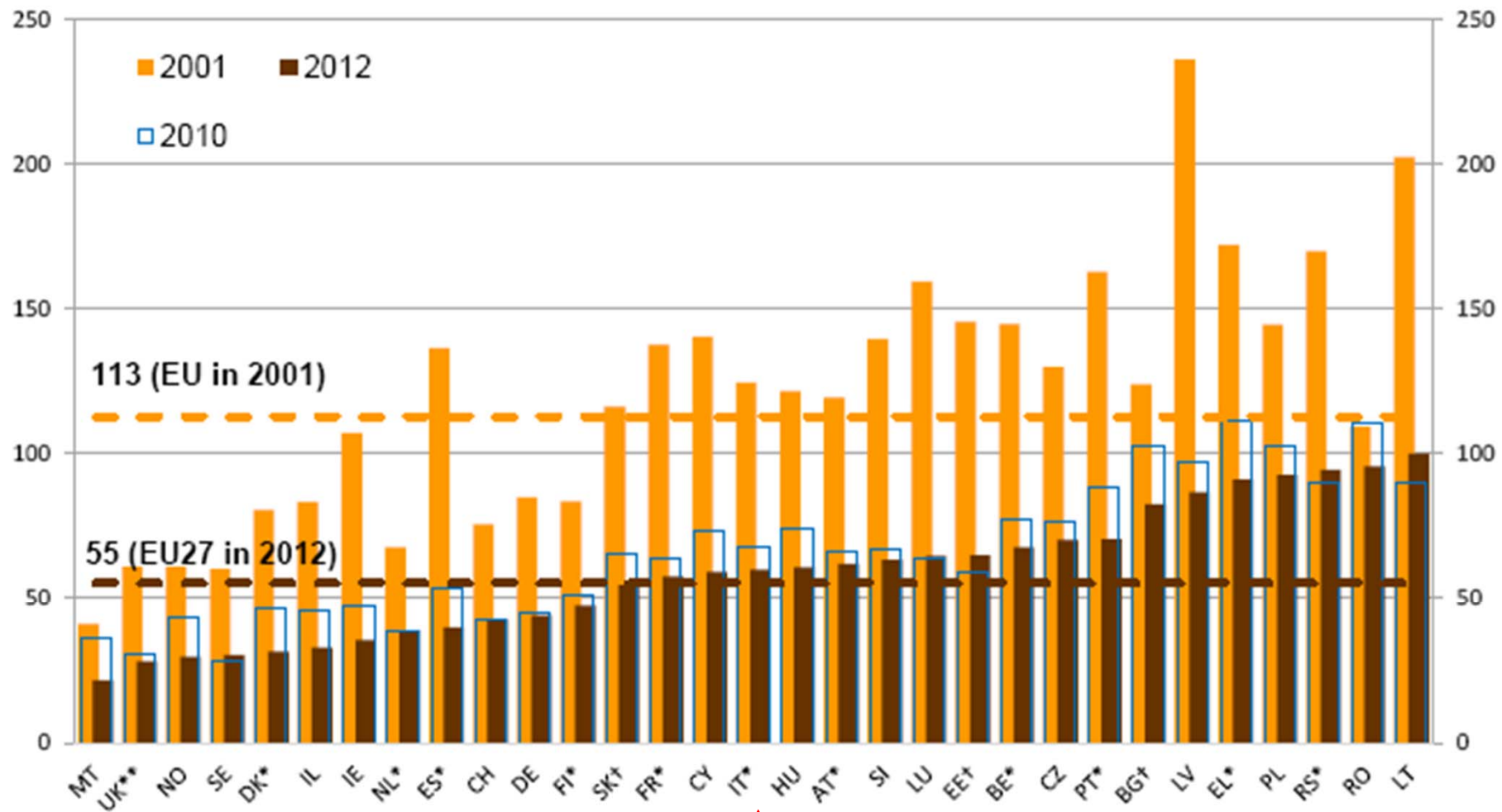


Fig. 5: Road deaths per million inhabitants in 2012 (with road deaths per million inhabitants in 2001 and 2010 for comparison)

Italy

- NDC: Maria Giuseppina Lecce (MOH)
- Respondents from: MOT, Police, ISTAT, ACI, ISS, Paediatric Hospital Emergency Dpt Bambino Gesù

ITALY

Population: 60 950 890
Income group: High
Gross national income per capita: US\$ 35 630



INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2001–2010)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Penalties to promote walking or cycling	Subnational
Penalties to encourage investment in public transport	Subnational
Penalties to separate road users to protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles (2009)	52 586 499
Cars and 4-wheeled light vehicles	40 169 966
Motorized 2- and 3-wheelers	10 074 121
Heavy trucks	944 534
Buses	98 724
Other	1 299 164
Vehicle standards applied	
UN World Forum on harmonization of vehicle standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
Reported road traffic fatalities (2009)	4 227 ^a , 78% ^a M, 22% ^a F
Estimated GDP lost due to road traffic crashes	2% ^a

^a Police records. Defined as died within 30 days of crash.
^b 2009, Automobile Club of Italy (ACI) and National Statistics Institute (ISTAT).

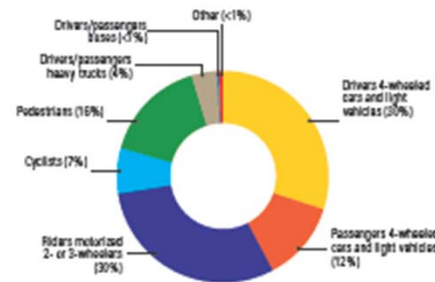
SAFER ROAD USERS	
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	92% All riders ^a
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	63% Drivers ^a 10% Rear seats ^a
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

^a 2011, WHOSE Health National Institute and Ministry of Transport.

POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone numbers	118
Seriously injured transported by ambulance	93–74% ^a
Permanently disabled due to road traffic crash	1.8% ^a
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

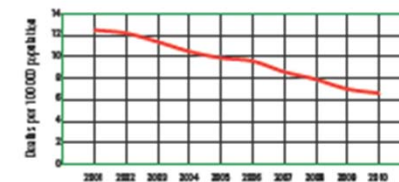
^a 2010, WTEGMS database.

DEATHS BY ROAD USER CATEGORY



Further data on each country can be found in the statistical annex.

TRENDS IN ROAD TRAFFIC DEATHS



Italy Road Injury and Fatalities by Road User Category by WHO/Euro. Resh.



INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2001–2010)
Fatality reduction target	50%

No target for non fatal crashes

DATA

Reported road traffic fatalities (2009)

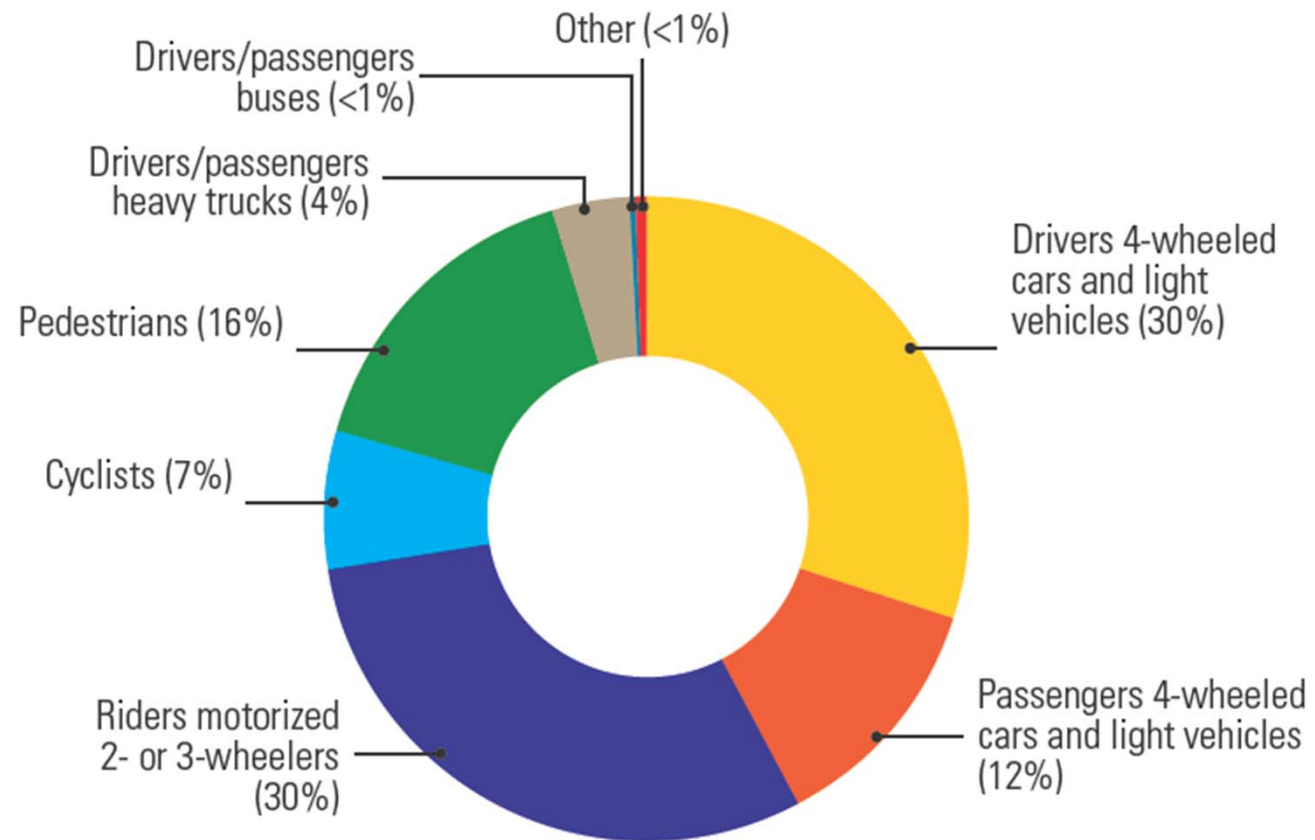
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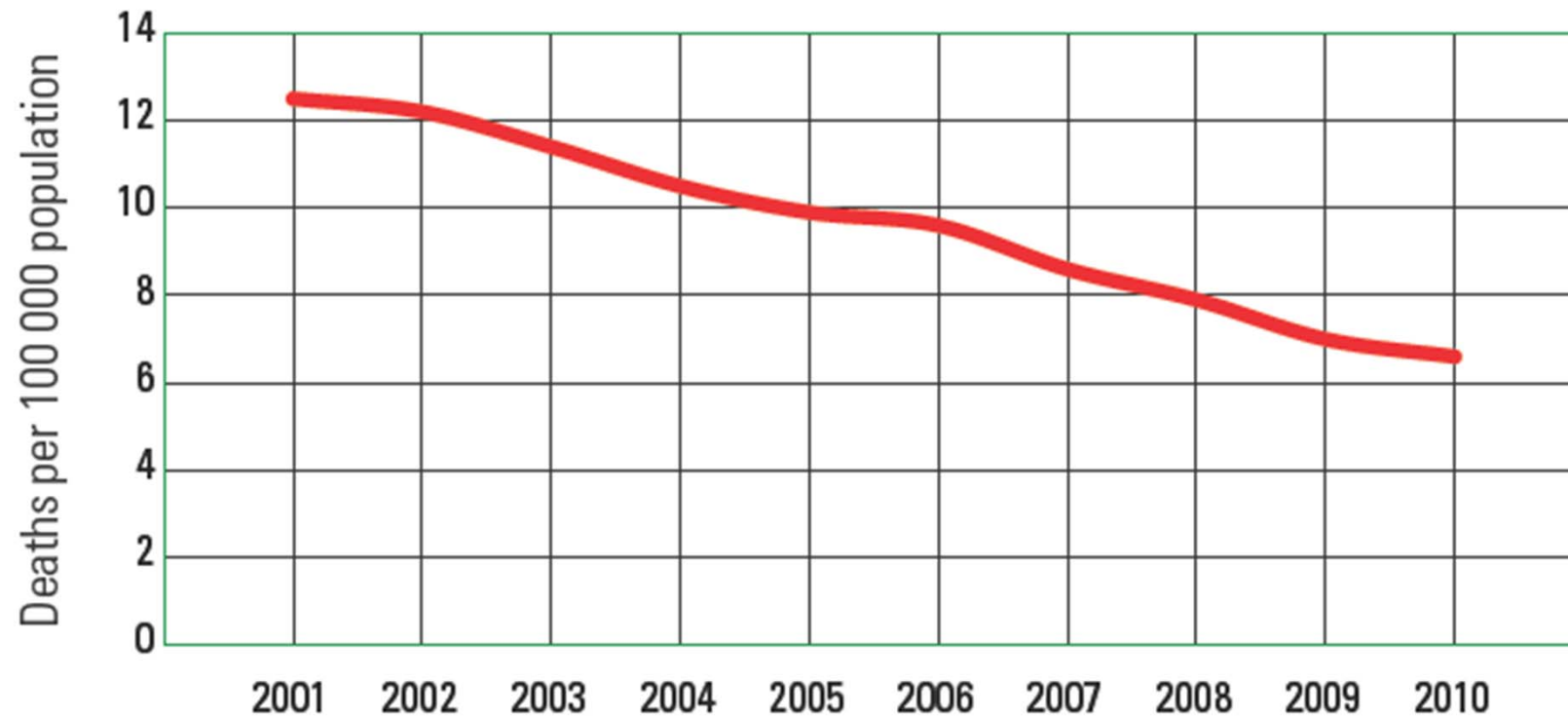
^b 2008, Automobile Club of Italy (ACI) and National Statistics Institute (ISTAT).



Source: 2009, ISTAT Survey on road accidents resulting in deaths or injuries.



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World Health
Organization

REGIONAL OFFICE FOR

Europe



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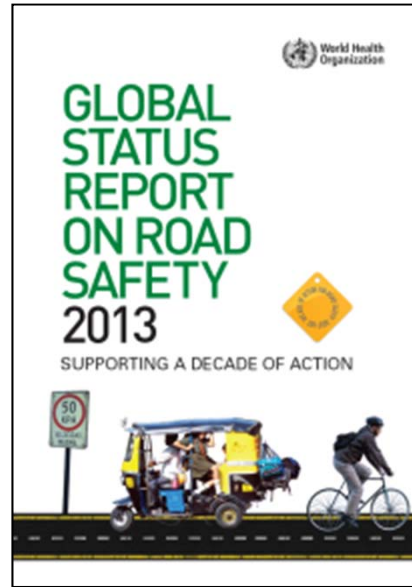
^c 2011, ULISSE (Health National Institute and Ministry of Transport).



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For additional information:

<http://euro.who.int/violenceinjury>

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