



JOHNS HOPKINS
BLOOMBERG SCHOOL
of PUBLIC HEALTH

International
Injury Research Unit

WHO Global Status Report on Road Safety 2023

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Key Findings

1.19M people
are killed on the
world's roads annually

#1 cause of death
for individuals 5-29yrs

92% deaths
occur in low- and
middle-income
countries.

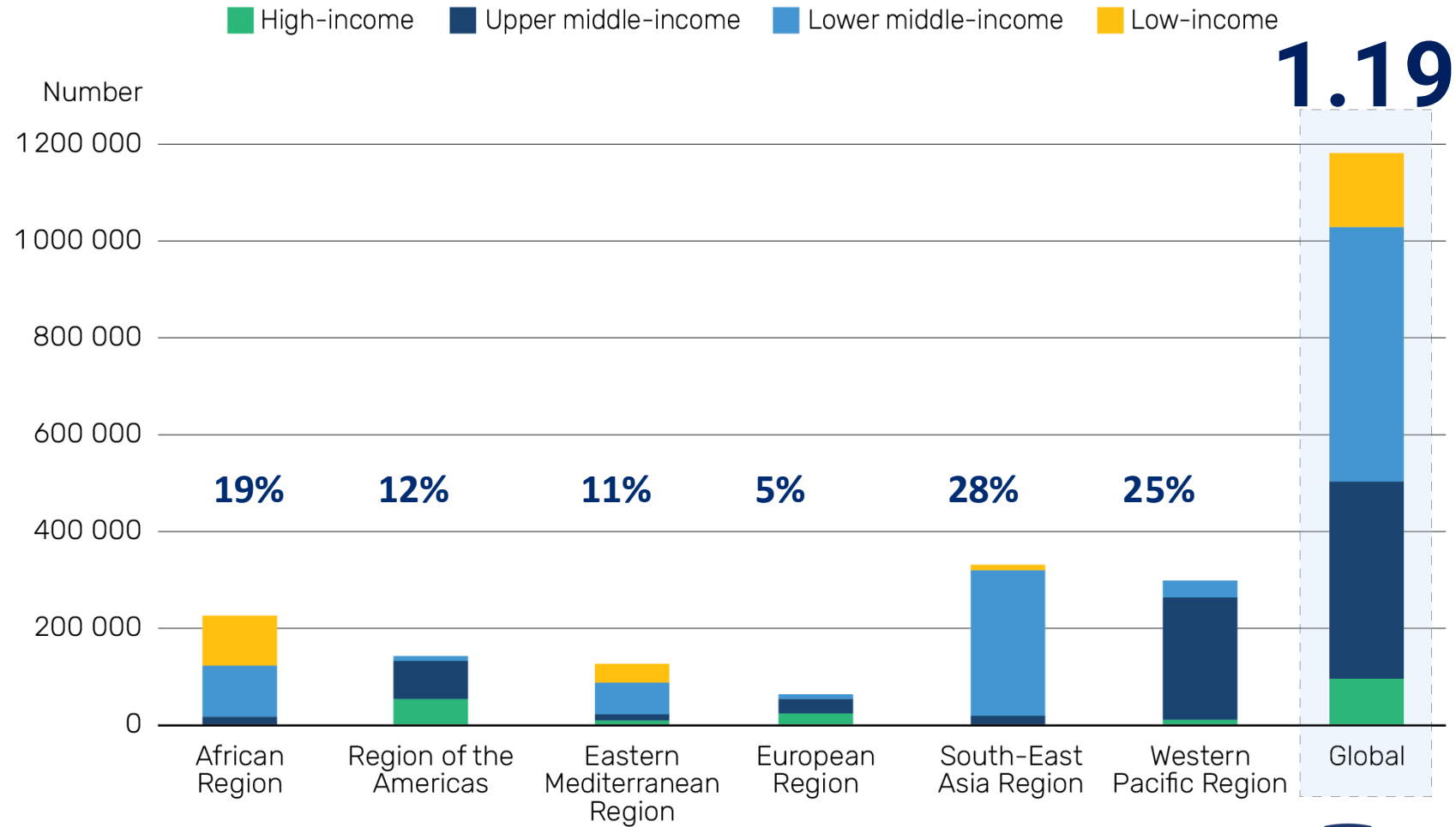
Key Findings

30% deaths
among riders of PTWs

21% deaths
among Pedestrians

3X higher risk of
death in LMICs

Number of deaths (estimated, Global)



User distribution

GLOBAL

25%



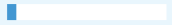
4 wheelers

30%



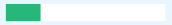
Powered 2/3 wheelers

5%



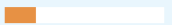
Bicyclist

21%



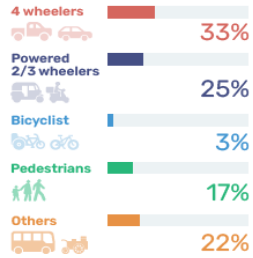
Pedestrians

19%

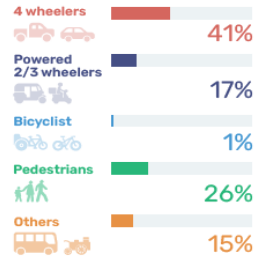


Others

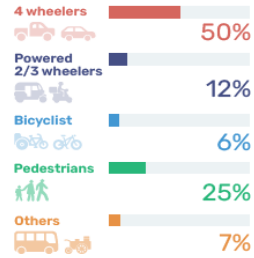
Region of the Americas



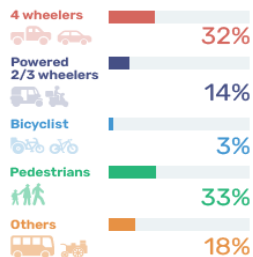
Eastern Mediterranean Region



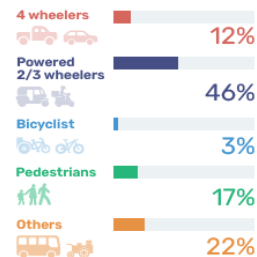
European Region



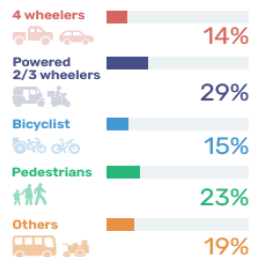
African Region



South-East Asia Region



Western Pacific Region

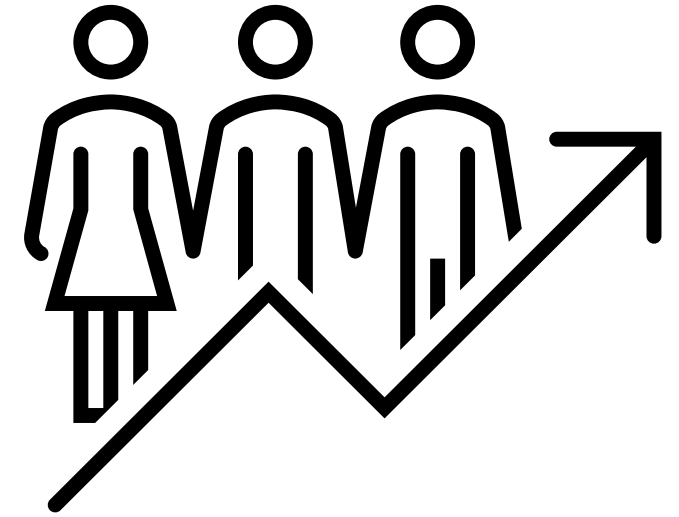


Significance of the Report



Monitoring Global Progress

- Tracks trends in road safety globally
- Allows comparisons – across regions, within regions
- Allows for the identification of emerging trends – positive or concerning
- Evaluate progress of global road safety efforts



Advocacy



Synthesized information for advocacy

Insights to guide legislation and policymaking – PTW, pedestrians, sustainable mobility



Highlights best practices for effective road safety measures

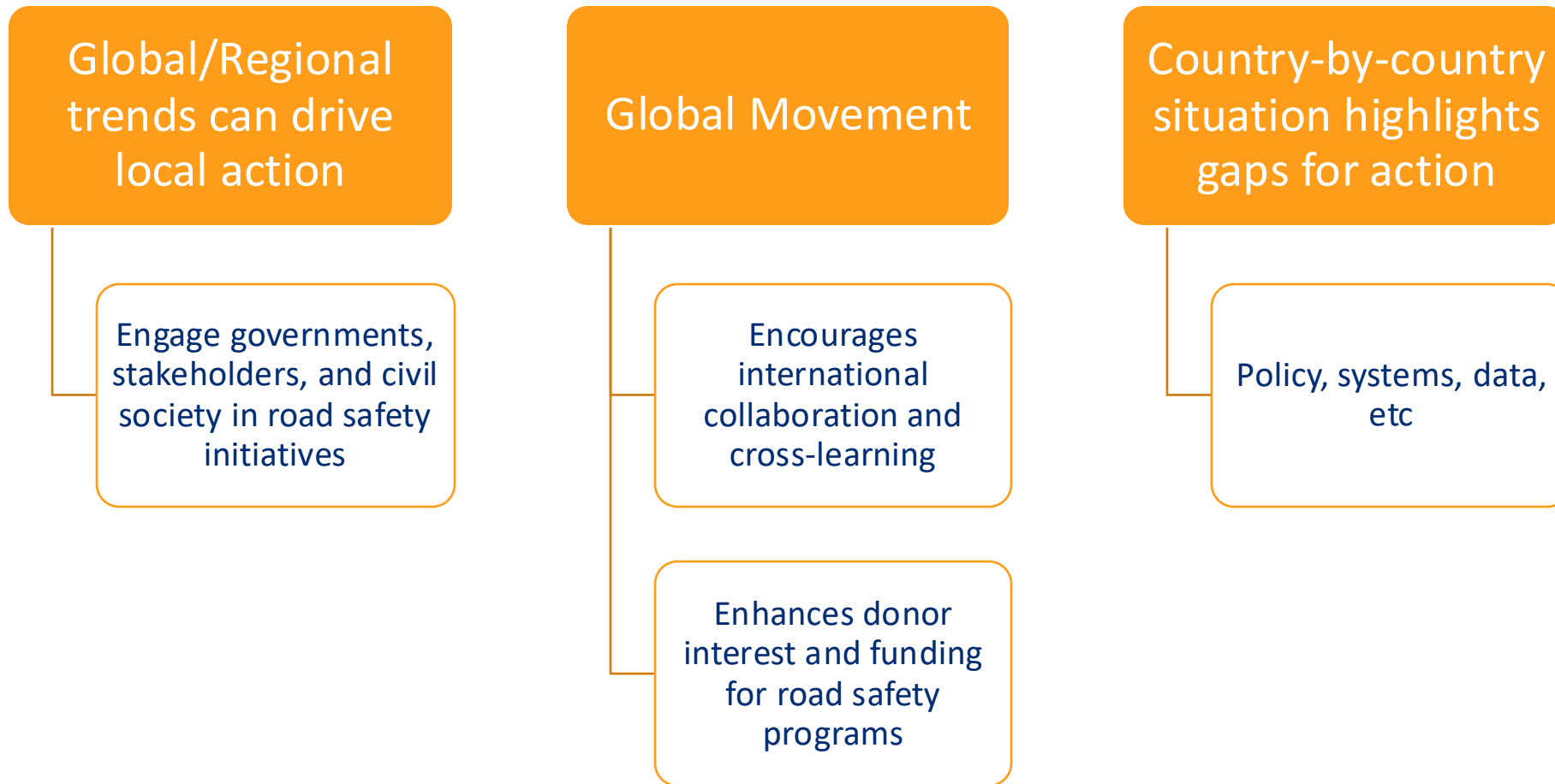
What has worked? Success stories? How?



Discrepancies between country and reported data/information

Highlight areas for improvement/action

Mobilizing Action



Driving Policy & Programs

Using the report to stimulate action

Advocating for political commitment



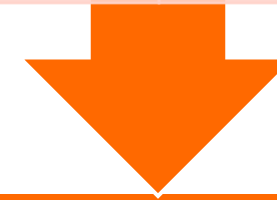
Synthesized information and graphics on key issues:

Burden

Legislation

Safe System

Implementation



Aligning road safety with national development goals

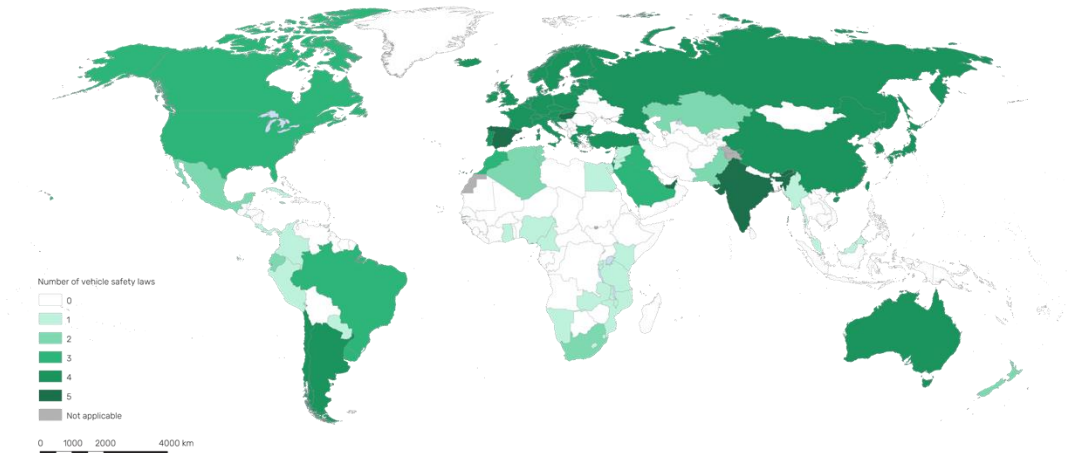
Improving the Policy & Legislative Environment

- Highlights best practice policies for road safety
- Identifies gaps in the policy, regulatory, and legislative environment
 - By country
 - Globally
- What needs to be done in my country that is not being done?



Policies on vehicle safety

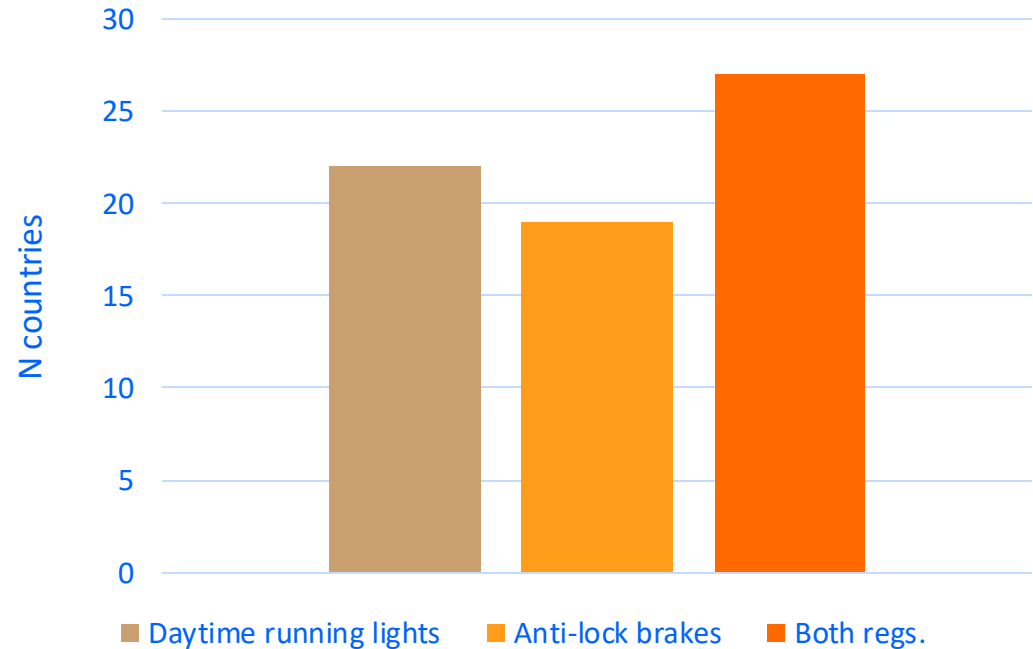
National legislation on 5 core four-wheel safety elements



35 Countries have all 5 laws

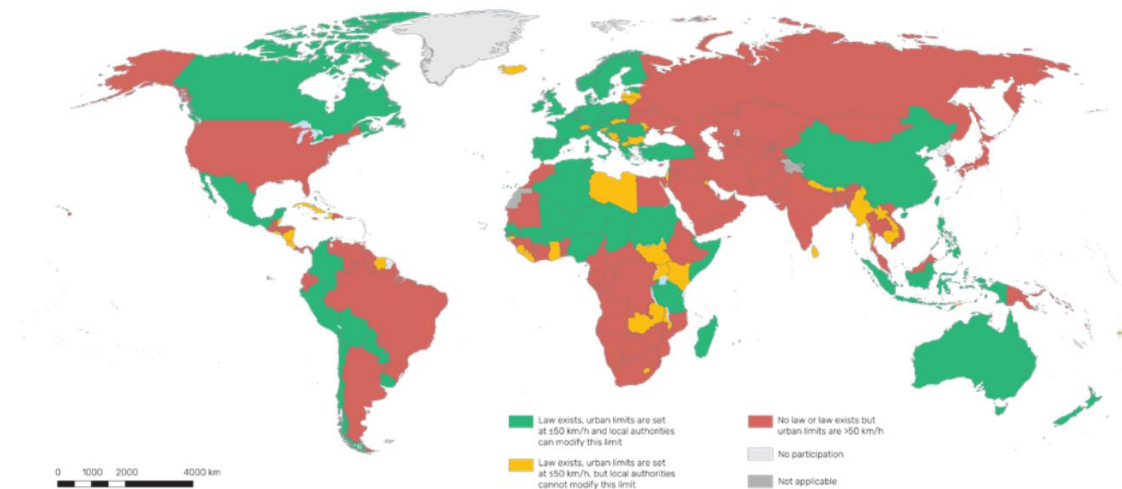
(Reported) national legislation on 2 core P2/3W safety elements

68 countries (out of 172) have one or two



Speed legislation

Fig. 12. Status of speed laws in countries, 2022

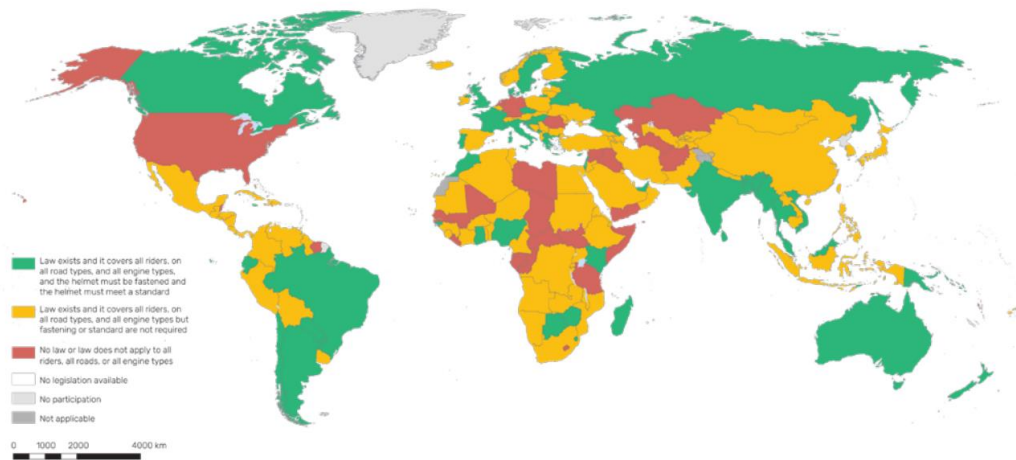


- 163 countries reported to have speed legislation, although only 58 met WHO best practice
 - 4 include a urban limit of 30 km/h or less
 - 9 include urban limits between 30 and 40 Km/h
 - A total of 77 have urban limits of 50 or less
 - 63 countries allow local authorities to modify these limits
 - 56 countries include in legislation a reference to speed cameras as an enforcement method

Helmet legislation

160 countries have national helmet legislation, although only 54* meet WHO best practice (for adults)

Fig. 14. Status of motorcycle helmet laws in countries, 2022



*Five more than in GSRRS 2018



Motorcycle helmet use

National law exists and it covers all riders, on all road types, and all engine types, and the helmet must be fastened and meet a standard

- 13 countries indicate this applies to ebikes

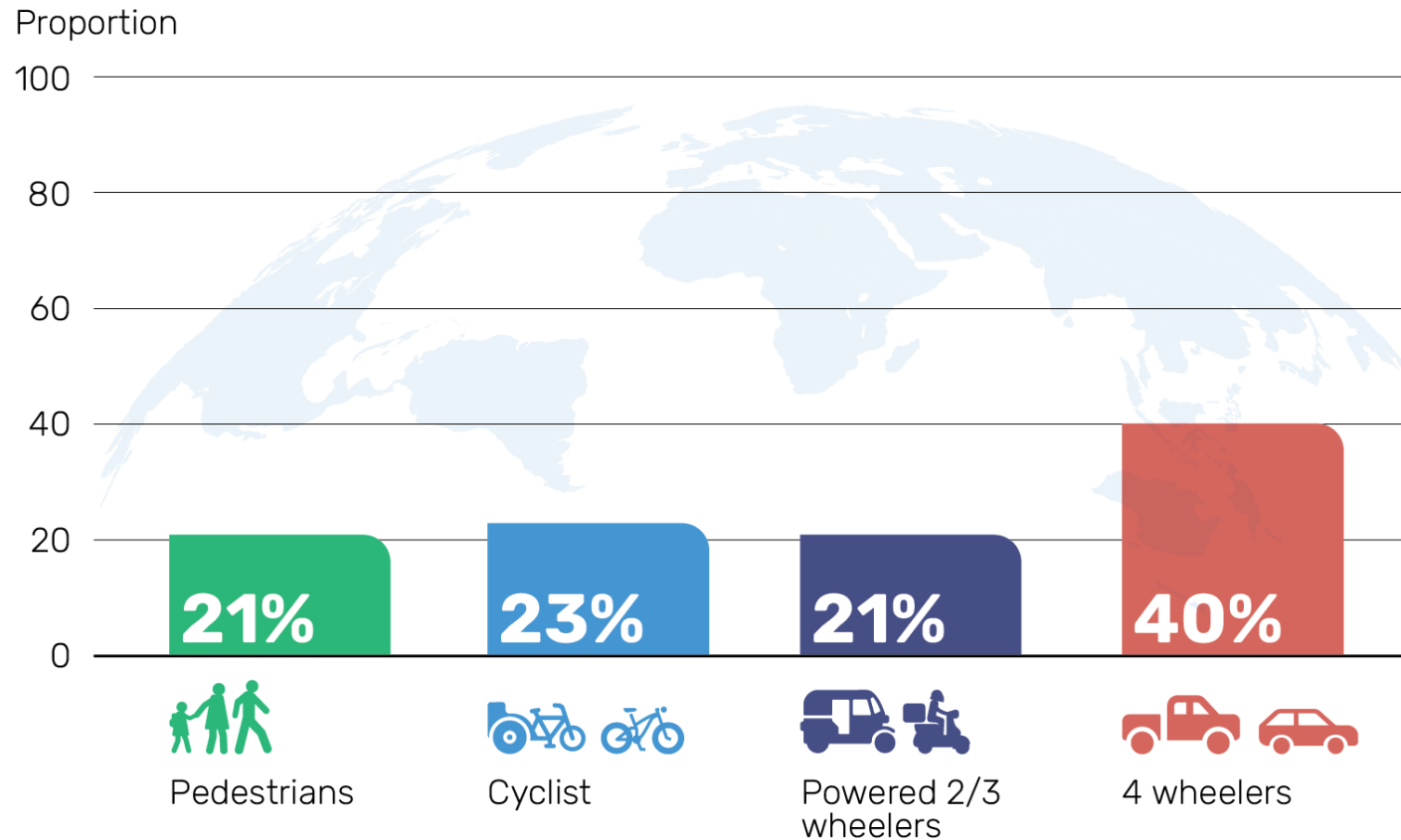


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Improving Infrastructure

Road safety rating by user, 3-star rating or more (Source: iRAP)



The Role of Infrastructure in Road Safety

- Safe road designs
- Pedestrian-friendly urban planning
 - Cities for everyone
- Modal shift – sustainable mobility
- Public transport safety

Improving Data Systems



Report highlights discrepancies between reported and modeled estimates



Stimulate discussions around data systems

Importance of Road Safety Data Systems



Collecting Accurate and Reliable Data:

Understanding road safety challenges
Identifying high-risk areas
Informing targeted interventions.



Evidence-Based Decision-Making:

Effective road safety strategies
Value for dollar - Ensuring resources are allocated where they are most needed to save lives.



Monitoring and Evaluation:

Continuous assessment of road safety initiatives
Track progress
Measure impact and adjust policies to enhance effectiveness.

Engaging key stakeholders

- Discussions about data discrepancies have brought stakeholders to the table
 - Seemingly competing interests but shared vision
 - Better understanding of why the discrepancies exist
 - Working together to improve data systems
 - Enhancing inter-agency collaboration
- Building partnerships between governments, NGOs, and private sectors

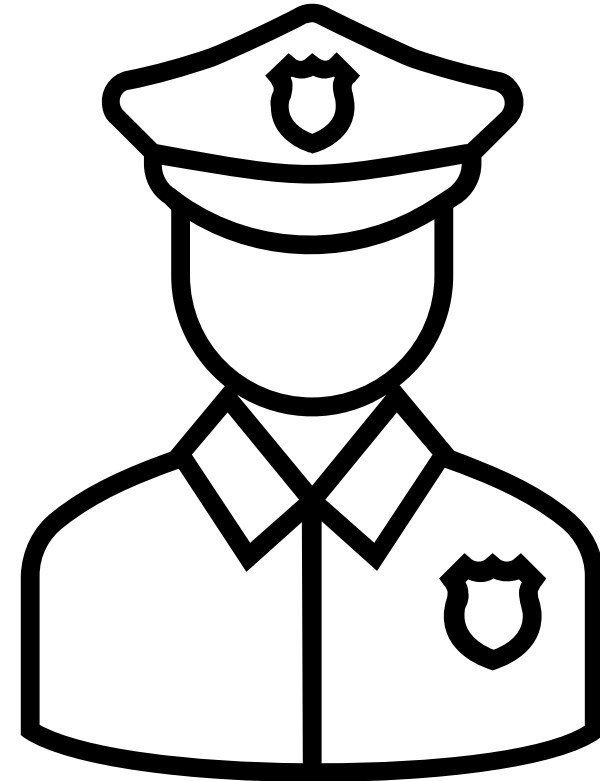
Mobility patterns



- 34 countries (out of 172) report to collect information on usage of P2/3w:
 - 11 collect time spent on vehicle, distance travelled and number of trips, whereas others collect:
 - Distance and number of trips (2)
 - Time spent (5)
 - Distance travelled (6)
 - Number of trips (8)

Identify & Address Implementation Gaps

- Report highlights gaps in implementation
- Highlights areas for action e.g. enforcement
- Variability in law enforcement across countries



Strategies to Close Implementation Gaps

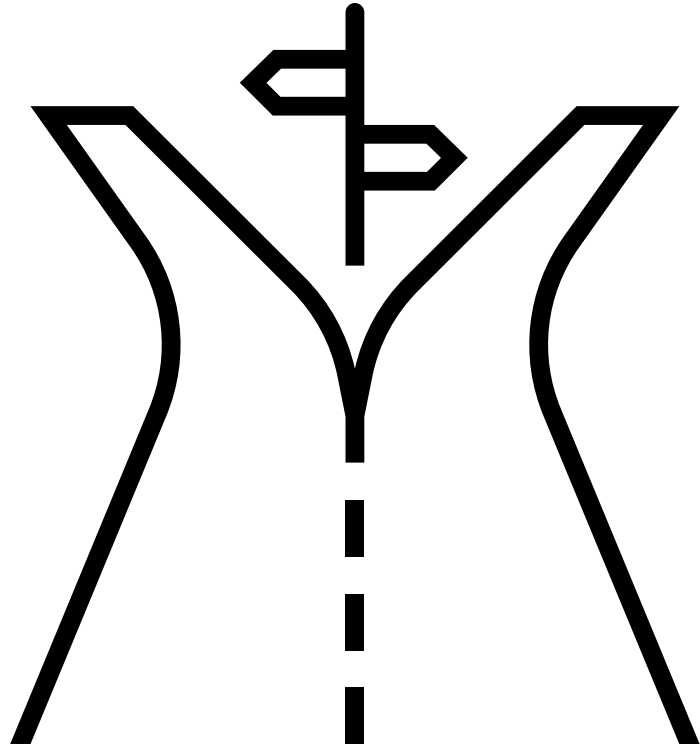
- Strengthening institutional capacity
- Strengthen individual capacity
 - Data use
 - Resource allocation
 - Monitoring progress
 - Leading change

Summary



- Global Status Report on Road Safety is published every few years
- Highlights progress in the field
 - Tracking performance towards targets
 - Trends
 - What works
 - Case studies
- Presents status on key issues by country
- Highlights policy/regulatory and implementation gaps
 - Galvanize action

Conclusion



- Information from the report can be used in a variety of ways to drive local action
- Galvanize political support
- Policy, regulatory, and legislative environment
- Infrastructure improvements
- Data systems strengthening
- Engaging stakeholders
- Strengthen implementation



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THANK YOU

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