

Implementing the Global Plan for the Decade of Action for Road Safety 2021-2030 – the need for different data

Dr. Kacem laych (WHO)

IRTAD conference, 27-28 September, Lyon

Global Plan for the Decade of Action for Road Safety 2021-2030

Resolution 74/299 adopted by the UN General Assembly on August 31, 2021:

- Proclamation of a Decade of Action for Road Safety 2021 – 2030.
- Target to reduce road deaths and injuries by 50% by 2030.
- Mandating WHO and the UN Regional Commissions in collaboration with the UN Road Safety Collaboration to prepare a plan of action.



Purpose of Plan

Achieve at least 50% reduction in deaths and injuries

- Call for all countries to act, highlighting urgency for action and emphasizing that *action is possible*
- Inspire and guide countries to develop and implement plans that are adapted to local contexts



Key Principles of Plan

- Safe system designs should not only be forgiving of human error but also equitable and responsive to the needs of the users/population.
- Road safety as a shared responsibility, recognizing the role of government as well as a range of non-state actors
- Mobility and transport are constantly evolving and improving safety is not a one-time event but on-going process



GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY 2021-2030

UN General Assembly Resolution 74/299 declared a
Decade of Action for Road Safety 2021-2030,
with the target to reduce road traffic deaths & injuries

**BY AT
LEAST 50%** during that
period

The **Global Plan** describes what is needed to
achieve that target, and calls on governments
& partners to implement an integrated

SAFE SYSTEM APPROACH

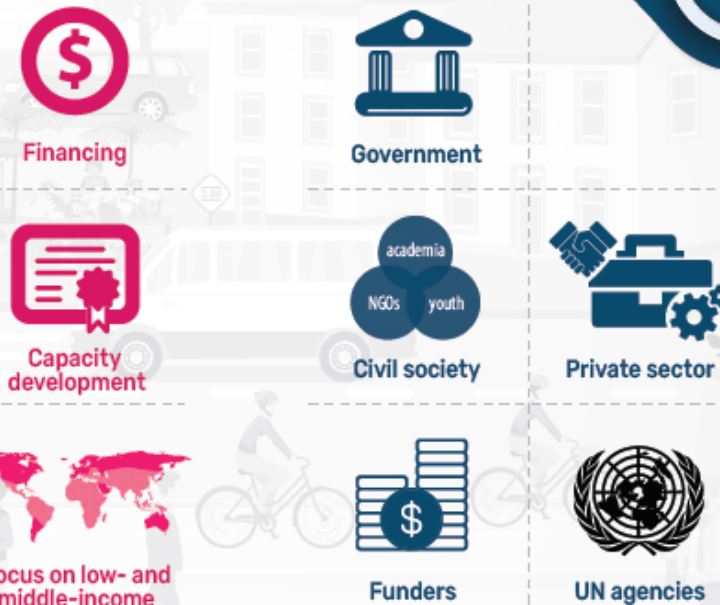
WHAT TO DO?



HOW TO DO IT?



WHO TO DO IT?



SAFETY REPORTS

SAFETY SERIES No. 75-INSAG-7

safety series

INSAG-7 The Chernobyl Accident: Updating of INSAG-1

A REPORT BY THE
INTERNATIONAL NUCLEAR SAFETY ADVISORY GROUP

Safety Culture – an Evolutionary Concept

Structure

69 Countries a difference > 50 %
Between reported
and estimated
numbers

Indifferent

Reactive

161 countries have a
lead agency,
140 countries have
national strategy

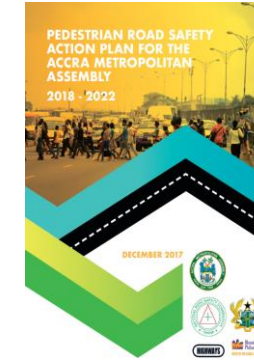
Systematic

Global plan,
System thinking
Voluntary performance
targets

Proactive

Generative

Integration and
mainstreaming

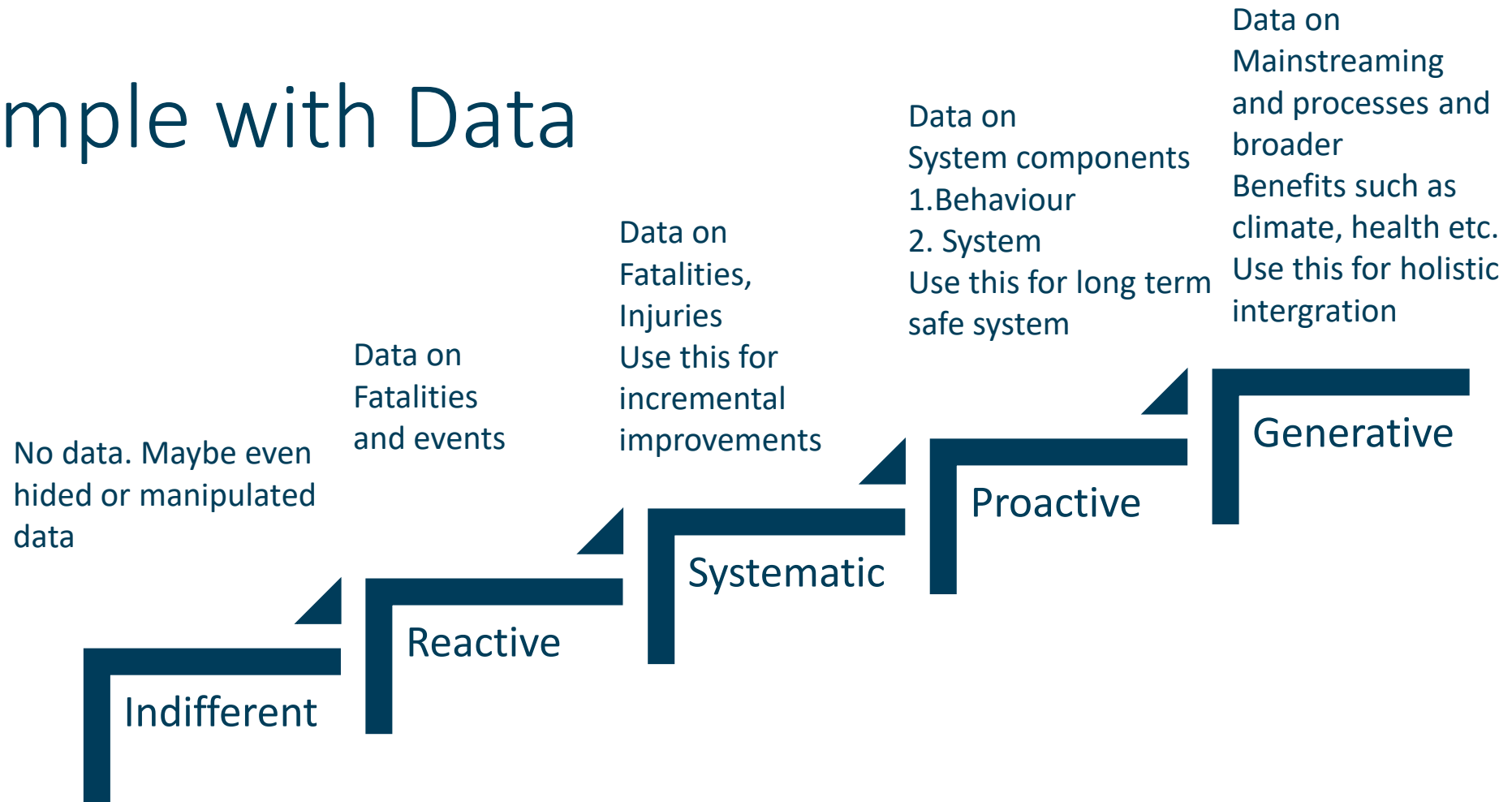


Safety Performance
Indicators

Indicator	Baseline 2014	2016	Target for 2020	Status
Number of road traffic fatalities	480	210	120	Not in line with the road safety target
Number of seriously injured	5,480	4,800	4,000	Not in line with the road safety target
Share of traffic volume with speed limit, national road network	41%	41%	80%	Not in line with the road safety target
Share of traffic volume with speed limit, municipal road network	44%	42%	80%	Not in line with the road safety target
Share of traffic volume with speed limit, urban roads	40.71%	40.71%	80.80%	Not in line with the road safety target
Share of road network with speed limit	96%	91%	98%	Not in line with the road safety target
Share of road network with speed limit	27%	21%	75%	Not in line with the road safety target
Share of road network with speed limit	96%	96%	98%	Not in line with the road safety target
Share of new passenger cars with the highest Euro NCAP rating	20%	57%	80%	Not in line with the road safety target
Share of new motorcycles with the highest Euro NCAP rating	9%	10%	75%	Not in line with the road safety target
Share of traffic volume on roads with speed limit zones (80 km/h or more)	85%	75%	75%	Not in line with the road safety target
Share of safe pedestrian, cycle and motor vehicle accidents	29%	26%	Not defined	Cannot be compared
Share of municipalities with good quality maintenance of pedestrian and cycle paths	15%	No measurement in 2014	15%	Not in line with the road safety target

Process

Example with Data



Some general conclusion

- We need to contextualize our support to countries
- The support for the implementation of the global plan requires a collaborative effort