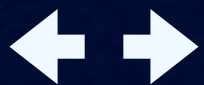


Some countries and cities have made significant progress in reducing road traffic deaths and injuries during the Decade of Action.

By providing a framework in the form of a Global Plan, the Decade of Action for Road Safety 2011-2020 has given impetus to countries and cities worldwide to implement evidence-based road safety interventions that save lives. Based on the safe system approach, critical pillars of activity on which they have made progress are improved management; safer roads, vehicles and people; and enhanced emergency care.

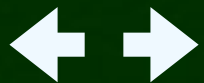


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For the first time, road safety is reflected in the global development goals agreed upon in 2015.

Two Sustainable Development Goal (SDGs) targets directly address road safety: target 3.6 aimed at preventing road traffic deaths and injuries and target 11.2 aimed at providing access to safe, affordable, accessible and sustainable transport systems for all. Member States have built on this achievement by agreeing upon a comprehensive set of 12 concrete and specific performance targets.



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Major donors have included road safety in their funding portfolios.

Prior to the Decade of Action, the FIA Foundation, Global Road Safety Partnership and World Bank were the main donors to global road safety. They have since been joined by Bloomberg Philanthropies, which since 2009 has made a substantial injection of funding to the field. Among other new donors include the AO Foundation, Botnar Foundation, European Commission through Horizon 2020, and the UN Road Safety Fund.

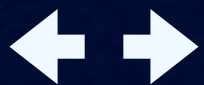


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Civil society partnerships have been strengthened.

The Decade of Action has generated many new partnerships, such as the Global Alliance of NGOs for Road Safety and YOURS: Youth for Road Safety. The Alliance unites and empowers its 237 members in 92 countries around a shared vision of safe roads and justice for road traffic victims. YOURS' Youth Champions, who represent some 300 organizations in more than 100 countries, serve as role models for their peers and inspire action in their communities.



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High-profile political and advocacy events have elevated awareness about the global road safety crisis.

The most politically significant was the Second Global High-level Conference on Road Safety hosted by the Government of Brazil in 2015. In addition, millions of people have been reached through UN global road safety weeks in 2019 #SpeakUp for #RoadSafety; 2017 Save lives: #SlowDown; 2015 #SaveKidsLives; and 2013 Make Walking Safe and through the annual World Day of Remembrance for Road Traffic Victims.



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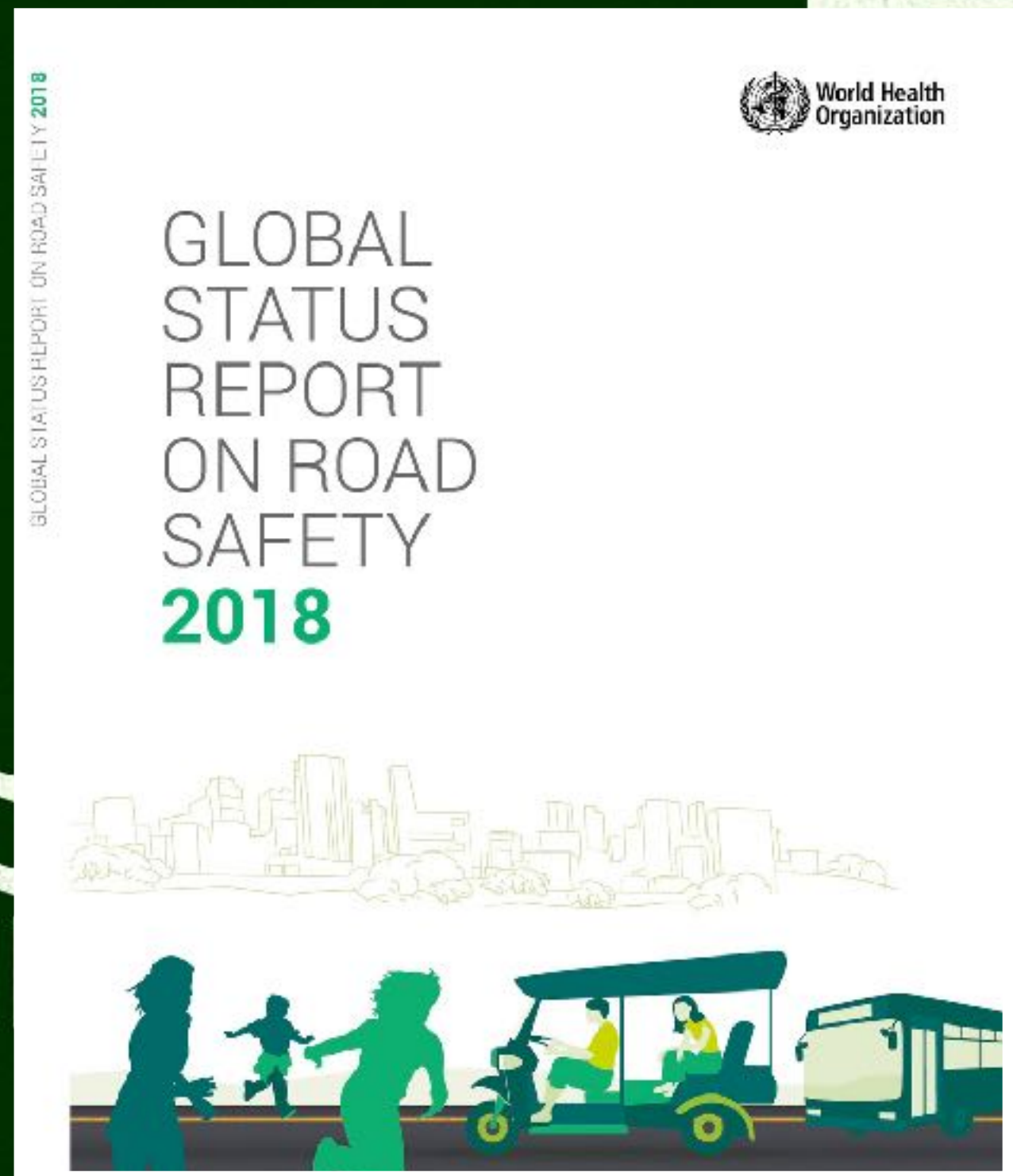


The quality of data on road safety has improved greatly across the Decade of Action.

Achievements in this area include release of the series of WHO global status reports on road safety in 2013, 2015 and 2018 and the establishment of the Iberoamerican Road Safety Observatory and the African Road Safety Observatory. At national level countries have followed the guidance offered in *Data systems: a road safety manual for decision-makers and practitioners* to improve their road safety data.

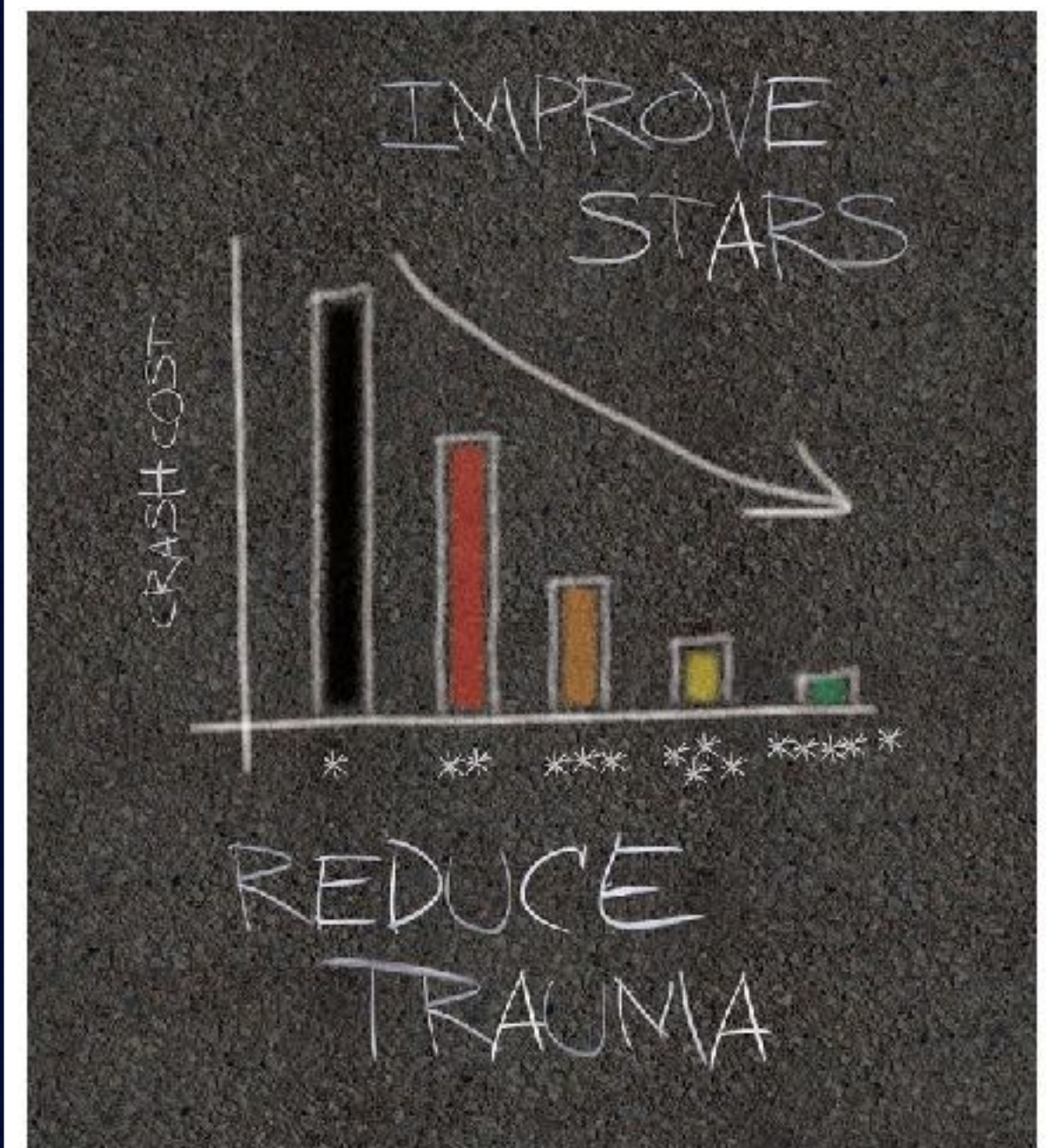


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Roads have been made safer.

As part of the International Road Assessment Programme's (iRAP's) vision for a world free of high-risk roads, many national governments and NGOs are now leading their own RAPs, joining EuroRAP, AusRAP, KiwiRAP and usRAP. With the free-to-air tools enabled by the financial support of the FIA Foundation, more than 1,000,000 km of roads have been assessed across more than 100 countries. Over 20,000 experts have been trained and more than US\$ 70 billion of investment has been made safer.



Crash costs are lower on roads with better Star Ratings. Safer roads mean healthier and more prosperous communities.

A world free of high risk roads



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Vehicles have been made safer.

Independent consumer crash tests carried out by New Car Assessment Programmes (NCAPs) have continued to serve as a major catalyst for improved safety. New NCAPs have been launched in Latin America and South-East Asia and pilot programmes are ongoing in India and South Africa. Many models of cars have now obtained 5- and 4-star ratings that are well above regulatory standards. Companies such as BHP Billiton, BP, and Shell are also now adopting fleet safety policies that require purchase of 5-star vehicles.

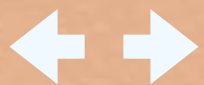


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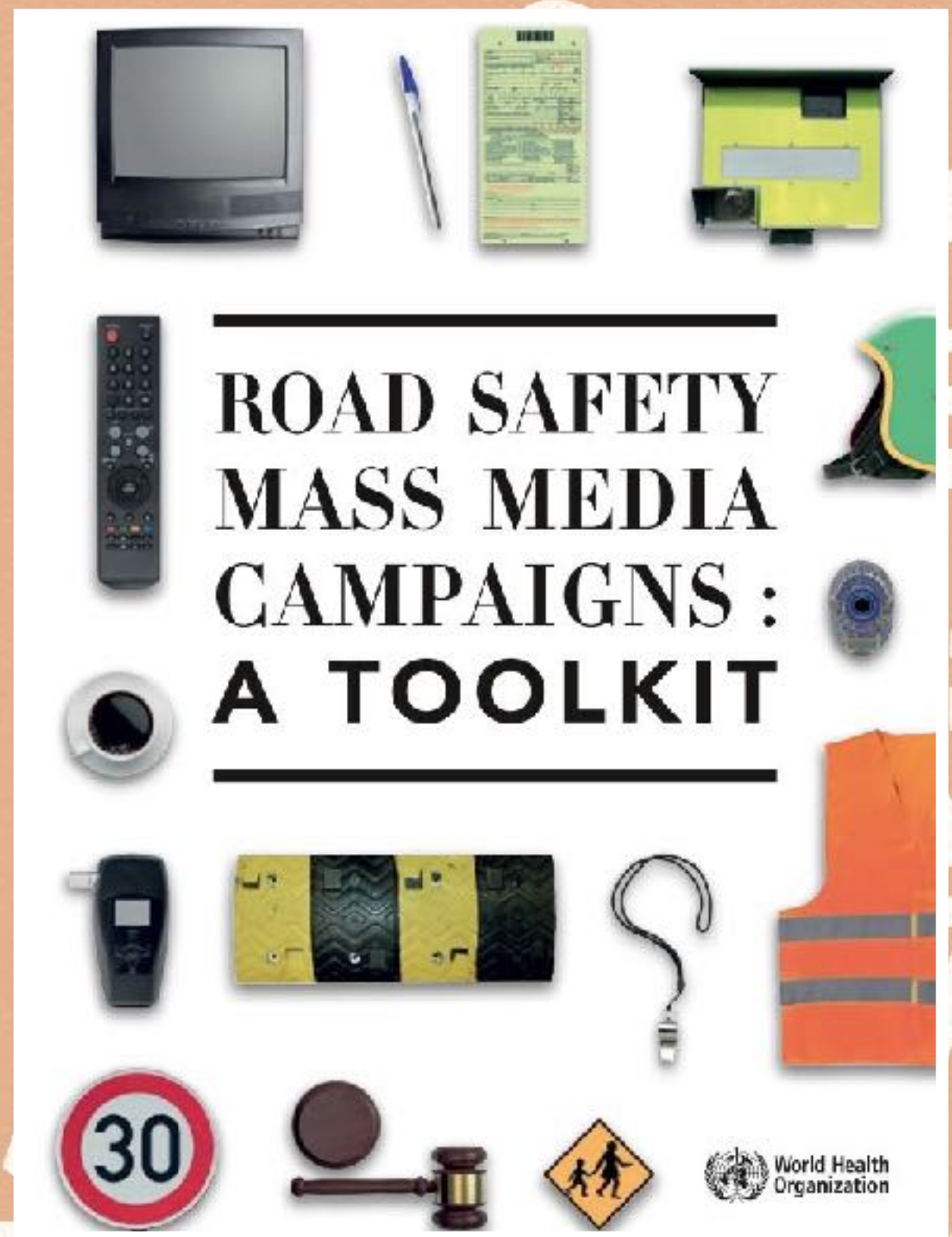


People have been made safer.

Interventions such as avoiding speeding and drinking and driving and using motorcycle helmets, seat-belts and child restraints are promoted through the Bloomberg Philanthropies Initiative for Global Road Safety, which helps countries to develop comprehensive legislation, ensure rigorous enforcement of laws, and influence the public through mass media campaigns. Tools such as *Strengthening road safety legislation: a practice and resource manual for countries* and *Road safety mass media campaigns: a toolkit* have guided technical support to many countries.



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Highlight on the European Union:

According to the European Commission Mobility and Transport, road traffic deaths across the European Union have declined from 31,500 in 2010 to 25,100 in 2018, a reduction of 21% during the period. A new European Union Road Safety Strategy for the period 2021 – 2030, includes a new target to reduce deaths and serious injuries by 50% by 2030.

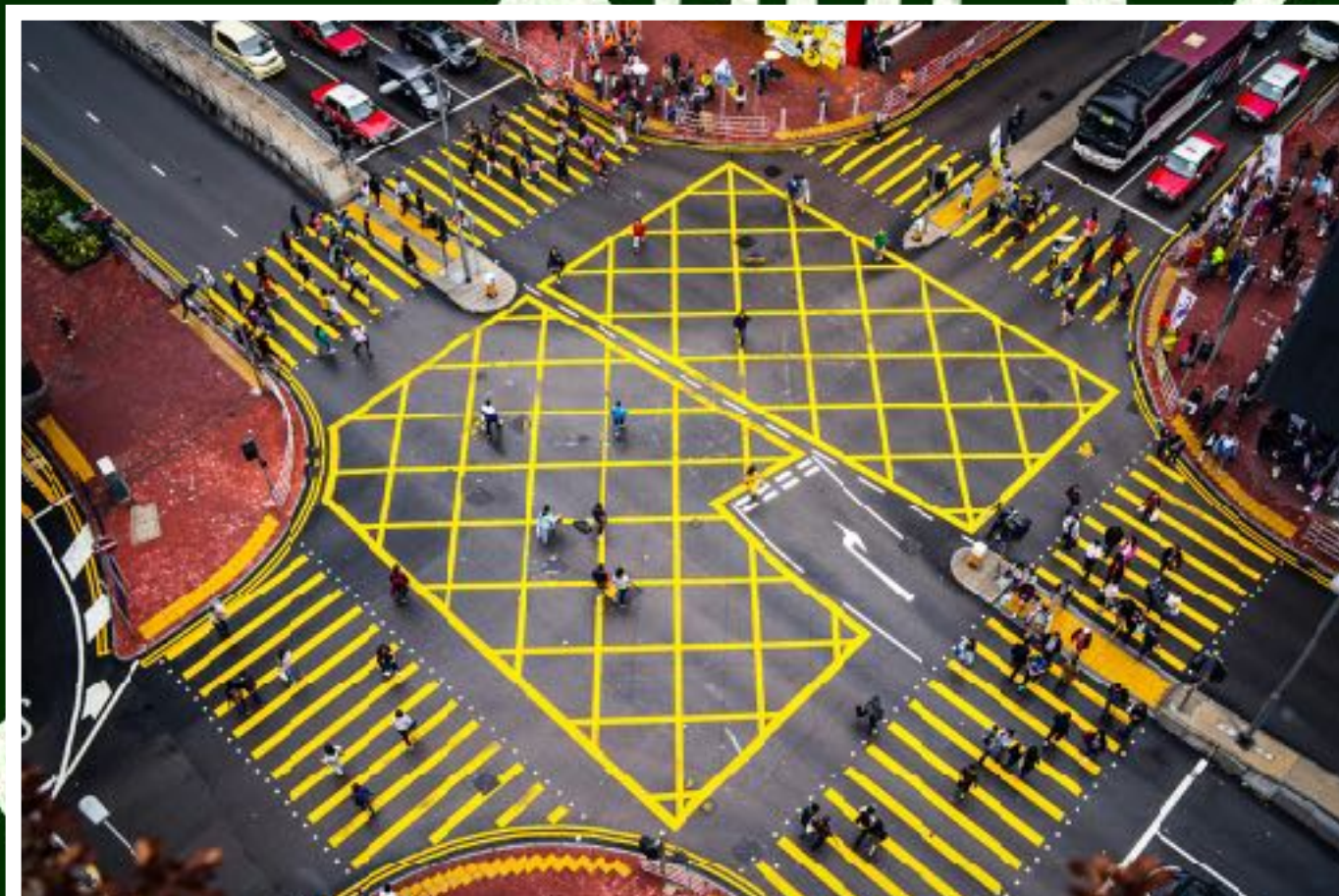


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Highlight on China:

The China Road Assessment Programme's (ChinaRAP's) US\$ 5 billion "Highway Safety to Cherish Life" project has resulted in 250,000 km of roads star rated, over 100,000 km of high-risk roads upgraded, and more than 3,000 Chinese engineers trained in safer road design based on new design guidelines.



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Highlight on India:

Announced by the Government of India in 2015, a new package of vehicle safety measures with regulations for front, side, and pedestrian protection, has led to the landmark achievement of the country's first and second 5-star cars, the Tata Nexon and the Tata Altroz respectively.

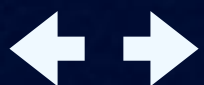


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Highlight on Philippines:

In February 2019, the President of the Philippines signed into law the Child Safety in Motor Vehicles Act, a landmark legislation that requires mandatory use of child restraints for children under the age of 12 years and restricts them from sitting in the front seat of motor vehicles.



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Highlight on the Russian Federation:

Road traffic deaths in the Russian Federation have declined from 25,576 in 2010 to 18,214 in 2018, a reduction of one third during the period. This was achieved because road safety was made a political priority at the highest levels of government. The country's national road safety strategy with the aim of Vision Zero focused in part on stronger laws and law enforcement and mass media campaigns on child restraints, drinking and driving, speeding and other risks.

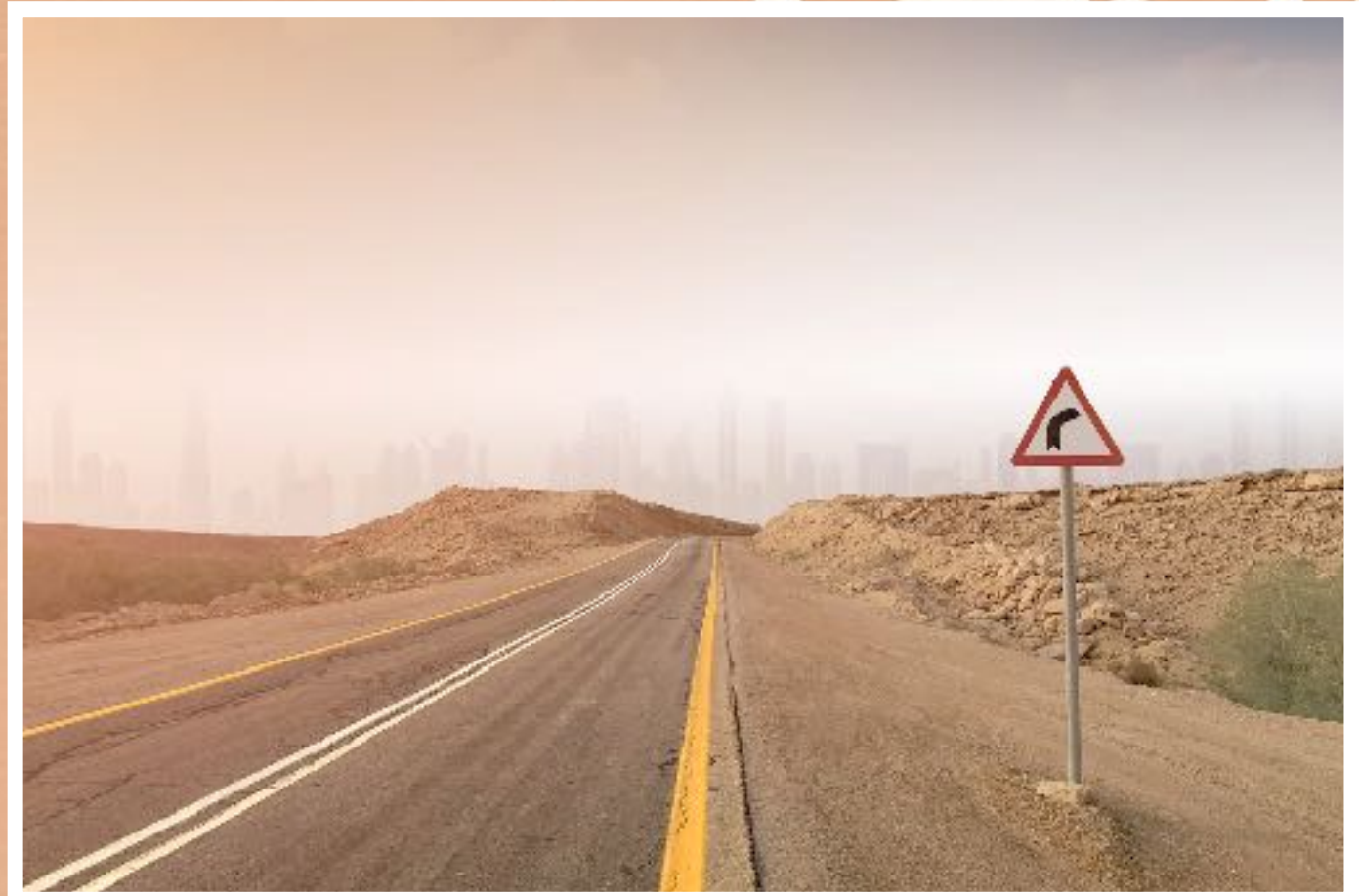


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Highlight on Saudi Arabia:

Saudi Arabia's Vision 2030 strategy, the country's national blueprint for development, highlights a wide range of transformative policy and regulatory changes to be delivered over 15 years. Improving road safety was established as one of its strategic objectives. Using a holistic safe system approach, Saudi Arabia has achieved meaningful results, with a 40% reduction in the road traffic fatality rate per 100,000 population between 2016 and 2018.

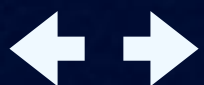


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Highlight on Thailand:

In Thailand, based on guidelines issued by the Government to provincial and local governments on how to determine the appropriate speed limits in specific settings, 56 of the 76 provinces in the country have used their provincial authority to set urban speed limits which do not exceed 50 km/h.

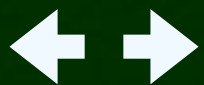


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Highlight on Uganda:

The Government of Uganda has enhanced its emergency trauma care system, providing a more timely and appropriate post-crash response, an effort which has resulted in halving the number of deaths due to emergency conditions in two district hospitals in the country. The initiative is being scaled up nationally.



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Highlight on London, United Kingdom:

Transport for London reports that in 2018, the number of people killed on the roads in Greater London was down 47% compared to the back estimated average for 2005-2009. The city's Vision Zero action plan has led to widespread introduction of new lower speed limits, investments in safer junctions, and removal of the most dangerous Heavy Goods Vehicles, among others.

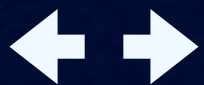


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Highlight on Helsinki, Finland and Oslo, Norway:

In pursuit of Vision Zero, the cities of Helsinki and Oslo reported zero road traffic deaths among pedestrians and cyclists in 2019. Strategies common to both cities include modifications to street environments with more sidewalks and bike lanes, improvements to public transit and enhanced enforcement of speed limits.



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Highlight on several cities, Brazil:

With modifications to road infrastructure, lower speed limits, mass media campaigns and victim assistance, Brazil's Vida no Trânsito ("Life on the Go") programme has resulted in declines in road traffic deaths surpassing 40% in several cities from 2010 to date, including in Aracaju, Porto Velho, São Paulo, Belo Horizonte, Salvador and Maceió.



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Highlight on Bogota, Colombia:

The city of Bogota as part of its Vision Zero road safety strategy implemented a speed management programme that reduced speeds to 50 km/h on high risk arterial roads and to 30 km/h around schools. The measure saw a 17% reduction in road traffic fatalities during the period December 2017 – December 2019 and the city is now scaling up implementation to other corridors in the city.



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Highlight on Istanbul, Turkey:

Istanbul pedestrianized its historical peninsula, closing nearly 300 streets to cars. This has greatly enhanced the safety, accessibility and quality of the streets in terms of reductions in air and noise pollution, thereby improving the lives of the 2.5 million people who walk the streets each day.



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