

# Global status of road safety



# Number of deaths unacceptably high

**1.35**

million deaths each year

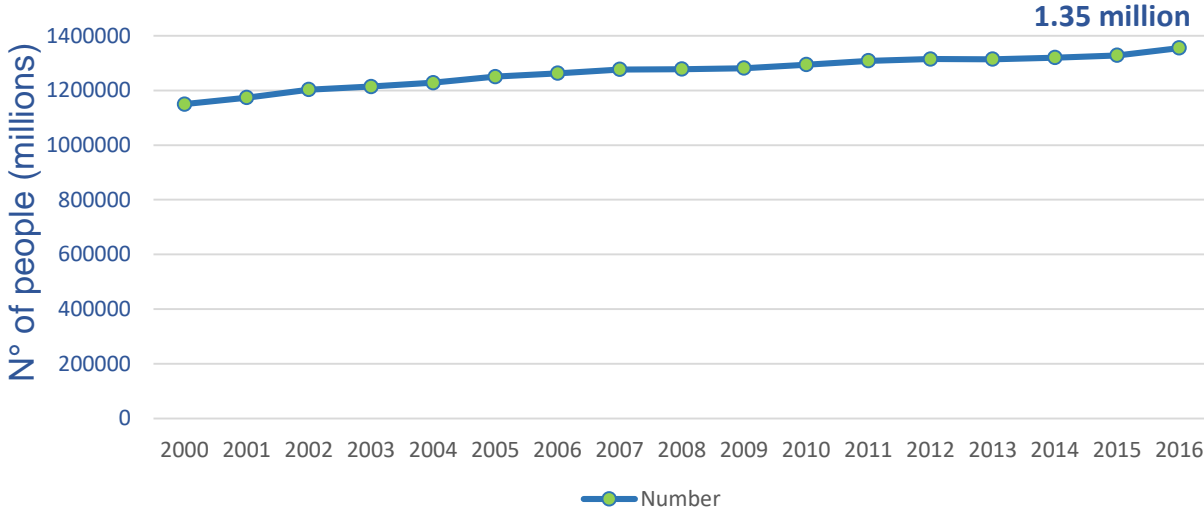
**8<sup>th</sup>**

leading cause of death for  
people of all ages

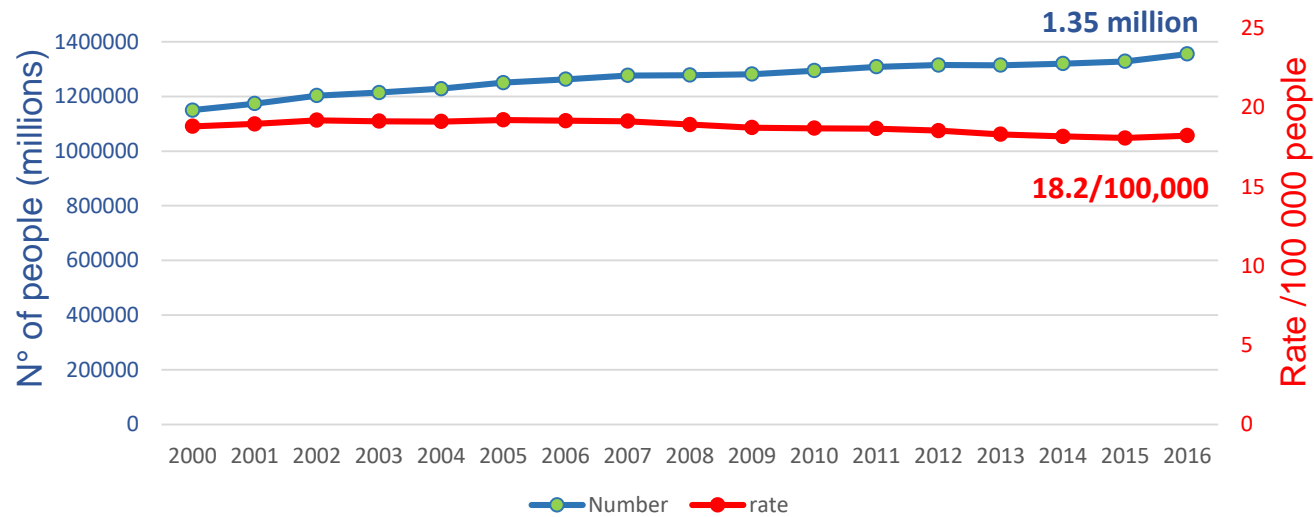
**#1**

cause of death for children  
and young adults aged 5-29  
years

# There are signs of progress



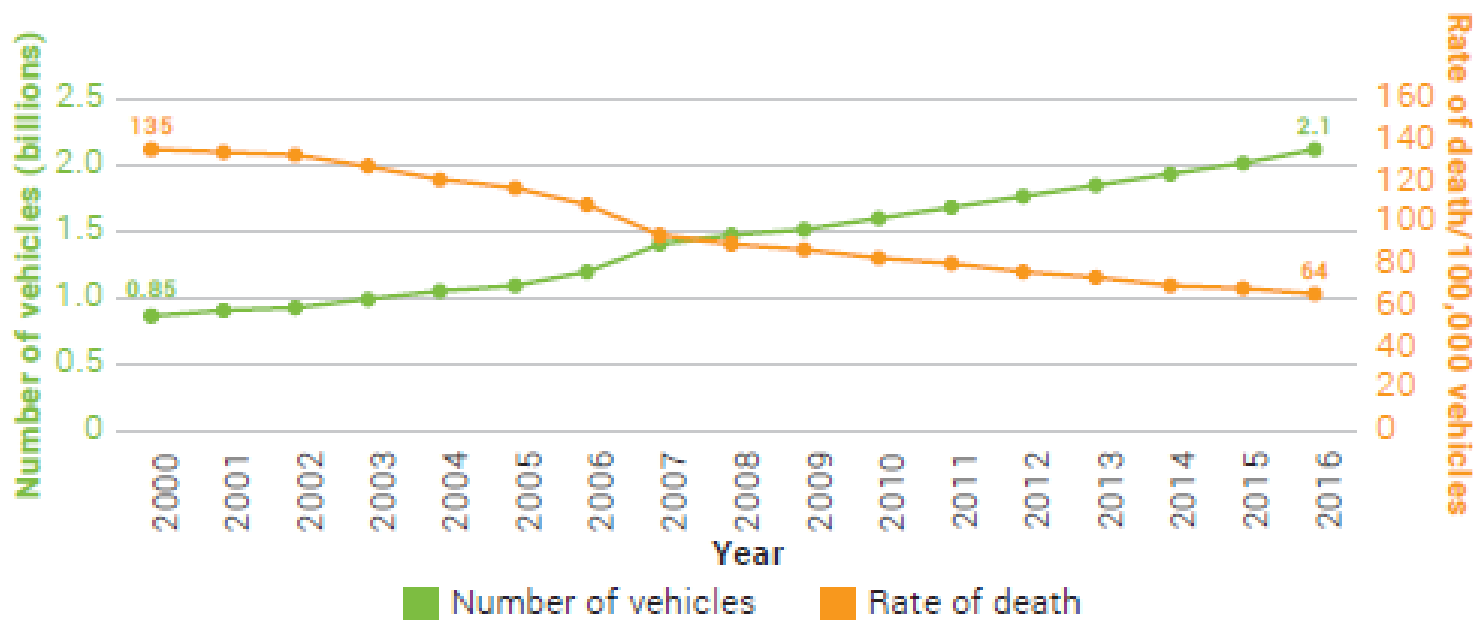
# There are signs of progress



# 18.2

rate of death per 100 000 has stabilized but the number of people and motor vehicles has increased.

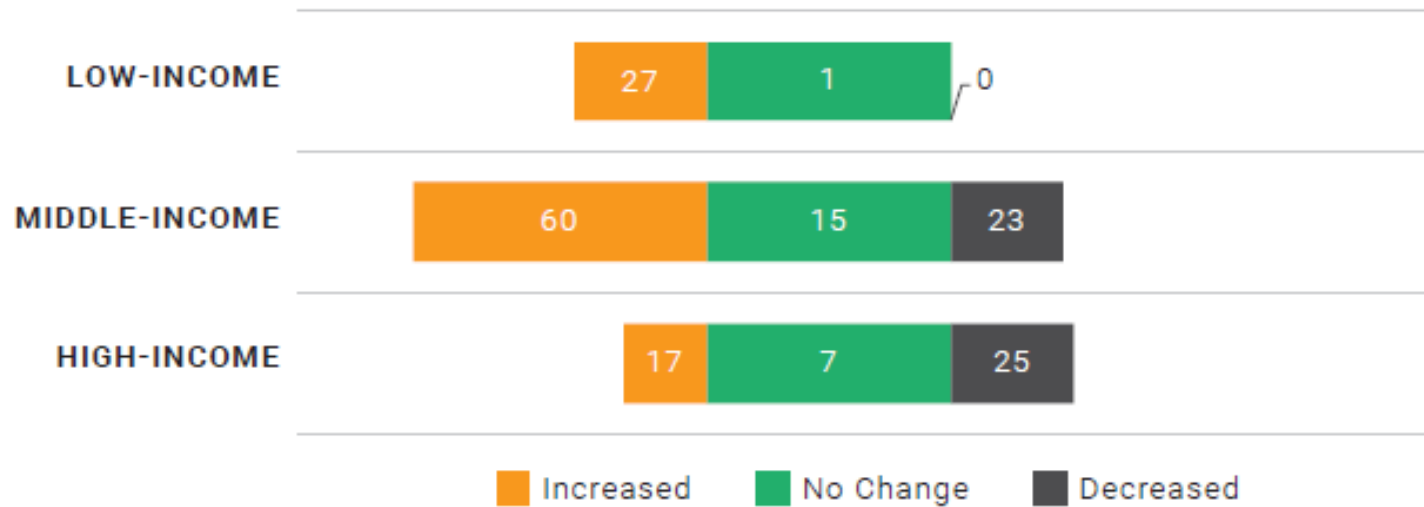
# There are signs of progress



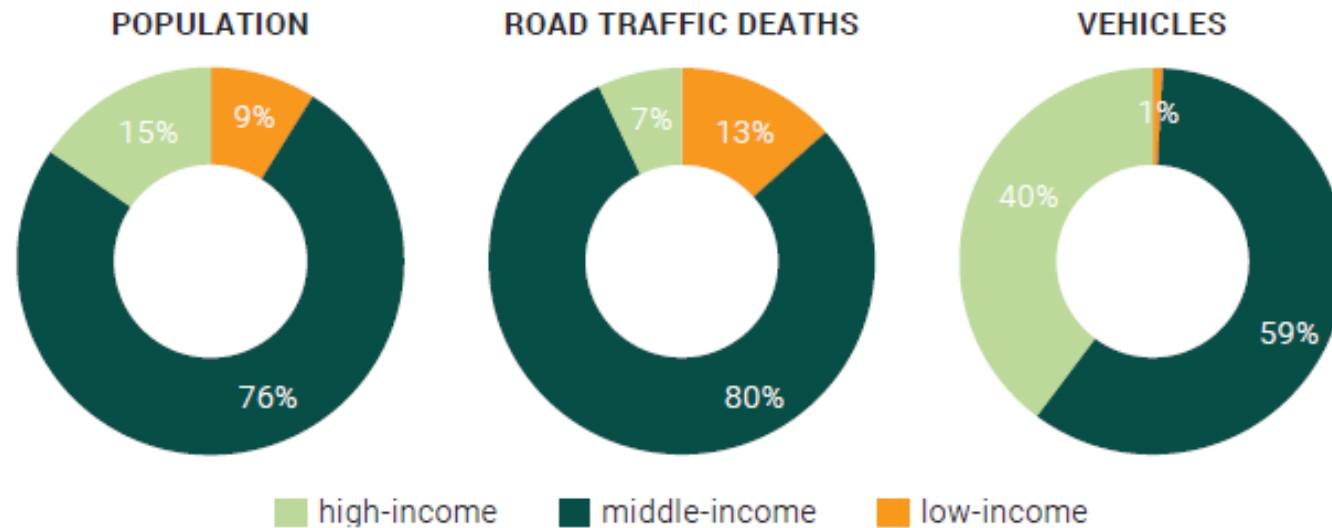
# 50%

rate of death per 100 000 vehicles has decreased by more than 50% since 2000

# Progress is uneven and pace too slow to meet SDG 3.6



# Inequalities persist

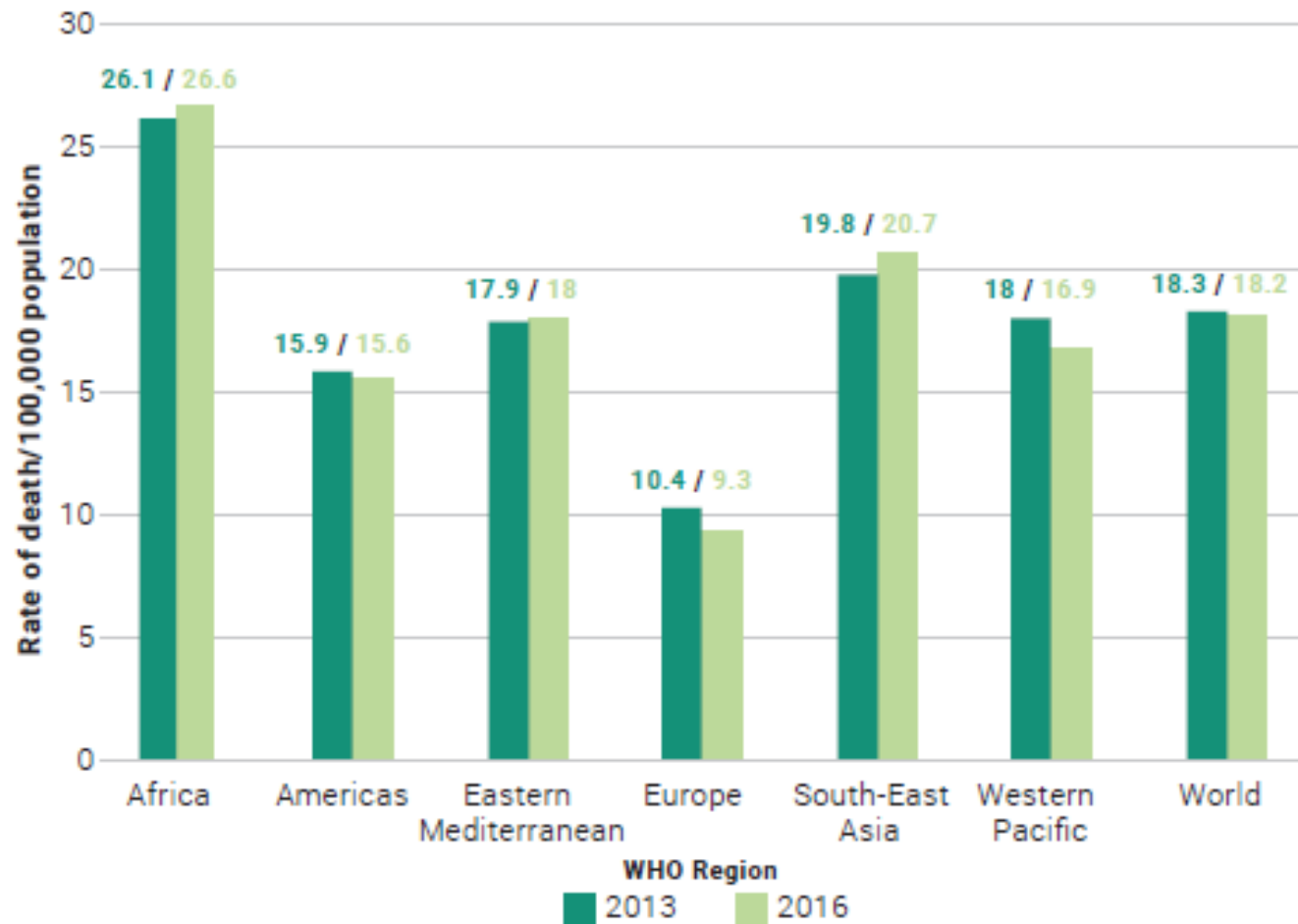


\*income levels are based on 2017 World Bank classifications.

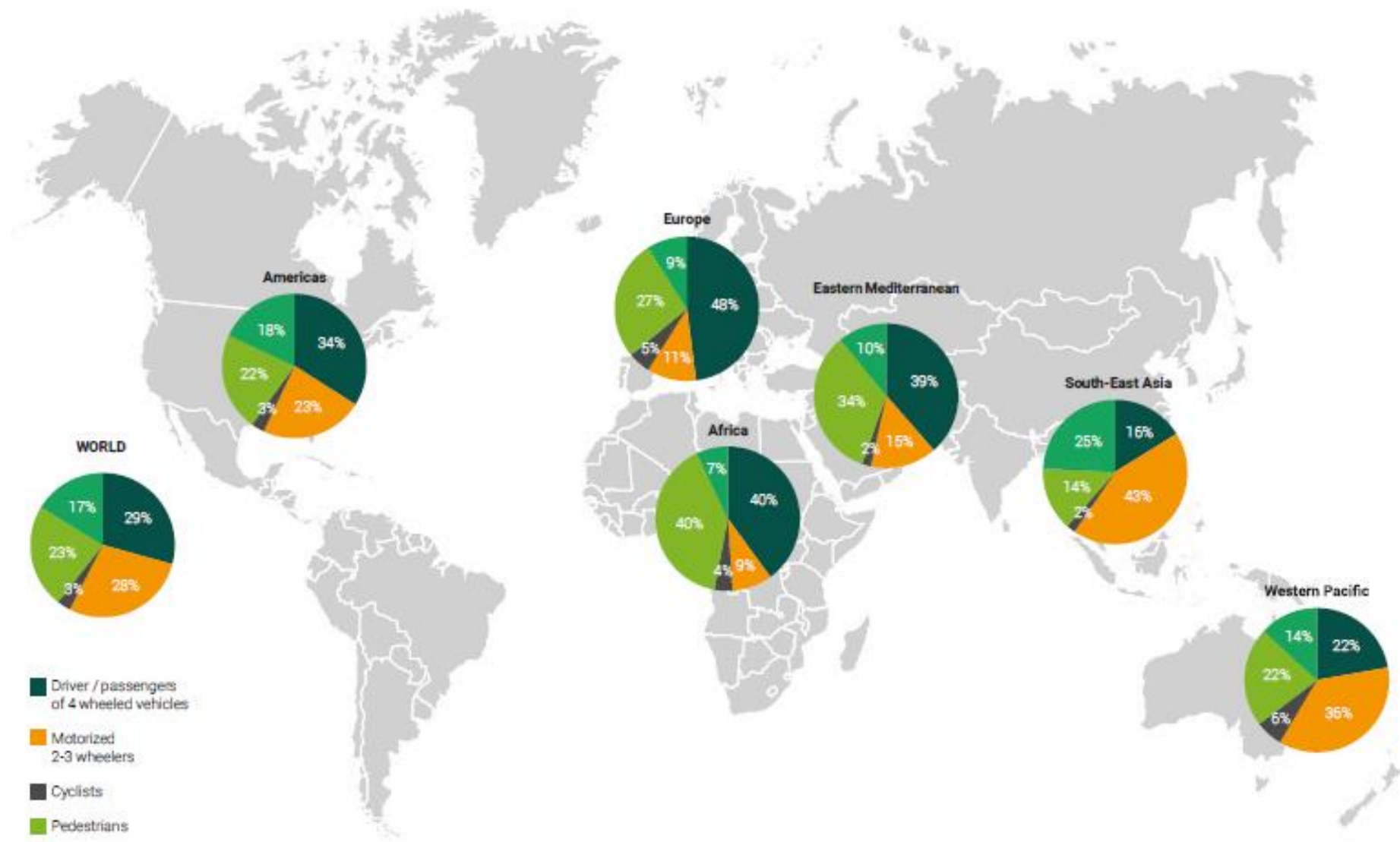
# 3x

rates of death three times higher in low-income countries than in high-income countries

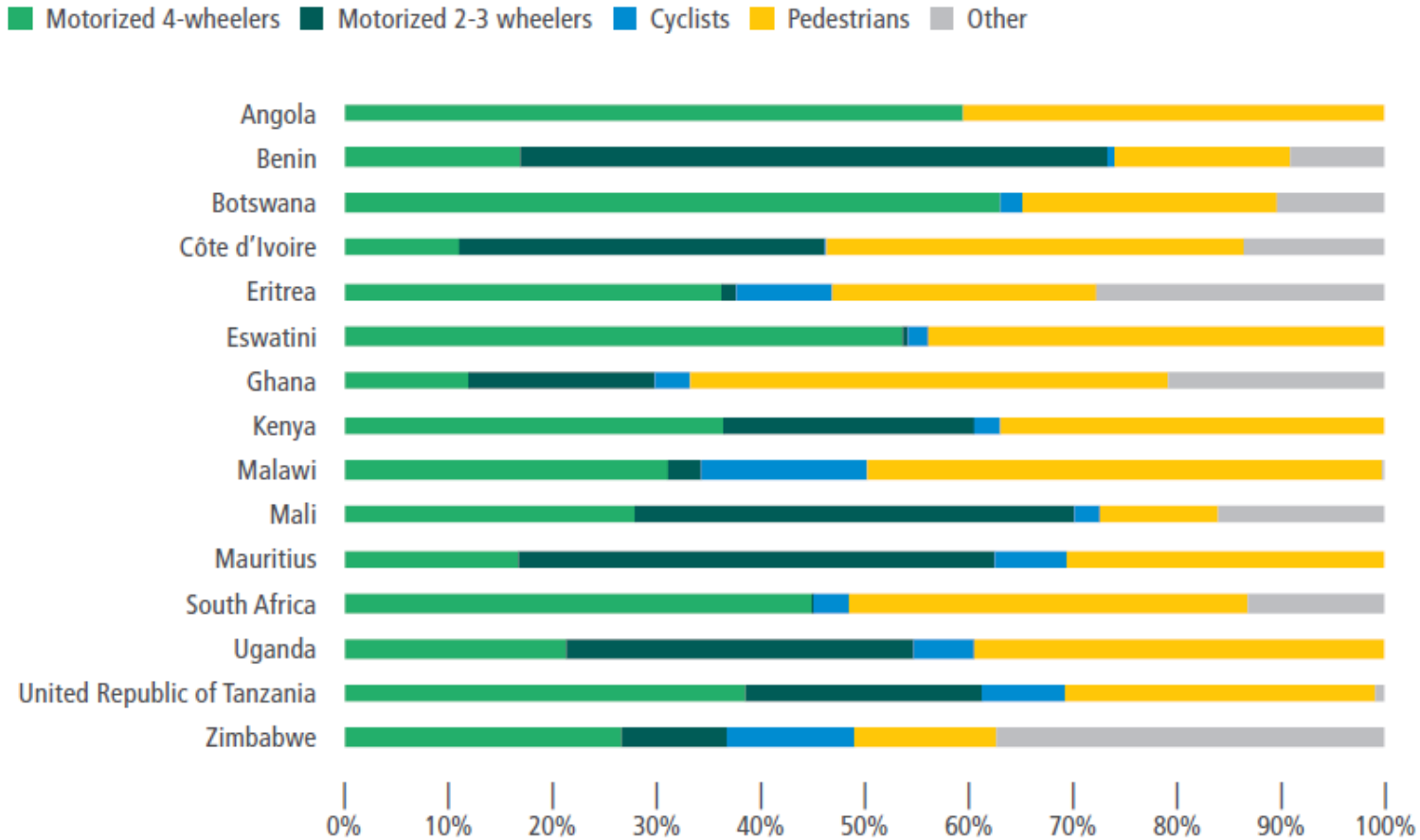
# Inequalities persist





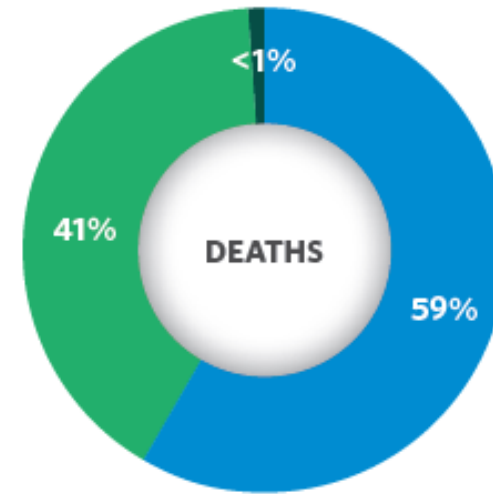
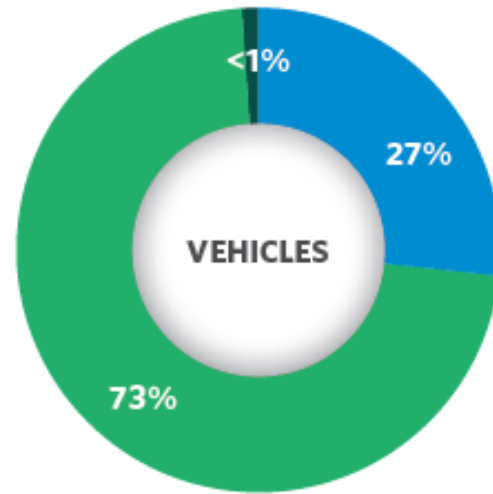
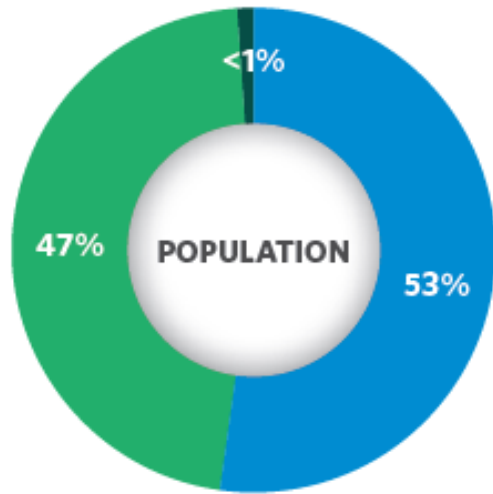


# Mortality by different modes of transport

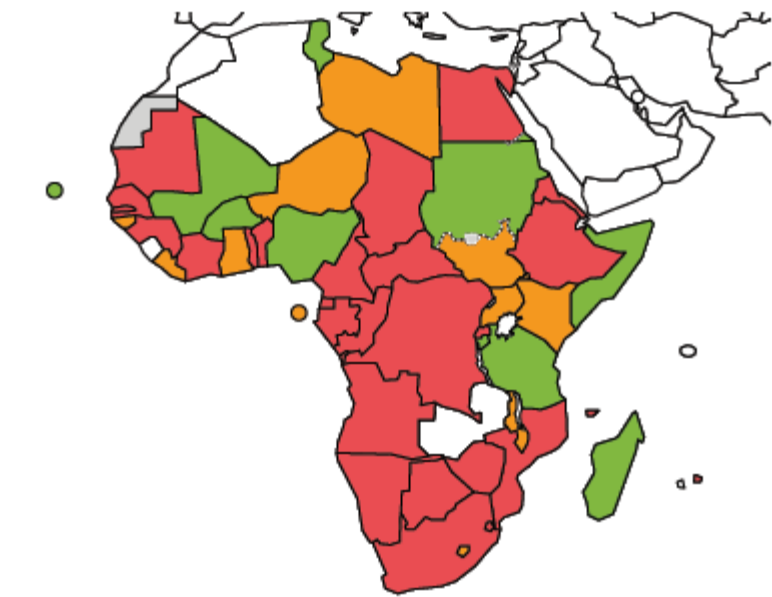


# Proportion of population, road traffic deaths, and registered motor vehicles by country income category

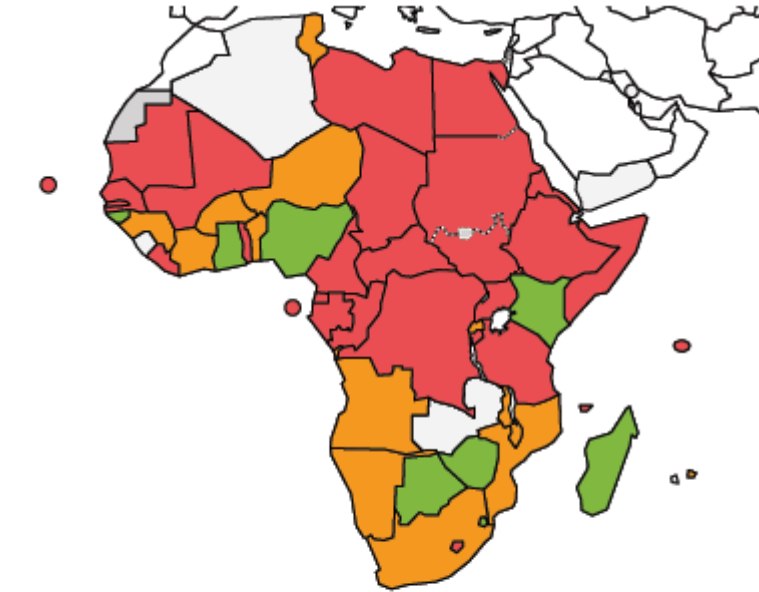
■ Low-income ■ Middle-income ■ High-income



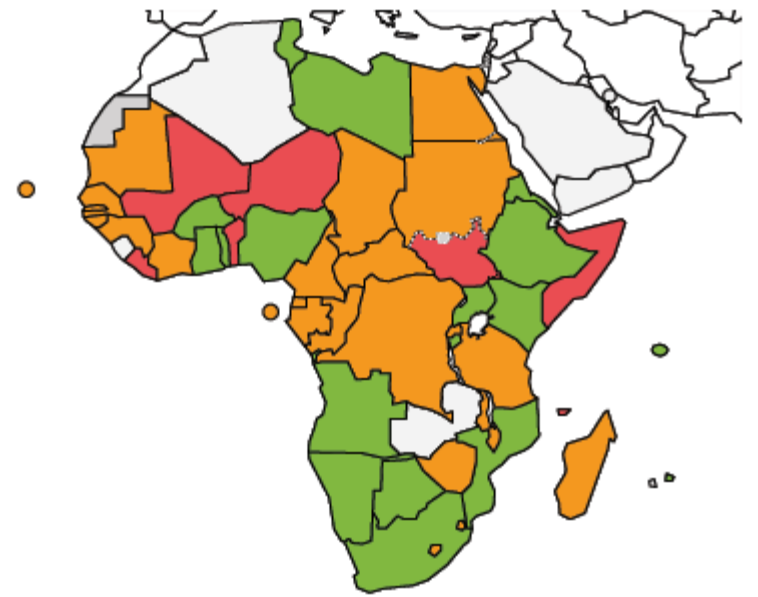
# Best Practice Legislation



- Speed limits on urban roads ≤50 km/h and can be modified
- Speed limits on urban roads ≤50 km/h but cannot be modified
- No speed law or speed limit on urban roads >50 km/h
- Data not available
- Not applicable



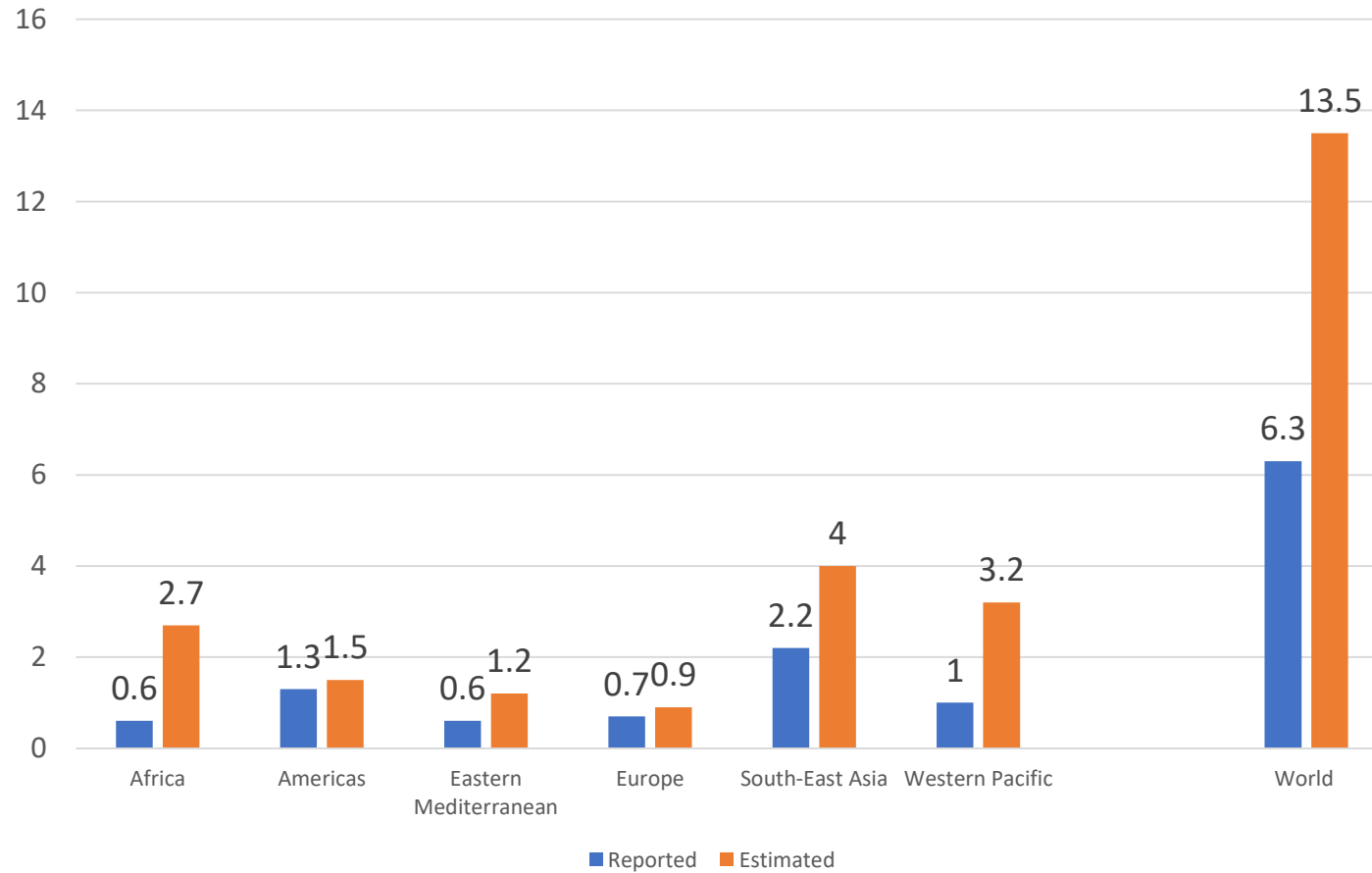
- All riders, roads, engines, fastening and standard
- All riders, roads, engines and either fastening or standard
- Not covering all riders or roads or engines; no law
- Data not available
- Not applicable



- Seat-belt law applies to all occupants
- Seat-belt law applies to front seat occupants
- No seat-belt law or law applies to driver only
- Data not available
- Not applicable



# Challenges remain



# Data sources for road traffic deaths

## Data Sources

- Police records
- Health facility records
- Vital registration / death certification
- Combine sources
- Insurance

## Definitions

- Died at scene of crash
- Died within 24 hours of crash
- Died within 7 days of crash
- Died within 30 days of crash
- Died within a year of crash
- Unlimited time period following crash

# How WHO generates estimates

## Country Data

The GHE are based on civil registration and vital statistics (CRVS) data that is received from Member States

## Vital Statistics

CRVS data is used because it contains data on all causes of death and is not specific to anyone cause and it consolidates data from multiple sources within a country.

## ICD Coding

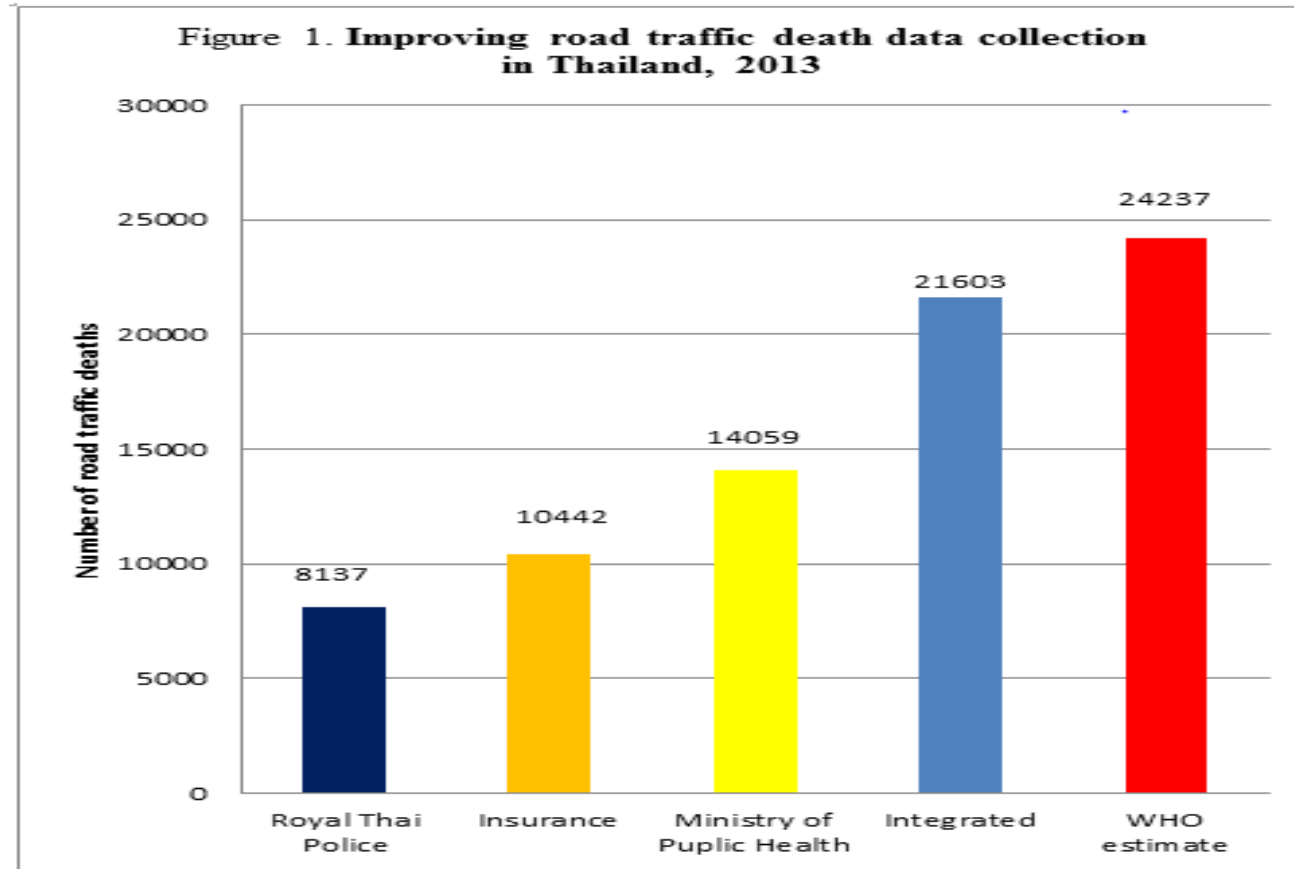
Coding of causes of death in CRVS data is based on the International Classification of Diseases (ICD)

# Difference between Police and CRVS

| Country  | Police data | CRVS_raw | Difference % | Year |
|----------|-------------|----------|--------------|------|
| Canada   | 1858        | 1965     | 5.8          | 2015 |
| Chile    | 1675        | 2066     | 23.3         | 2016 |
| Cuba     | 750         | 952      | 26.9         | 2016 |
| Greece   | 824         | 995      | 20.8         | 2016 |
| Hungary  | 607         | 768      | 26.5         | 2016 |
| Japan    | 4867        | 5001     | 2.8          | 2015 |
| Portugal | 563         | 662      | 17.6         | 2016 |

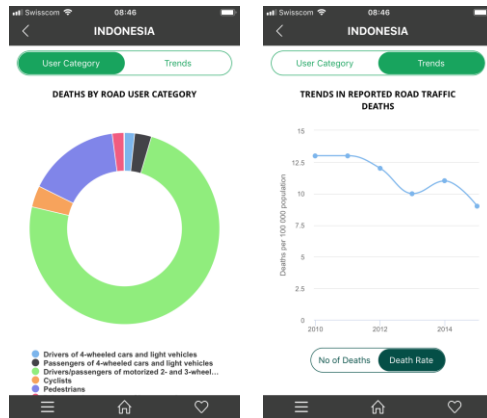


# Mapping and integration of data

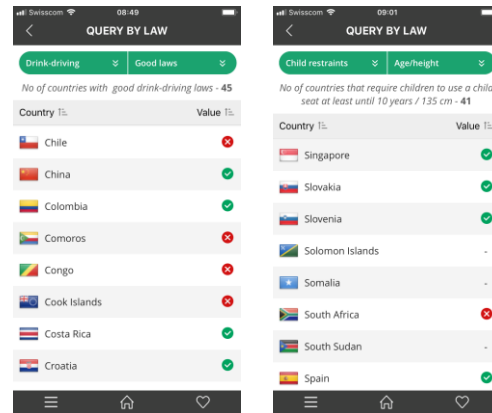


# Mobile App: WHO GRS Info

## Country Data



## Queries



## Comparisons

