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PLAN OF ACTION OF ROAD SAFETY: FINAL REPORT

Background

1. The purpose of this document is to report to the Governing Bodies of the Pan American Health Organization (PAHO) on the results obtained in the implementation of the Plan of Action on Road Safety (Document CD51/7, Rev. 1) for the period 2012-2017, adopted in 2011 during the 51st Directing Council of PAHO through Resolution CD51.R6, which recognized the need to improve road safety in the Region (1, 2). The purpose of the plan was to establish guidelines for actions by the health sector in the Member States and promote initiatives to prevent road traffic injuries. Accordingly, the plan proposed a set of targets to be reached by 2017, based on 18 indicators that used data from 2007 as the baseline. These targets are evaluated in this report (1, 3).

Analysis of the Progress Achieved

2. The Region of the Americas has made progress toward most of the objectives proposed in the plan of action, as described in the table below and complemented in the Annex with a summary figure. The source of information for the analysis of the results was the regional report on road safety published by PAHO in 2016 (4).¹ It should be mentioned that the criteria for evaluating the indicators related to the development of legislation² were more rigorous in this final evaluation than when the baseline data were compiled.

3. Progress has been made in road safety, specifically in the development and designation of lead agencies as coordinating entities. There have also been improvements in legislation on driving under the influence of alcohol and the use of child restraint systems. The implementation of measures to improve road infrastructure and the use of prehospital care have also seen positive progress, and the Member States have improved

¹ Updated data not available until validation for publication in November 2018 (Global status report on road safety 2018)

² National legislation has been considered. The methodology used limits the analysis of subnational progress in federated countries.

their presentation of data on mortality and comorbidity associated with road safety, helping to set priorities in the countries.

4. Despite this progress, reforms are still required to improve legislation on speed, compulsory helmet use for motorcyclists, and compulsory seatbelt use. Furthermore, it is important to point out that there have been delays in compliance with or enforcement of laws that have already been passed. It is also necessary to move forward in national policy-making to promote walking and cycling. It is also difficult to determine whether there have been improvements in technical vehicle inspection and review systems, due to deficiencies in the quality of data available in most of the countries.

<i>Objective 1: Appoint a government advisory committee or a lead agency responsible for multisectoral coordination to guide national road safety activities, with special emphasis on the development of national plans for the Decade of Action for Road Safety.</i>	
Indicator, baseline, and target	Results
Number of countries that have an advisory committee or lead agency responsible for multisectoral coordination of measures to promote road safety. Baseline: 25 Target: 30	Thirty countries have an advisory committee or lead agency responsible for multisectoral coordination of measures to promote road safety.
<i>Objective 2: Reduce the contribution of risk factors (speed, alcohol consumption, drugs and other psychoactive substances, and distractions) to road traffic injuries and increase the rate of protective equipment use (helmets, seat belts, and child safety seats).</i>	
Indicator, baseline, and target	Results
Number of countries with maximum urban speed limits of 50 km/hour. Baseline: 20 Target: 30	There was no progress. The criteria for evaluation of legislation were more rigorous than those considered in the baseline.
Number of countries with speed limit enforcement programs. Baseline: 4 Target: 15	Twelve countries have programs for control and enforcement of this legislation (an increase of eight countries, 80% of the target).
Number of countries and cities that have set blood alcohol limits for drivers equal to or less than 0.05 g/dl. Baseline: 10 Target: 20	Six new countries set the recommended blood alcohol limit, for a total of 16 countries (80% of the target).

Indicator, baseline, and target	Results
Number of countries with programs that ban driving under the influence of alcohol. Baseline: 4 Target: 15	Ten countries joined those that already control blood alcohol levels in drivers, bringing the total to 14 (93.3% of the target).
Number of countries with laws on compulsory helmet use for all motorcycle occupants. Baseline: 12 Target: 25	Sixteen countries require helmet use for all users (64% of the target). The criteria for evaluating legislation were more rigorous than those used for the baseline.
Number of countries with programs to promote and enforce helmet use. Baseline: 13 Target: 25	Five new countries implemented control programs, bringing the total to 18 (72% of the target).
Number of countries with laws on compulsory seat belt use for all vehicle occupants. Baseline: 20 Target: 30	Twenty-three countries out of a total of 30 have this legislation (76.6% of the target).
Number of countries with a program to promote and enforce seat belt use. Baseline: 18 Target: 30	Seven new countries have implemented this legislation, bringing the total to 25 (83.3% of the target).
Number of countries with laws on the mandatory use of child restraint systems in vehicles. Baseline: 21 Target: 30	Six new countries have adopted this law, for a total of 27 (90% of the target).
Number of countries with programs to promote and enforce the use of child restraint systems. Baseline: 5 Target: 15	No advances have been made with this indicator.

Objective 3: Improve mass transit policies through the adoption of the principles of safety, equity, and accessibility to promote the exercise of human rights.

Indicator, baseline, and target	Results
Number of countries with policies that support investment in public transportation. Baseline: 14 Target: 30	Advances have been made in nine countries, bringing the total to 23 (76.6% of the target).

<i>Objective 4: Have organized and integrated prehospital care services for victims of road traffic injuries.</i>	
Indicator, baseline, and target	Results
Number of countries with a prehospital care system integrated into the health sector. Baseline: 22 Target: 30	Five countries advanced during the period of the plan, and a total of 27 now meet this indicator (90% of the target).

<i>Objective 5: Improve the quality of data on road traffic injuries so that mortality and morbidity rates reflect victim characteristics.</i>	
Indicator, baseline, and target	Results
Number of countries with data on mortality rates from road traffic injuries. Baseline: 30 Target: 37	A total of 34 countries out of 37 (the established target) have data on mortality (92%).
Indicator, baseline, and target	Results
Number of countries with data on morbidity rates from road traffic injuries (number of injured who receive care from prehospital and hospital service providers). Baseline: 3 Target: 10	A total of 26 countries have data on morbidity rates ³ from road traffic injuries. This indicator not only was reached, but even exceeded the established goal.

<i>Objective 6: Promote the development of infrastructure conducive to the safe transit of all users of urban roads and highways, particularly pedestrians, cyclists, and motorcyclists, who are the most vulnerable road users.</i>	
Indicator, baseline, and target	Results
Number of countries with national policies that encourage walking and bike riding. Baseline: 10 Target: 30	Only four countries improved their policies on walking and cycling, putting the total at 14 countries (46.7% of the target).
Number of countries that incorporate road safety features into road design and apply measures to reduce speed in areas frequented by pedestrians and/or cyclists. Baseline: 4 Target: 10	Twelve countries have policies to separate road users and protect vulnerable users such as pedestrians and cyclists ⁴ . This indicator was not only reached, but even exceeded the established goal.

³ The total number of countries with data on morbidity includes those that collect data on the number of crashes resulting in both fatal and non-fatal injuries, since the [Global status report on road safety 2015](#) questionnaire groups both indicators in a single question.

⁴ In the PAHO database, there is no data available on the countries that incorporate road safety features into road design and apply measures to reduce speed. The [Global status report on road safety 2015](#) compiles data on countries with policies to separate road users and protect vulnerable users (pedestrians, cyclists, and motorcyclists).

<i>Objective 7: Recommend and support the sector responsible for creating or strengthening a technical vehicle inspection system for the entire vehicle fleet, including two- or three-wheel vehicles. In addition, encourage industries to bring their safety standards into line with the recommendations of the Member States.</i>	
Indicator, baseline, and target	Results
Number of countries with a technical vehicle inspection and review system in place for all vehicles. Baseline: 23 Target: 30	There are no data available in the Region to analyze the achievement of this target.

Action Necessary to Improve the Situation

5. In view of the progress described above, the following measures should be considered:

- a) Continue to work for the recognition of road safety as a public health priority in accordance with the recommendations of the Brasilia Declaration, adopted during the Second Global High-level Conference on Road Safety in 2015 (5), and in accordance with target 3.6 of the Agenda 2030 for Sustainable Development, to “halve the number of global deaths and injuries from road traffic accidents” by 2020. (6).
- b) Considering the significant increase in injuries and deaths in motorcycle crashes in the Region, it is recommended that the Member States define, strengthen, or improve road safety policies aimed at motorcyclists. Furthermore, in the area of general road safety, all risk factors should be taken into account, including “emerging” risks, such as distracted driving due to the use of mobile devices and driving under the influence of psychoactive substances. Furthermore, it is important to consider these new realities in the Region, support the countries, and step up international cooperation to achieve the SDG targets concerning road safety.

Action by the Directing Council

6. The Directing Council is requested to take note of this final report and provide any comments it deems pertinent.

Annex

References

1. Pan American Health Organization. Plan of action on road safety [Internet]. 51st Directing Council of PAHO, 63rd session of the Regional Committee of WHO for the Americas; 26-30 September 2011; Washington DC. Washington, DC: PAHO; 2011 (Document CD51/7, Rev. 1) [cited 2017 December 14]. Available from: http://www.paho.org/hq/index.php?option=com_docman&task=doc_download&gid=14661&Itemid=270&lang=en

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Annex

Indicators of the Plan of Action on Road Safety: Final evaluation of the progress made, 2011-2017

