Protecting Young Lives - Global Status Report on Child and Adolescent Road Safety - UNICEF

"Introducing key road safety reports for 2025" – Joint Webinar

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African Union

SSATP Africa Transport Policy Program

World Health Organization African Region

World Health Organization Eastern Mediterranean Region

Scope

- Introduction
- Key findings and data highlights
- Regional insights with focus on high-risk areas
- How this data can be used to influence policy and funding decisions
- Conclusions

Introduction

- Road traffic injuries are a major cause of death globally
- But children are a particularly vulnerable age group
  - The **leading cause of death** for children & adolescents aged 5-19 years globally
  - Children must be put in focus because of their unique risk factors and particular vulnerability
- Key data on child & adolescent RTI's is not disaggregated or unavailable

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What’s gap does it address

- Children & adolescents remain unseen and unheard within the substantial burden of road crashes
- Interventions are specific to their risk profile and mobility patterns
  - Risk is intimately linked to age group and developmental stage
- Gaps in data for status of child and adolescent policies

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Age surfaces Risk categories

Infants
0 to 12 months

- Highly dependent on adult mobility and supervision.
- Low overall risk.

Children
1 to 4 years

- Highly dependent on adult mobility and supervision.
- Passenger vulnerability when without age-appropriate child restraints.

Under 5's

Older children and adolescents
5 to 9 years

- Independent mobility established
- Coincides with the age of walking and running – pedestrian vulnerability
- Passenger vulnerability – require protection from car restraints
- Developmental factors
- Becoming independent riders – helmet usage

Adolescents
10 to 19 years

- Consists of novice drivers
- Users of powered 2/3 wheelers
- Risk-taking behaviour and outdoor play
- Influence of alcohol
- Influence of peers
- Behavioural factors
- Pedestrian, passenger and driver vulnerability

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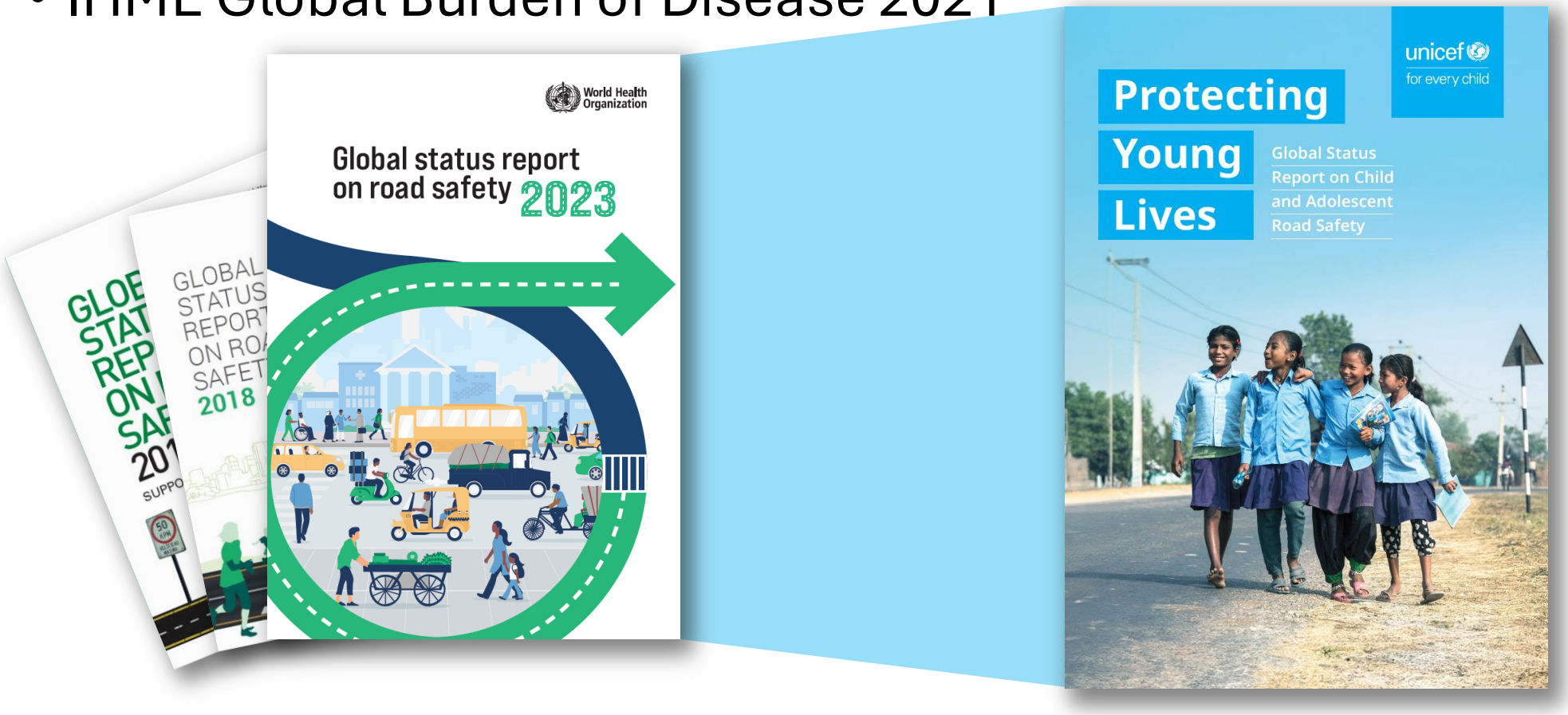
Ranking of causes of death by age group

RANK	AGES 0-1 year	AGES 1-4 years	AGES 5-9 years	AGES 10-14 years	AGES 15-19 years
1	Preterm birth complications	Lower respiratory infections	Lower respiratory infections	Road injury	Road injury
2	Birth asphyxia and birth trauma	Malaria	Road injury	Drowning	Interpersonal violence
3	Respiratory infections	Diarrhoeal diseases	Diarrhoeal diseases	Lower respiratory infections	Collective violence and legal intervention
4	Congenital anomalies	Drowning	Drowning	Other unintentional injuries	Self-harm
5	Diarrhoeal diseases	Measles	Congenital anomalies	Congenital anomalies	Maternal conditions
6	Malaria	Congenital anomalies	Malaria	Diarrhoeal diseases	Cardiovascular diseases
7	Neonatal sepsis and infections	Tuberculosis	Meningitis	COVID-19	COVID-19
8	Tuberculosis	Protein-energy malnutrition	Other unintentional injuries	Meningitis	Tuberculosis
9	Syphilis	HIV/AIDS	Tuberculosis	HIV/AIDS	Other unintentional injuries
10	Meningitis	Meningitis	HIV/AIDS	Tuberculosis	Congenital heart anomalies

Introducing the Global Status Report on Child & Adolescent Road Safety

- WHO data from Global Health Estimates 2021
- IHME Global Burden of Disease 2021



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Key findings and data insights

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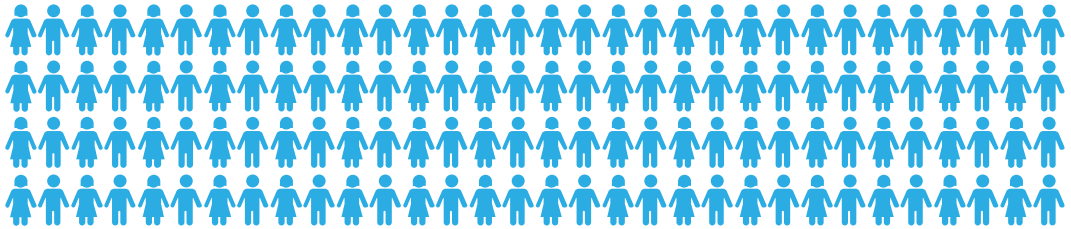
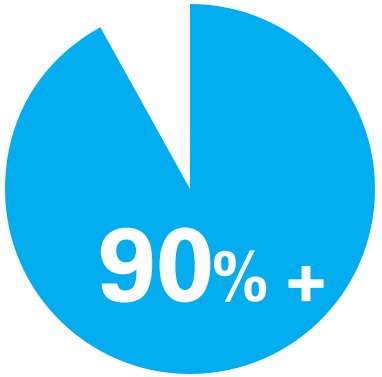
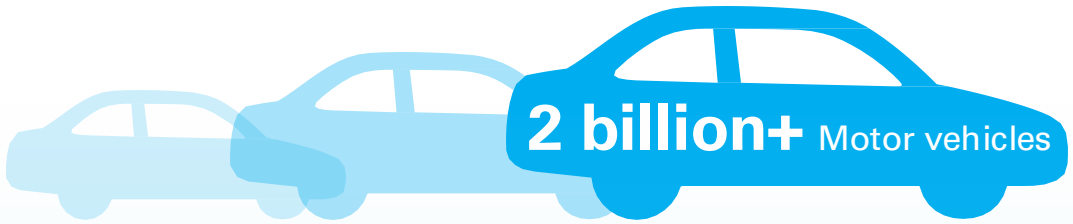
An estimated
500 children and adolescents
0-19 years die in road traffic crashes every day. **One death every 3 minutes.**





of road traffic fatalities in children 19 and under come from
Low- and middle-income countries

By 2030
the number of cars is expected to double worldwide



Regional insights

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Table 1. Proportion of global child and adolescent deaths (aged 0–19 years) from road traffic crashes, 2021

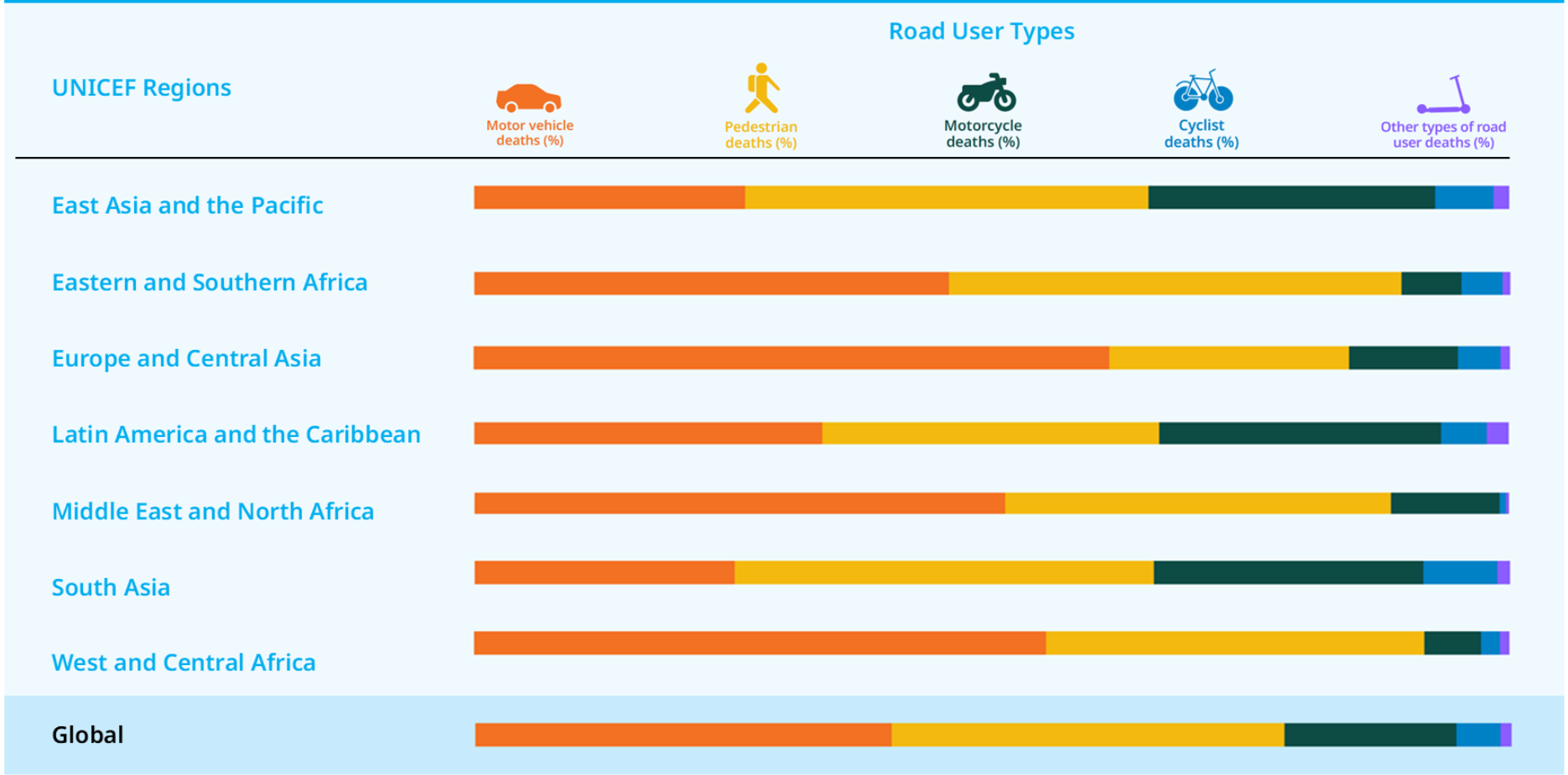
Country income level*	Number of road traffic deaths	Proportion of road traffic deaths	Road traffic injury death rate/100,000 (children aged 0–19 years)
Low-income	46,089	25.4%	14.3
Lower-middle income	77,118	42.5%	6.5
Upper-middle income	48,266	26.6%	5.2
High-income	9,980	5.5%	2.7
Global	**181,453**	**100.0%**	**6.8**

* According to World Bank classification

Source: Global Health Estimates 2021, World Health Organization 2024

Regional insights

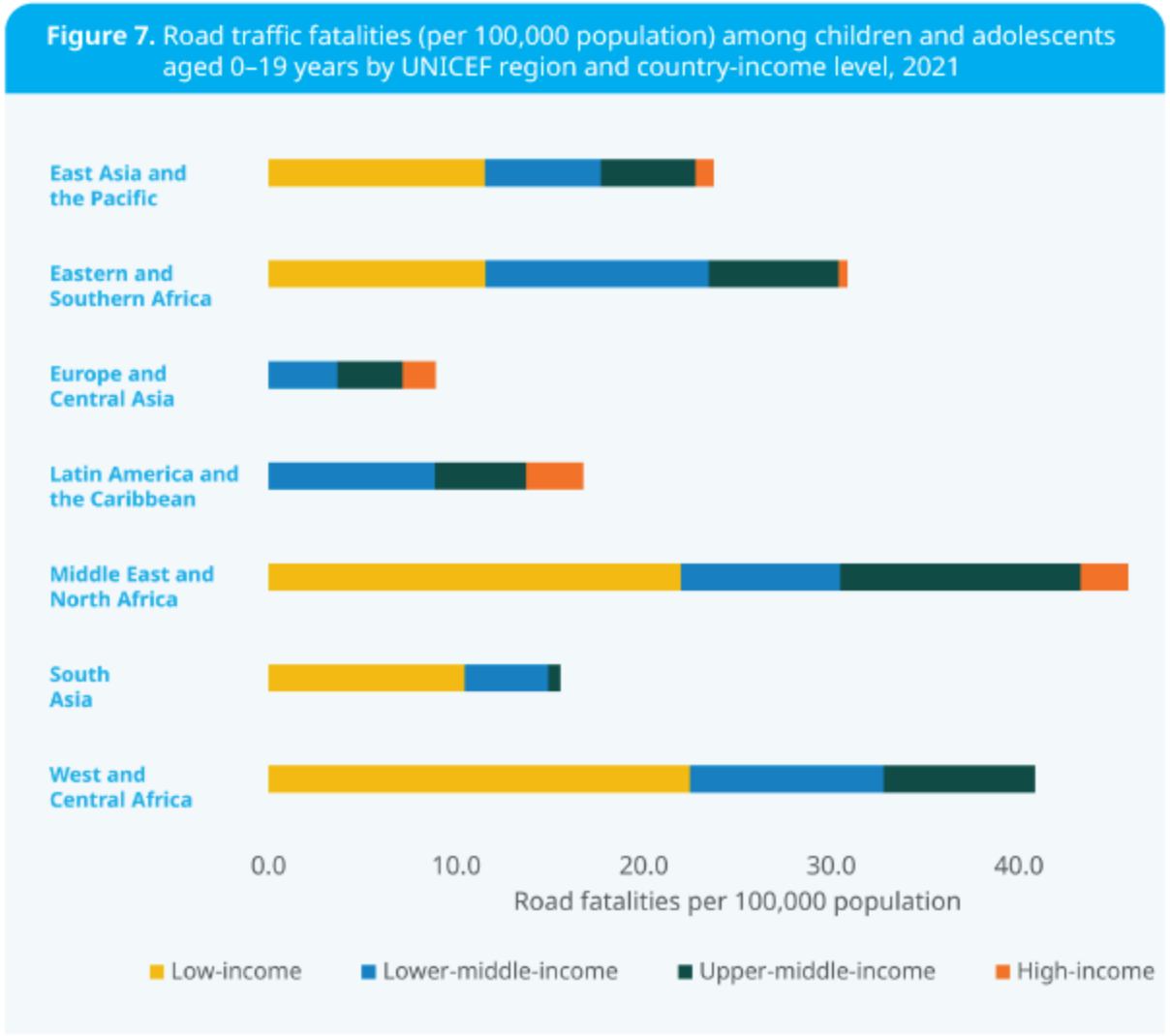
Figure 5. Percentage distribution of country-reported deaths by road user type and UNICEF region for children and adolescents aged 0–19 years, 2021



Source: Global Burden of Disease Estimates 2021, IHME 2023

Regional insights

Figure 7. Road traffic fatalities (per 100,000 population) among children and adolescents aged 0–19 years by UNICEF region and country-income level, 2021



Source: Global Health Estimates 2021, World Health Organization 2024

What's in the report

- Rationale for the focus on children & adolescents
- Global burden of road traffic crashes in children & adolescents
- Policy options for the prevention of road traffic crashes in children & adolescents
- Current global status & gaps in policy measures

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How to use this report

- **Convince policymakers:** of the place of road safety in child health
- **Benchmark your performance:** Compare your country's child fatality rate against other countries
- **Identify policy gaps:** Using the legislative maps to pinpoint gaps in child-specific policies in your country
- **Prioritize interventions:** to maximize impact of limited resources
- **Monitor progress:** Establish baseline measurements using the report's data points to track intervention effectiveness

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How to use this report

- **Create impactful advocacy tools e.g. Indonesia**

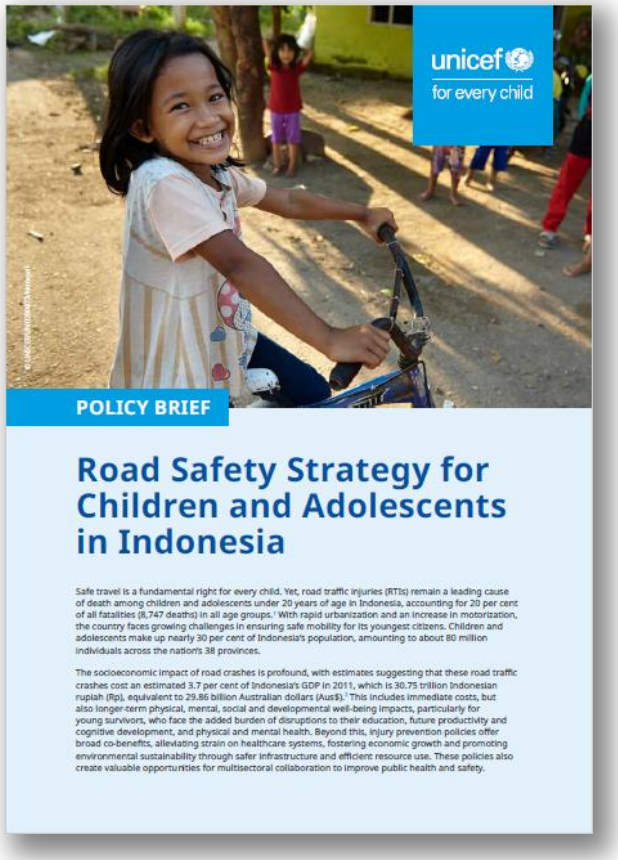
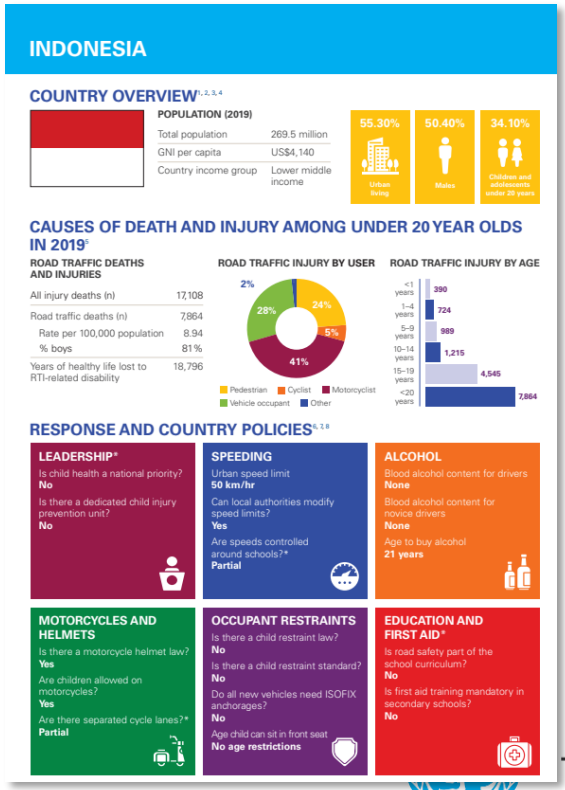


Table 1: National legislation relevant to child and adolescent road safety in Indonesia

National law	In place?	Enforcement
National law for a formal road inspection	Yes	Fair
Legislation on vehicle inspection and certification	Yes	Fair
National law on front and side impact protection	Unknown	Unknown
National law on speed limits	Yes	Poor
Speed control around schools	Partial	Poor
National law on drink driving	Yes	Fair
Blood alcohol content for novice drivers	No	N/A*
Age limit to purchase alcohol	21 years	Fair
National law on drugs and driving	Yes	Unknown
National law on distracted driving	Yes	Unknown
National law on helmet use	Yes	Poor
Children allowed on motorcycles	Yes	Poor
Separated cycle lanes	Partial	Unknown
National seatbelt law for motor vehicle occupants	Yes	Poor
National law on child restraint use	No	N/A
Child restraint standards	No	N/A
Age restrictions for sitting in front seat	No	N/A
Road safety as part of school curriculum	No	N/A
First aid training mandatory in schools	No	N/A
National law for time between crash and professional care	No	N/A

Shown in italics are child specific legislation from the UNICEF regional reports.[7]
* = enforcement not applicable because legislation is not in place. (source: search of relevant legislation)



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Conclusions

- This report is designed for action: not just to describe the problem, but to empower users to push for solutions.
- Data is broken down to help different sectors (health, transport, education, finance) advocate jointly.
- There are clear gaps and clear solutions: funding, policy, and programming can all align with evidence.

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