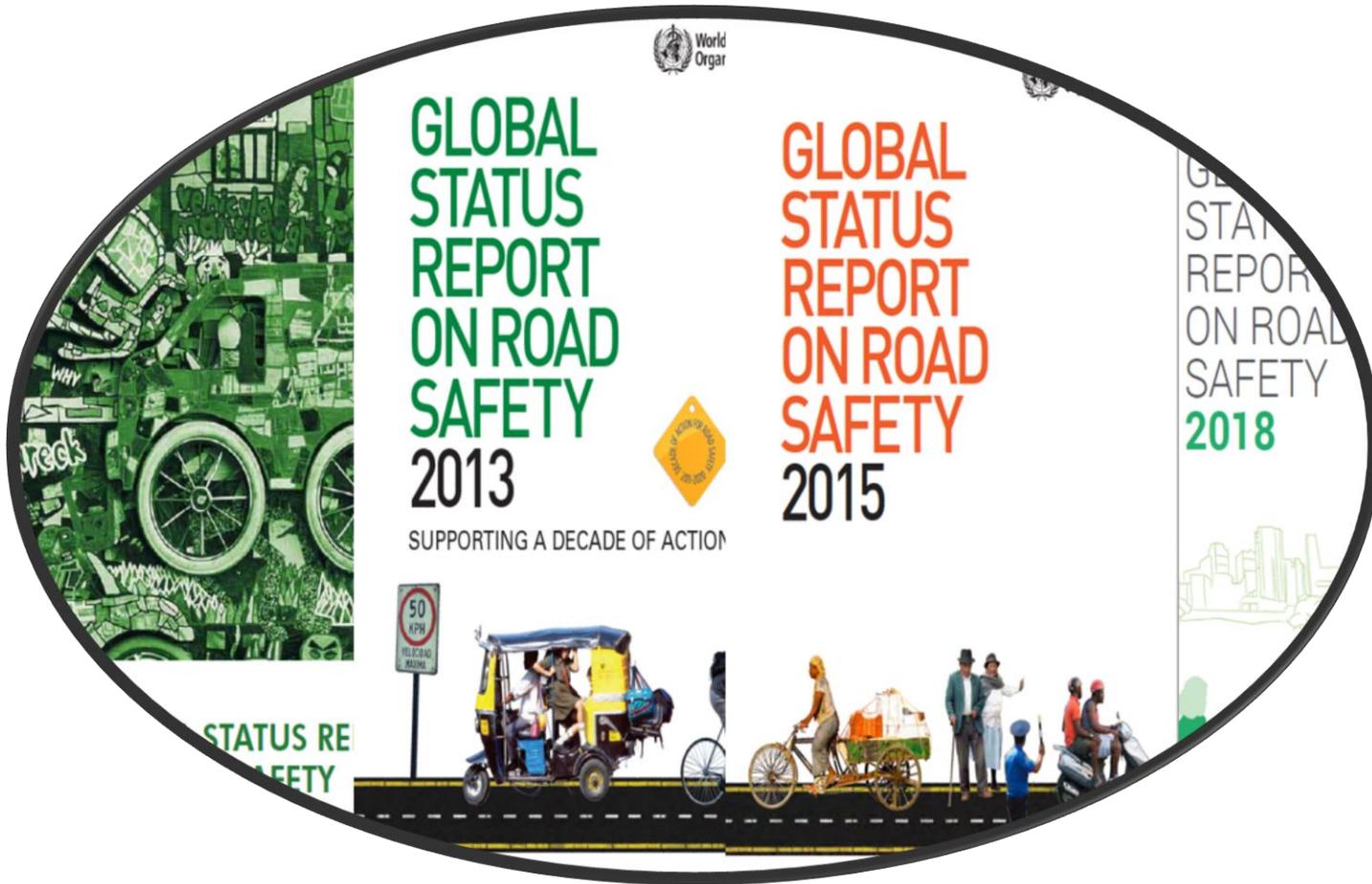


Brief on the preparation of the 5th Global Status Report on Road Safety 2023 and the role of the national data coordinator (NDC)

Dr. Kacem Iaych (WHO)
iaychk@who.int
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First decade of action 2011-2020



Second decade of action 2021-2030



Concept note on GSRRS 2023

Road safety data collection in WHO 5th Global status report on road safety Concept Note

Road traffic injuries are a leading cause of death, killing nearly 1.3 million people annually. Approximately 90% of these deaths occur in low- and middle-income countries. Unless action is taken urgently, the number of road traffic injuries and deaths is likely to continue to rise in most regions of the world as motorization increases. Indeed, if current trends continue unabated, road traffic injuries are predicted to rise from their current position as the ninth leading cause of death to become the fifth leading cause of death by 2030.

In 2009 WHO published the first *Global status report on road safety* for which it gathered information from Member States using a standardized method. This report provided the first assessment of the road safety situation at the global level and revealed the gaps that exist in national road safety efforts. In March 2010 the United Nations General Assembly adopted resolution 64/255¹ which proclaimed 2011–2020 as the Decade of Action for Road Safety. Another resolution in 2022 74/299² proclaimed 2021–2030 as a Second Decade for Action. These resolutions call on WHO to monitor and evaluate the impact of actions to date. Target 3.6 in the 2030 Agenda for Sustainable Development for road safety –calls to halve the number of road traffic deaths and non-fatal injuries globally. The *Global Status Reports* are a mechanism used to monitor progress to this end.

WHO is currently working on the 5th *Global status report*. The objectives of the report are:

- To monitor progress relating to the Decade of Action for Road Safety and SDG 3.6 at the national and international levels
- To describe the road safety situation in all Member States and assess changes that have occurred since the publication of previous versions of the *Global status report*.
- To evaluate the gaps in road safety nationally to stimulate action
- To generate data to stimulate research on road safety implementation decision making, and to strengthen the network of individuals caring for and working on road safety around the World

As with previous *Global status reports*^{3 4 5 6}, national level data will be collected through the request of CRVS data and administration of a questionnaire involving multi-sectoral consensus among national stakeholders. In addition, supplementary data will be collected through alternative national sources. Unlike previous reports, the process benefits of the collaboration of the regional Road Safety Observatories. In addition, the process to generate the report will operate under a web-based platform securing safe access to all those involved; training and meetings will take place online; and regional reports and other products will be crafted into the project management since inception.

¹ <https://undocs.org/A/RES/64/255>

² <https://undocs.org/pdf?symbol=en/A/RES/74/299>

³ 2009 Global Status Report on Road Safety

https://apps.who.int/iris/bitstream/handle/10665/44122/9789241563840_eng.pdf

⁴ 2013 Global Status Report on Road Safety <https://apps.who.int/iris/handle/10665/78256>

⁵ 2015 Global Status Report on Road Safety <https://apps.who.int/iris/handle/10665/189242>

⁶ 2018 Global Status Report on Road Safety <https://www.who.int/publications/i/item/9789241565684>

March 2022 – initial moves

WHO HQ writes to regional directors and advisors (Feb 28, 2022)



Hiring of RDFPs, official communication with countries to formally designate NDFP – a process led by WHO regions

Regional advisers (RAs) think about regional-specific questions to add to questionnaire (deadline April 29, 2022)

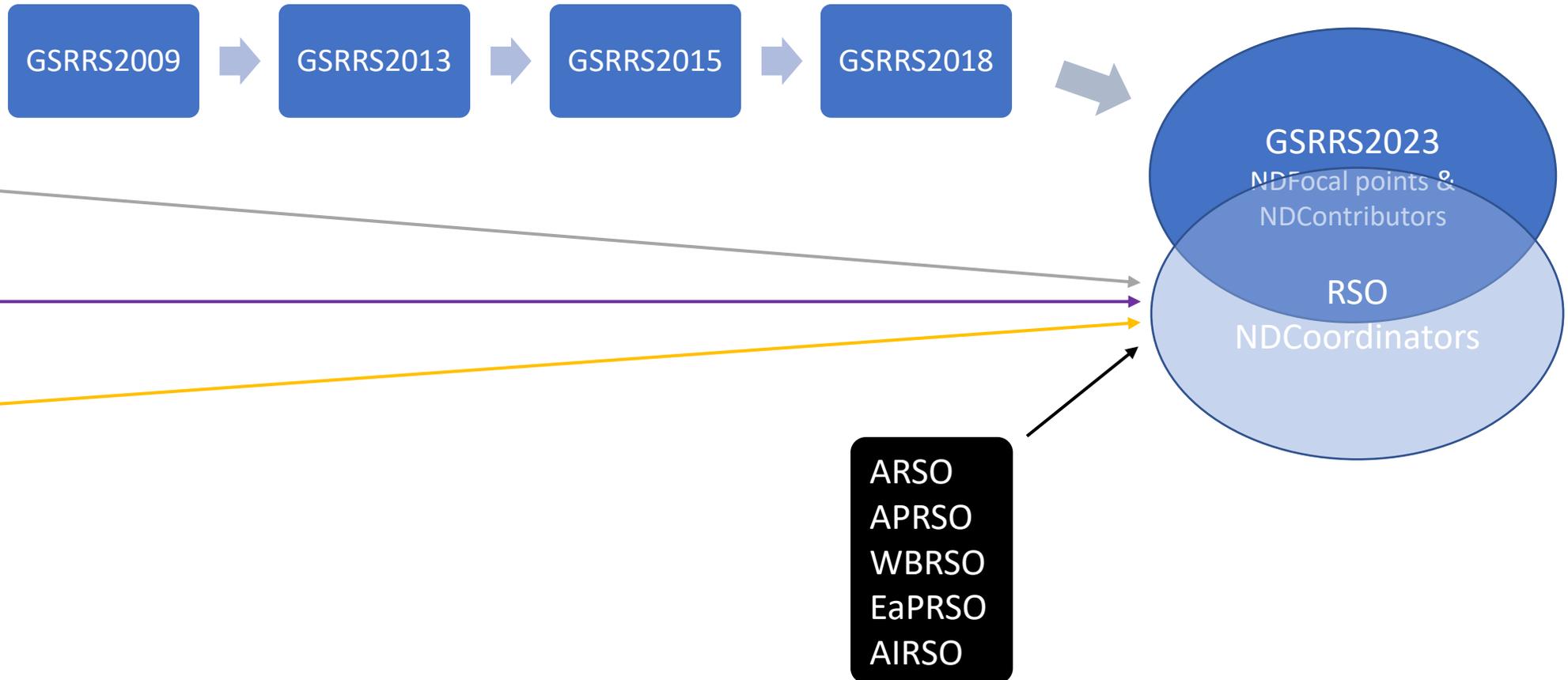
RAs receive NDFP nominations and enter it into GSRRS 2023 platform. Deadline May 27, 2022

NDFP receives and enters the contributors into platform. Deadline June 30, 2022

RDFP Regional Data Focal Point
NDFP National Data Focal Point
RA Regional adviser

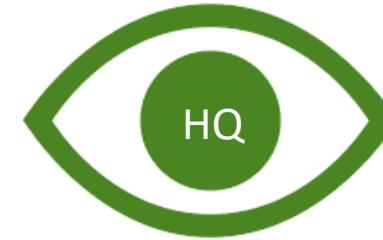
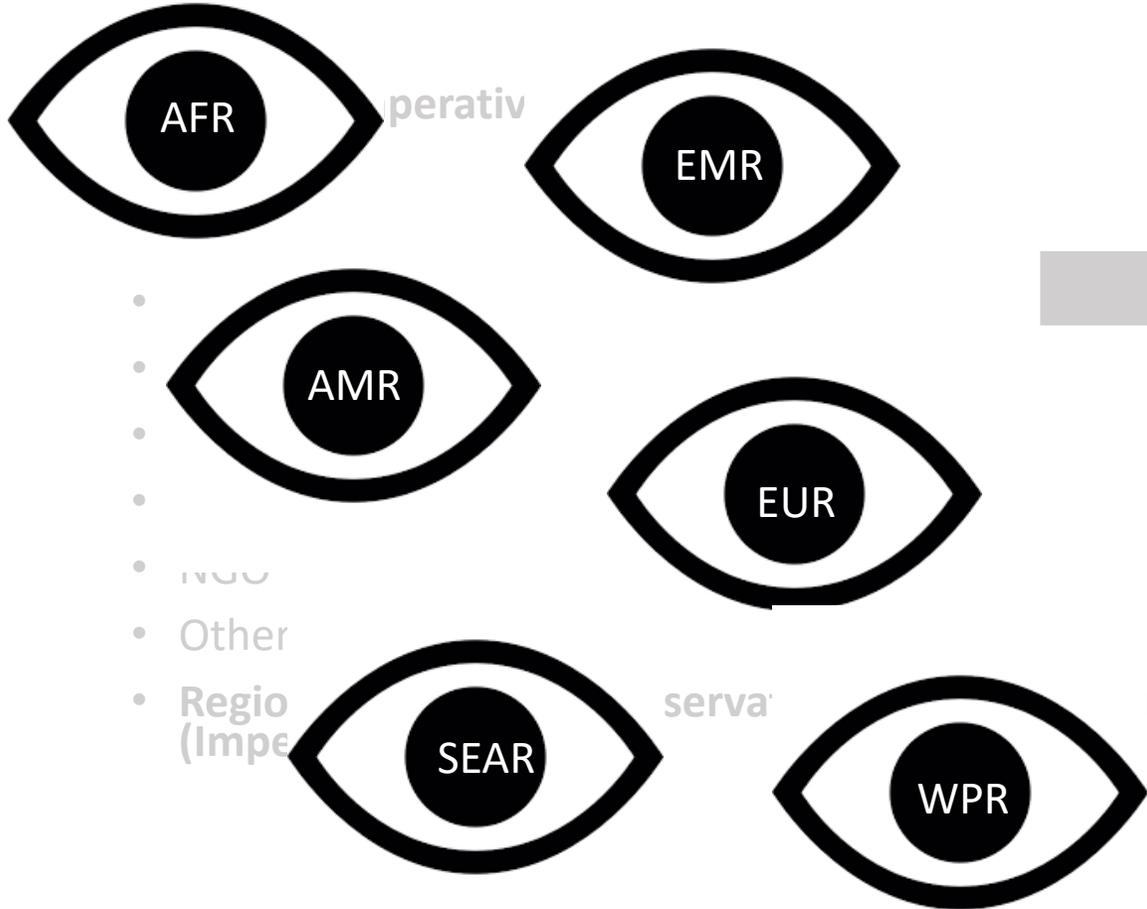
Our objective: Increase efficiency

WHO designation process



Eventually, we aim for 100% integration.

At the Regional and HQ level



National Data Coordinator (NDC)
From Analyst and Administrator HQ computers

One selected (designated)

Regional Advisor/data coordinator grants him/her access to GSRRS2023 data entry portal (deadline May 28, 2022)



National Data Contributors (NDC)
From RAs and RDFPs computers

In turn, he/she secures access to all NDCs under his/her watch (deadline June 30, 2022)

The role of NDC (ARSO)



Consensus meeting (respondents / contributor)

- Ministry of Health
- Ministry of Transport / Infrastructure
- Ministry responsible for law enforcement/police (Ministry of Inter.)
- National Highway Agency
- Emergency Care Directorate
- CRVS
- Ministry of Education
- National Statistics Office
- Nongovernmental organizations working on road safety
- Academic institutions working on road traffic injury research



Collaboration between

*WHO (Departments of
Social Determinants of Health
(SDH) HQ / Regions*
and
Road Safety Observatories

Monitoring SDGs:

**engagement
of other
sectors for
mutual
benefits**

- **SDG target 3.6:**
- **By 2020, halve the number of global deaths and injuries from road traffic accidents (extended to 2030)**
- Marrakech Declaration at the 1st African Road Safety Forum, Nov 2018: **encourage countries to prioritize the development of their CRVS system for better data on deaths from road traffic crash.**
- Side two-day sessions during the Forum with participation from several countries to review their systems including CRVS to improve their data

Multi-country workshops on support to countries to improve their CRVS system



- **Tunisia - 3-5 April 2019**
 - A total of 28 participants from 10 low – and -middle-income countries namely, **Botswana, Cameroon, Ghana, Kenya, Morocco, Nigeria, Senegal, Tanzania, Uganda and Tunisia.**

- **Ethiopia - December 2019**

A total of 27 participants from 10 low – and -middle-income countries namely, **Benin, Burkina Faso, Ethiopia, Mali, Mozambique, Namibia, Togo, Zambia and Zimbabwe.**

Country delegations consisted of a mix of people from ministries of health, statistical offices, civil registries, police and institutions for road safety.

