Global status of road safety
Number of deaths unacceptably high

1.35 million deaths each year

8th 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.

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

18.2
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

<table>
<thead>
<tr>
<th></th>
<th>Increased</th>
<th>No Change</th>
<th>Decreased</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOW-INCOME</strong></td>
<td>27</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>MIDDLE-INCOME</strong></td>
<td>60</td>
<td>15</td>
<td>23</td>
</tr>
<tr>
<td><strong>HIGH-INCOME</strong></td>
<td>17</td>
<td>7</td>
<td>25</td>
</tr>
</tbody>
</table>
Inequalities persist

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

*Income levels are based on 2017 World Bank classifications.*
Inequalities persist
Mortality by different modes of transport

- Motorized 4-wheelers
- Motorized 2-3 wheelers
- Cyclists
- Pedestrians
- Other

Countries listed from top to bottom:
- Angola
- Benin
- Botswana
- Côte d’Ivoire
- Eritrea
- Eswatini
- Ghana
- Kenya
- Malawi
- Mali
- Mauritius
- South Africa
- Uganda
- United Republic of Tanzania
- Zimbabwe
Proportion of population, road traffic deaths, and registered motor vehicles by country income category
Best Practice Legislation
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

<table>
<thead>
<tr>
<th>Country Data</th>
<th>Vital Statistics</th>
<th>ICD Coding</th>
</tr>
</thead>
<tbody>
<tr>
<td>The GHE are based on civil registration and vital statistics (CRVS) data that is received from Member States</td>
<td>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.</td>
<td>Coding of causes of death in CRVS data is based on the International Classification of Diseases (ICD)</td>
</tr>
</tbody>
</table>
## Difference between Police and CRVS

<table>
<thead>
<tr>
<th>Country</th>
<th>Police data</th>
<th>CRVS_raw</th>
<th>Difference %</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canada</td>
<td>1858</td>
<td>1965</td>
<td>5.8</td>
<td>2015</td>
</tr>
<tr>
<td>Chile</td>
<td>1675</td>
<td>2066</td>
<td>23.3</td>
<td>2016</td>
</tr>
<tr>
<td>Cuba</td>
<td>750</td>
<td>952</td>
<td>26.9</td>
<td>2016</td>
</tr>
<tr>
<td>Greece</td>
<td>824</td>
<td>995</td>
<td>20.8</td>
<td>2016</td>
</tr>
<tr>
<td>Hungary</td>
<td>607</td>
<td>768</td>
<td>26.5</td>
<td>2016</td>
</tr>
<tr>
<td>Japan</td>
<td>4867</td>
<td>5001</td>
<td>2.8</td>
<td>2015</td>
</tr>
<tr>
<td>Portugal</td>
<td>563</td>
<td>662</td>
<td>17.6</td>
<td>2016</td>
</tr>
</tbody>
</table>
Mapping and integration of data

Figure 1. Improving road traffic death data collection in Thailand, 2013

Number of road traffic deaths

- Royal Thai Police: 8187
- Insurance: 10442
- Ministry of Public Health: 14059
- Integrated: 21608
- WHO estimate: 24287