

WHO South-East Asia Regional Meeting on Road Safety
in collaboration with Khon kaen Regional Hospital, WHO-CC for Injury Prevention and Safety
Promotion.



Venue : Charoenthani Khon Kaen Hotel. Khon Kaen, Thailand
Date: 17-18 August 2023

Background:

- 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. Road traffic injuries kill approximately 316 000 people each year in the WHO South-East Asia Region. This is 25% of the estimated global total of road traffic deaths. Almost half of those killed on the roads are pedestrians, cyclists and motorcyclists, the so-called vulnerable road users in the WHO South-East Asia Region
- Since August 2022, WHO started to work 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. In South East Asia region, ten out of eleven countries in the region participated in the current WHO report and all participating countries conducted their consensus meeting.

Objectives :

- The main objectives of the regional meeting is to discuss the current status of the decade of Action for Road Safety 2021–2030 and identify mechanisms for acceleration. Some specific objectives were:
 - Discuss the preliminary findings of 5th Global Status Report for Road Safety and create an in-depth strategic dialogue at the level of different areas of the Global Plan of Action for Road Safety 2021-2030, namely:
 - Discuss the foundation of safe system approach from the findings of 5th Global Status Report for Road Safety including lead agency, strategies and its targets, financing, legal framework, priorities and planning
 - Develop country priority action based on the findings of the 5th Global Status Report for Road Safety

Topic Covered during the meeting and key points

- 1. Decade of Action for Road Safety 2021-30: Global Perspectives & Lessons from the 1st Decade**

- Decade of Action for Road Safety 2021-2030 targets to reduce road traffic deaths. The plan calls for urgency of actions by adopting local actions to achieve targets.
- The plan identifies areas of action including multimodal transport and land-use planning, safe road infrastructure, safe vehicle, safe road use and post-crash response.
- The presentations highlighted key areas of achievements and milestones including advocacy at high level meeting of road safety lead agency. The need to advocacy for road safety not only for mobility but at the greater cause including climate change, gender, environment are pertinent.

2. Panel Discussion 1: Road Safety Engagement beyond Health Sector, Road transport, Law makers for road safety: Leveraging the opportunities

- The objective of the panel discussion were to discuss the importance of cross sectoral engagement for road safety and explore areas of collaboration and convergence towards achieving global targets and panel members were probed with following key questions:
- How do you engage different stakeholders in the strategic planning process so that they feel a sense of ownership for road safety?
- How do you ensure that road safety plans complement, reflect and further the agendas of other sectors?
- What are the major challenges in multisectoral collaboration in road safety and how can we resolve these challenges?
 - The panel members highlighted that various level of collaborations happen with road safety council, traffic police, ministry of health and other sectors
 - The panel members highlighted that multi sectoral collaborations are difficult and need stronger institutional mechanisms and funding for meaningful collaboration
 - Some of the key challenges highlighted were discrepancy of data sources between police, health, and other sectors, competing priorities and institutional mechanisms and lack of funding for meaningful collaboration.
 - Opportunities exist to strengthen Road safety plan and complement SDGs, air pollution gender and climate change agenda. However more research is needed to have direct impact linkages.
 - The members highlighted that opportunities exist to engage youths as next generations champions, use of new technology, importance of engaging media and private sector.

3. Panel Discussion 2: Engaging Non-state actors: academia, NGO, INGO and international partners.

The objective of this panel discussion is to discuss the importance of non-state, academia, NGOs and international agencies engagement for road safety and explore areas of

collaboration and convergence towards achieving global targets and following key questions were discussed:

- What are the main actions taken by your agency and what are the main challenges faced by your agency in achieving road safety targets.
 - How do you think, Member states could leverage engagement of different Non state, NGO and international agencies in road safety initiatives?
 - How do you ensure that road safety plans complement, reflect and further the agendas of different agencies?
 - What are the major challenges in multisectoral collaboration in road safety and how can we resolve these challenges
- The pannel members discussed on the areas where each agency could play an part and leverage the strenghtens and institutional capacity for e.g role of UNESCAP is well recognized by transport sector but it is not well known by health sector and can work very well with transport sector.
 - The members also highlighted the challenges in achieving global targets, vehicle safety standards etc.
 - NGOs can assist with community engagement and getting support from the community and academia can share the scientific evaluation results for improving the effectiveness of various interventions. Each stakeholder has different priority and timelines.
 - The members highlighted the need for a regional framework for road safety
 - The road safety agenda needs to be discussed at the sustainable development in transport
 - The members also highlighted the need for research into road safety
4. **Post-crash response system Thailand Lessons Learnt & Thailand Annual National Status Report: Process, Lessons, and Challenges**
- Thailand experience in emergency care and the publication of a national status report and its beneficial role in generating knowledge, social mobilization.
 - Key lessons learnt were to start small build on success stories and motivate staff to drive goals. Also it is important to establish trauma standards, accreditation and key performance indicators linked to registry to show results.

5. Site visit to Khon Kaen hospital and driving license educational center

The filed to driving test school, simulation laboratories were lessons for many other countries.



6. 5th GSRRS: Preliminary key findings and progress in the region

The participants divided into group and some of the key preliminary findings of the global status report were shared within the group. The groups discussed to address following key questions:

- What are key challenges you think that they hinder the progress in road safety in the region, think beyond the conventional financial, capacity and resource challenges for the region.
- What are key actions that can be developed to overcome these challenges, identify implementation approaches for the region.
- What are the key areas of focus for the region to accelerate towards achieving global target and identify key stakeholders for implementation
- How can WHO play vital role, think anything beyond technical support
- The participants highlighted following key challenges and recommendations

Issues /challenges	Recommendations
<ul style="list-style-type: none"> - Lack of reliable data on road traffic crashes - Road infrastructure/ road design challenges 	<ul style="list-style-type: none"> - Establishing an integrated injury and trauma registry - Establishing research centers

<ul style="list-style-type: none"> - Poorly designed intersections, lack of proper signage, and inadequate lighting can all contribute to road crashes. - Lack of implementation and enforcement of the laws and policies - Inadequate number of emergency care facilities (injury and trauma) - No specific Leadership for road safety - Lack of clear operational definitions for injuries, fatalities and risk factors /assessment modes - Geographical access related challenges - Lack of speed restriction in commercial and personal vehicle - Data quality and missing data remains a challenge, weak enforcement of legislations, weak governance. 	<ul style="list-style-type: none"> - Community surveys by independent institutions - Strengthen assessment/inspection by developing a standard. - Road audits - to be done periodically. - Incorporating awareness and advocacies on road safety in educational institutions as early as from pre-schools - Time-bound targets are needed to ensure the enforcement of the laws and policies. - Leveraging technologies such as CCTV on the roads to monitor that the rules and regulations are followed properly - Develop more emergency care facilities - Develop road safety policy and action plan in-line with second decade - Uniform definition discussion & government acceptance. - Develop capacities for road safety management to local governance - Automated enforcement methods with focus in high penalties and recovery of penalties - Adopt guidelines for vehicle safety and standards for these vehicles. - Involve users and governments bodies in monitoring. - Insurance for all users to be made mandatory for public transport providers. - Learn from experts from other countries who have used low-cost intervention methods for safer intersections. - Train in iRAP - Conduct Star ratings of new roads and monitor - Establish graduated driver licensing training systems and also upgrade existing licensing system with latest AI/electronic technology.
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	<ul style="list-style-type: none">- Standardized data formats and protocol for each stakeholder, continuous monitoring and evaluation.
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7. Panel Discussion 3: Strengthening Country Support through WHO-CC

The main objectives of this panel discussion is to understand the potential of WHO-CC to maximize road safety support to member states. The pannel members discussed on following key questions:

1. What are the initiatives taken by your agency, WHO-CC on road safety and what are the challenges faced by your agency
 2. What support do your agency provide to the member states and how can member states maximize benefit from WHO-CC on road safety
 3. What are priority areas that your agency will be venturing to support member states achieve road safety targets?
- The members highlighted on what programatic areas that the WHO-CC cover and areas where member states can be supported.
 - The members highlighted that WHO-CC can provide short term training/capacity building workshops, internships, sharing best practice data formats and protocols.

8. Country Actions

Bangladesh

Best practices that your country has adopted for Road safety (Highlight one or two)

- Adoption of National Land Transport Policy
- Preparation of Safety Manual, Hand Book and Guidelines
- Establishment of National Road Safety Council
- Development of Road Safety Unit at RHD and LGED
- Establishment Of Highway Police
- Approval of Speed limit Zoning and Speed Restrictions Rules

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- Violations of Traffic Laws
- Over Loaded Vehicles as well as over Speed and Overtaking
- Excess Roads and Two Way Road System
- Using Mobile Phones by the Drivers
- Lack of Proper Training of Drivers
- Multi-Modal Vehicles in a single Road
- Crossing the roads all time by the Pedestrians
- Weakness in Post crash Response System

Key recommendations based on GSRRS-5 preliminary data

- Regular Road Maintenance
- Speed Ramps
- Safety Educations for all
- Enforced Speed Limits
- Improvement of Data reporting System
- Improvement in Vehicle registration , Fitness And Driving License System

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Key action that will be take up within next 2-3 years (Focus on collaborative multi-sectoral actions)

- Regular Maintenance Of all Roads in Regular Basis
- Electronic Licensing System
- Development of Effective Post crash Response System
- More effective Enforcement of Laws

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Bhutan

Background

- **Population** : 763,249
- **Area** (sq. km): 38,394
- **GDP**: 3,065 USD
- **Districts**: 20
- **Capital**: Thimphu
- **Total length of roads in Bhutan** : 18,343KM
- **Total no. of vehicles**: 126,501
- **Life expectancy at birth** : 70 years
- **Fatality rate**: 6.8 persons per 10,000 vehicles
- The State provides free access to basic public health services in both modern and traditional medicines.

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Best practices that your country has adopted for Road safety (Highlight one or two)

1. Dry day/Friday zero tolerance

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Key challenges in addressing Road safety Initiatives

1. Lack of comprehensive policy directives
2. Data discrepancies - no integrated data system (fragmented data system)
3. Sustainability issues (mostly individual driven) -

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Key recommendations based on GSRRS-5 preliminary data

1. Work on a proper source of data generation
2. Enforcement on seatbelt use - weak use of seatbelts
3. Enforcement on drink driving
4. Develop for standards to monitor infrastructure/road design in the country

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**Key action that will be take up within next 2-3 years
(Focus on collaborative multi-sectoral actions)**

- 1. Reconstruct the multi-stakeholder committee for road safety to enhance coordination**
- 2. Integrate data management system**
- 3. Establish a governing body empowered with an executive authority to manage road safety**



Maldives

Best practices that Maldives has adopted for Road safety (Highlight one or two)

Speed Monitoring:

Camera in bridge and highway

Enforcement:

Maldives police service have separate wing for road safety

- 1 {
 - Road safety awareness and Prevention
- 2 {
 - Violation and Tow facility management

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Key challenges in addressing Road safety Initiatives

Data Management

Injury Surveillance (Hospital data)

Multi-sectoral collaboration

Lack of stakeholders involvement

Enforcement

Lack of equipment
Lack of trainings

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Key recommendations based on GSRRS-5 preliminary data

Strengthen Injury Surveillance system

Incorporate to DHS2

Establish National targets to reduce road traffic accidents and death

Develop national road infrastructure standard meet which international standards

Develop national standards which meets UN technical safety regulations for new vehicle imports

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Key action that will be take up within next 2-3 years (Focus on collaborative multisectoral actions)

Revise National Road Safety Action Plan
implement NRSAP

EMS regulations

Establish National targets to reduce road traffic accidents and deaths

Develop national road infrastructure standard meet international standards

Develop national standards which meets UN technical safety regulations for new vehicle imported

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Myanmar

Best practices that your country has adopted for Road safety (Highlight one or two)

- National Road Safety Council as leading agency
- National RS Action Plan for 2021 -2030 with 50% reduction targets.
- Regular evaluation meeting for multisector collaboration and regular monitoring for Action plan implementation
- Updated Vehicle Rule for helmet use and standard, seat belt standard and child restraint in 2022

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Key recommendations based on GSRRS-5 preliminary data

- To develop integrated data system
- To strengthen the law enforcement mechanism
- To do the stakeholder advocacy and finding partners for funding
- To do the capacity building for Road safety leadership and management, policy development, data collection and research, post-crash response, etc.
- To increase the public awareness for importance of road safety
- To do the research for evidence and prioritization

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Key challenges in addressing Road safety Initiatives

- No budget for implementation of RS Action plan and RS activities
- Emergency Care System Assessment need to be done for current status
- Post crash response and emergency care system need to be strengthen
- No specific law for 2/3 wheelers
- Best practice for Vehicle safety is not maintain
- Need to establish integrated data system- Trauma registry, NISS

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Key action that will be take up within next 2-3 years (Focus on collaborative multi-sectoral actions)

- Work with LNGOs working for Road Safety (MRCS, MORS) to develop
 - Nationwide emergency ambulance system
- Work with Hospital Emergency Team for
 - Activities to develop guideline for road safety management
 - Capacity building training for post -crash response by lay people
 - Establish integrated trauma and NISS

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Nepal

Best practices for Road safety

Zero Tolerance to Drink and Drive
Compulsory Helmets and Seat Belt.
High Penalty Charges

One day compulsory class for traffic rule violators.
Strict License examination: Knowledge, Practical, Medical
Advocacy on road safety and road traffic injury by Road Crash victims and traffic police.
Systemic Program to upgrade Higher Risk location(Black spot)

Complete prohibition on import of used vehicle.

Vehicle / Third party insurance system

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Key challenges in addressing Road safety Initiatives

Political protection

Traffic rule:

use of traffic light, zebra crossing, overhead bridge

Educate the people about road safety:

No Child restraint law

Poor post crash response data.

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Key challenges in addressing Road safety Initiatives

Poor Governance: Poorly functioning National Road Safety Council. Speed driving, distracted driving law.

Infrastructure: No standard technical design for safe road (IRAP guidelines).
: < 20% road have gone for assessment only.

Geographical constrain:

Many turns and bends

Design of road in rural areas

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Key recommendations based on GSRRS-5 preliminary data

Coordination of intergovernmental function , awareness program, promoting of road safety intervention and capacity building program.

Coordination of preparation and execution of road safety strategy.

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Key recommendations based on GSRRS-5 preliminary data

Integrated Road Safety Information
Trauma registry, Police data, Reliable data from incident sites.

Use low risk vehicle for child transfer to school.

Use helmets in Pillion Rider .

Speed of vehicle should be measured in highway road.
Promotion for cyclist and pedestrian lane in the road.
Strengthening of post crash response .

Key action that will be taken up within next 2-3 years (Focus on collaborative multi-sectoral actions)

Compulsory use of Helmet to Pillion Rider.

Awareness and Educate : School and College Student about Road Safety and Consequences of Road Traffic Crashes.

Endorsement of Road Safety , Strategy and Action plan
Road signs , Traffic light and School Crossing

Improving existing Roads and new road:
Walking and cycling lane
Improving vehicle standard.

Trauma registry : collaborating and implementing

Trauma Care service: Standardised , establishment of centers involving provincial and local government.

Best practices that your country has adopted for Road safety (Highlight one or two)

- Lane discipline (Bus Priority Lane)
- Speed limit laws
- Helmet, seat-belt laws
- Drunk-and-drive testing
- Introduction of driver drug testing

Key recommendations based on GSRRS-5 preliminary data

- Promoting cycling, public transport
- Introducing new speed limits
- Ensure safety standards for roads
- Introducing new drug testing kits
- Promoting seat belts, helmets
- Promoting child restraint use
- Improving post crash care

Key challenges in addressing Road safety Initiatives

- Increasing vehicle fleet
- Road engineering defects
- Careless driving
- Unmotorable vehicle
- Lack of funds for new action

Key action that will be taken up within next 2-3 years (Focus on collaborative multi-sectoral actions)

- Educating, awareness for students
- Electronic fine collection system
- Introducing demerit points system
- eTraffic; public reporting traffic v.
- Introducing road-worthiness test
- Introducing digital evidence capture eq.
- Solutions for blackspots

INDIA



- Implementation and review of e -DAR (electronic detailed accident report)
- Strengthening of national and state level lead agencies
- Road safety action Plan(state/ level) -one demonstration district, one in each five regions(ICMR funded research in five district is already there)


Thailand



Country level's targets and outcome indicators

Outcome indicator targets


Targets:



Number of death from road accidents in 2027

Less than 8,478 or 12 per 100,000 population

The number of deaths was calculated by using an integration of three databases (1. Injury Surveillance, 2. Police Information and Statistics (POLIS), and 3. Certificate of Death), and Thailand Population Projections Report 2010-2040 (Revised) of the Office of the National Economic and Social Development Council



Number of serious injuries from road accidents in 2027

Less than 98,160

The number of serious injuries is based on data on inpatients in road accidents from the Health Data Center (HDC), which covers data from services under the Ministry of Public Health. However, the database is limited in the Bangkok area, so the number of serious injuries in Bangkok is derived from the Road Accident Victims Protection, Co. Ltd



The 4X4 framework

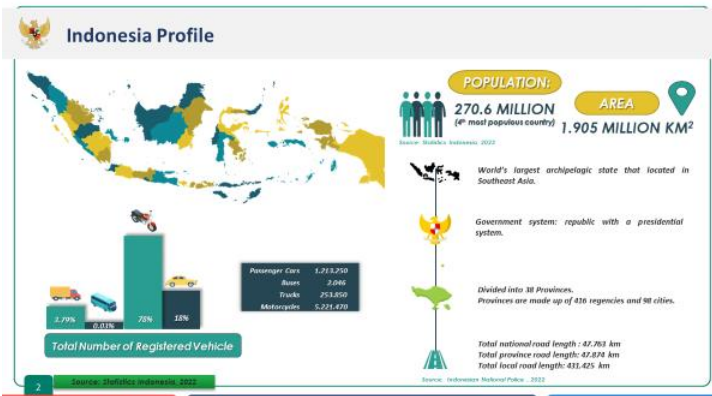
Priority	Aspiration
1. motorcycle riders	1. Viable plan
2. young people	2. Area-based consideration
3. speed management	3. Clear accountability
4. monitoring and evaluation	4. Strong and consistent monitoring and evaluation process



3 key strategies and 17 strategic actions

	Key strategy 1: Focus on reducing deaths of motorcycle users and youths	Key strategy 2: Develop a safe environment and sustainable transport	Key strategy 3: Strengthening road safety management mechanism
Cross-cutting: Safer speed	Reducing speed of a motorcycle	Using modern technologies, and repairing black spots	improving the speed limit law
1 Road safety management			Road safety management, laws, and budget
2 Safer roads		Assessing and repairing roads	Improving road standard
3 Safer vehicles	Safety motorcycle, and providing road safety knowledge for motorcyclists and youths	Safety vehicle, and providing road safety knowledge for driver	Law and regulation of vehicle standards, and inspection
4 Safer road users	Reducing risk behavior (helmet, drunk)	Reducing risk behavior: drunk, seat belt, smartphone, and psychoactive drugs	Driver license law, Demerit Point System, media, and child car seat
5 Post-crash response		Reducing the response time, increasing the coverage area	
6 Data management and monitoring & evaluation			Increasing the efficiency of monitoring
7 Civil engagement			Increasing the efficiency of local governance mechanism
8 Sustainable and non-motorized transport	Mode shift from motorcycle	Mode shift from private cars	

Indonesia



INDONESIAN KEY PRIORITY AND ACTIONS

Best practices	Key challenges	Key recommendations	Key Actions Within 2-3 Years
Road Traffic Deaths and non-fatal injuries	Speed Management and impaired driving (Monitoring and law enforcement)	<ul style="list-style-type: none"> Strengthen data integration for road safety research Guide and assist the development of road safety action plan Develop partnership institution and funding scheme for road safety Implementation of monitoring and evaluation of road safety performance 	<ul style="list-style-type: none"> Safety Management System for Public Transport Operator Collaboration of every Government Agencies Response Time Standards Use of technology as road safety enforcement (e-enforcement) Development of road safety education Expansion of integrated emergency service center (119) in local level Development of road accident data in hospitals (Surveillance Injury Data System)
There are already consolidated data and health insurance	Law Enforcement	<ul style="list-style-type: none"> Road ratings development and implementation Blackspot mitigation 	

INDONESIAN KEY PRIORITY AND ACTIONS

Best practices	Key challenges	Key recommendations	Key Actions
Long term national general plan of road safety programme 2021-2040	Road safety authority (Institution): Financing Capacities	<ul style="list-style-type: none"> Development of vehicle inspection according to International Standard Over Dimension and Over Loading Socialization and enforcement 	<ul style="list-style-type: none"> Safety Management System for Public Transport Operator Collaboration of every Government Agencies Response Time Standards Use of technology as road safety enforcement (e-enforcement) Development of road safety education Expansion of integrated emergency service center (119) in local level Development of road accident data in hospitals (Surveillance Injury Data System)
Indonesia Road Safety Management System (IRSMS)	Unintegrated Information System: (Violation data, law enforcement and penalty, comprehensive innovation financial mechanism, collaborating more government and business ecosystem on road traffic industry and other business entity).	<ul style="list-style-type: none"> Use of technology as road safety enforcement (e-enforcement) Development of road safety education 	

INDONESIAN KEY PRIORITY AND ACTIONS

Best practices	Key challenges	Key recommendations	Key Actions
Post Crash Response System (Emergency Call Centre, Public Service Center 119, National Command Center and Public Service Center for Emergency Services)	Community awareness on road safety	<ul style="list-style-type: none"> Expansion of integrated emergency service center (119) in local level Development of road accident data in hospitals (Surveillance Injury Data System) 	<ul style="list-style-type: none"> Safety Management System for Public Transport Operator Collaboration of every Government Agencies Response Time Standards Use of technology as road safety enforcement (e-enforcement) Development of road safety education Expansion of integrated emergency service center (119) in local level Development of road accident data in hospitals (Surveillance Injury Data System)

