



Global status report on road safety 2023

TC 17th Road Safety Technical Committee
and 8th WBRSO meeting
April 25, 2024

GSRRs and WHO baseline report

GSRRS#	Publication year	# MS submitting data (+territories)	% World population they represent
5	2023	170+2	97%
4	2018	174+1	98%
3	2015	179+1	97%
2	2013	180+2	96%
1	2009	178	98%
baseline	2004	No country analysis	

UNGA
RES
74/299

UNGA
RES
64/255

Fig. A1.1 Number of editions of the Global status report on road safety participated in by countries since 2009



Global Status Report on Road Safety 2023

**Overview of
Situation**

**Consultative
Process**

**Monitoring
Tool**

Requested by UNGA and
WHA resolutions to track
progress towards global
goals and asses progress
during 2011-2020 Decade
of Action



Data and Methods

1. Mathematical modelling to estimate road fatalities (point estimate and 95% Cis), following WHO GHE methods
 - Please visit [Global Health Estimates \(who.int\)](https://platform.who.int/mortality/countries) and <https://platform.who.int/mortality/countries>
2. Legal review of legal documents to validate existence of selected legislation topics and whether some of these legislation match WHO best practice
3. Voluntary completion of survey submitted to WHO Member states through formal channels. One government-designated National Data Focal Point assisted by up to 10 collaborators (including observatory members)
4. Data published by other institutions (e.g., WB, EUNECE)

Number of deaths unacceptably high

1.19

Million deaths

66%

Deaths aged 18-59 years

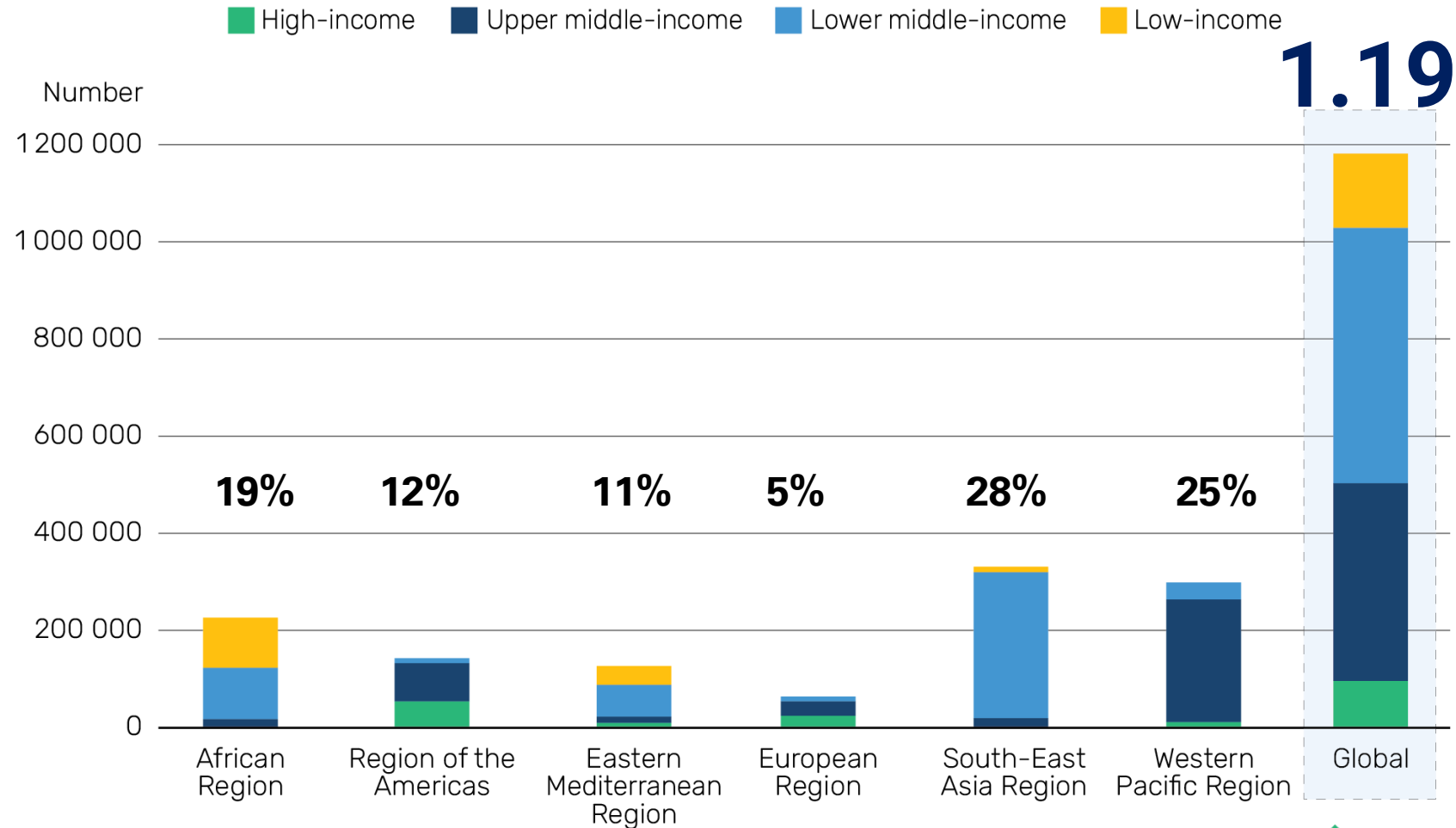
12th

Leading cause of deaths for people all ages

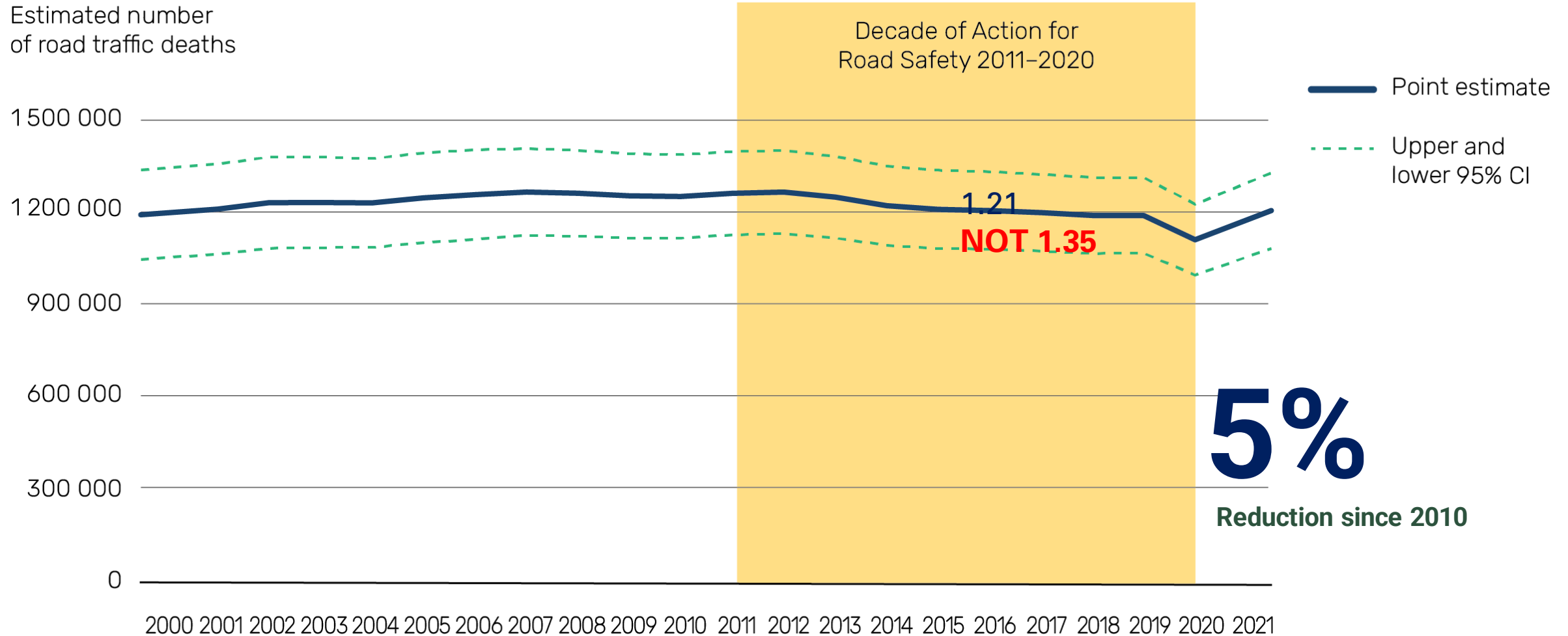
#1

Cause of death for children and young adults aged 5-29 years

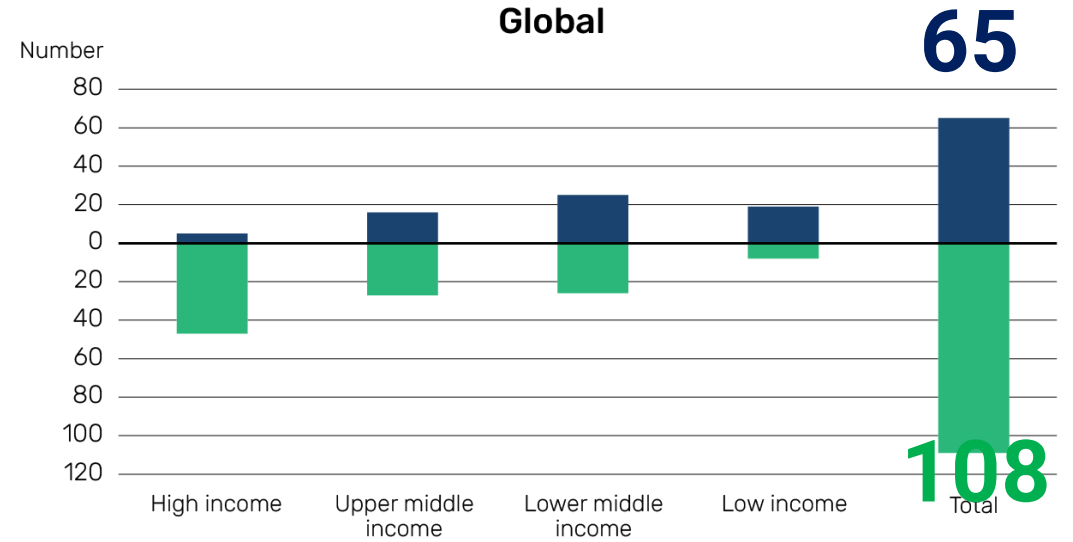
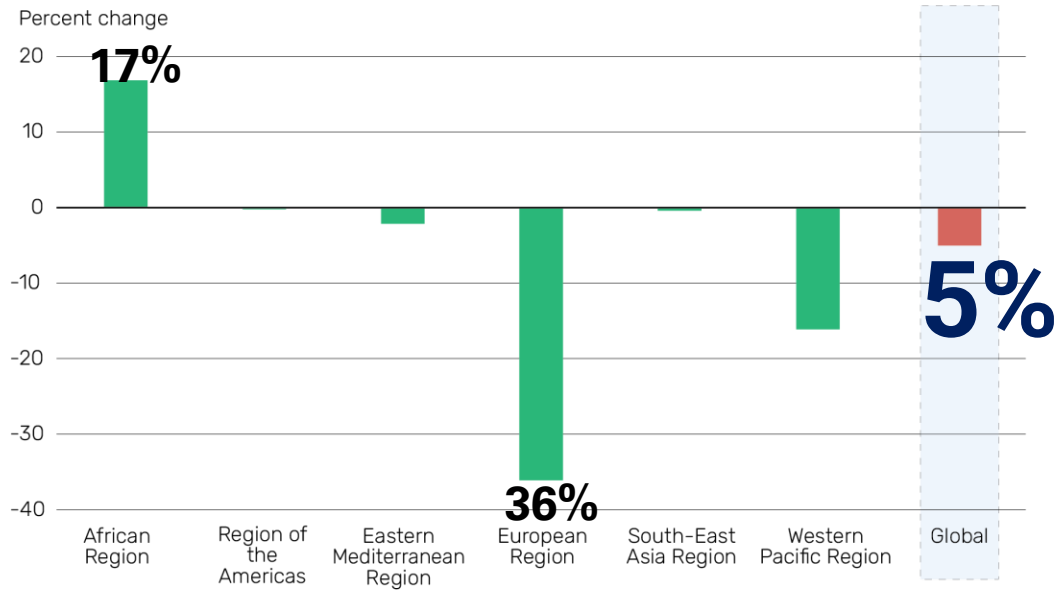
Number of deaths



There are signs of progress



There are signs of progress



Country-level changes

- Decreases by 50% or higher. These are: Belarus, Brunei Darussalam, Denmark, Japan, Lithuania, Norway, Russian Federation, Trinidad and Tobago, United Arab Emirates, and Venezuela.
- Not reaching the 50% target, but close enough are another 15 reducing deaths between 40% and 49%. They are Congo, Greece, Kazakhstan, Lebanon, Maldives, Mauritania, Montenegro, Oman, Poland, Republic of Korea, Republic of Moldova, Singapore, Thailand, Turkmenistan, Viet Nam.
- Increases by 50% or higher: Afghanistan, Belize, Benin, Burkina Faso, Comoros, Gambia, Ghana, Guinea, Haiti, Iraq, Jamaica, Jordan, Kenya, Malawi, Micronesia, Niger, Syria, and Yemen. Nine of these countries are in the African region and five others in the Eastern Mediterranean Region, which are the two regions with the most growth in road fatalities during the Decade.
 - Increase between 40 and 49%: Bahamas and Equatorial Guinea.
- Among the countries with the largest populations,
 - China and Brazil have lowered their deaths by 10% and 23%, respectively, whereas
 - India and the United States of America have increased theirs by 2% and 33%, respectively.

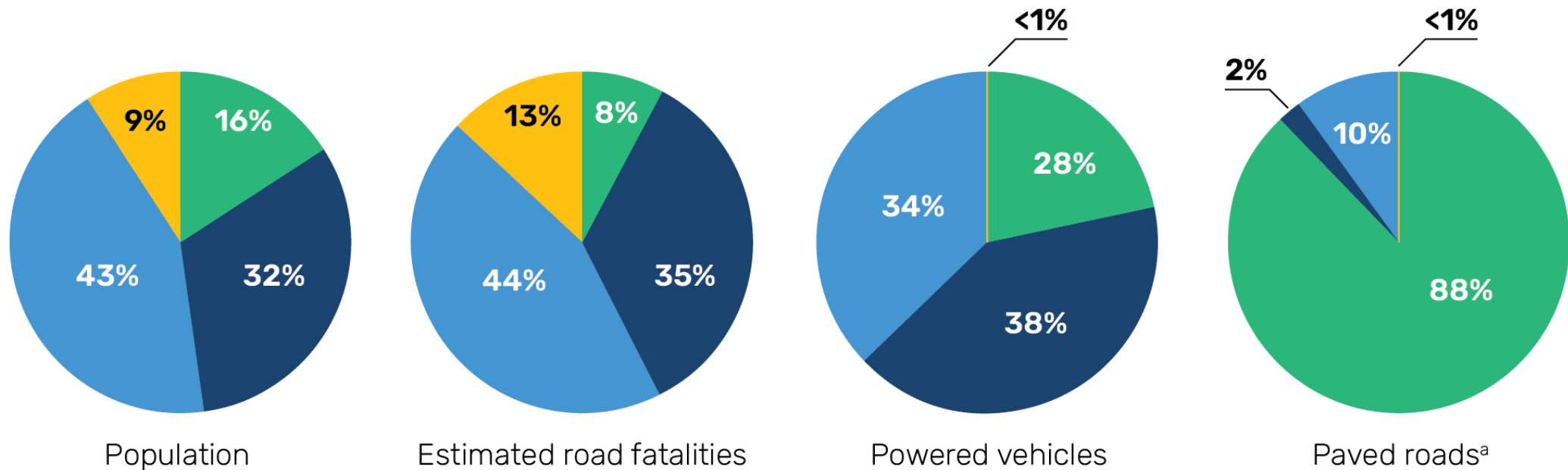
User type

	Global	EUR	WBRISO?
4 wheelers	25% (-19% since 2011)	50% (no change)	
2/3 wheelers	30% (+30% since 2011)	12% (no change)	
Cyclist	5% (no change)	6% (+50% since 2011)	
Pedestrians	21% (-5% since 2011)	25% (-7% since 2011)	
Other & Unknown	19% (no change)	7% (no change)	

Inequalities persist

3x Rates of death in lower income countries higher than in high-income countries

■ High-income ■ Upper middle-income ■ Lower middle-income ■ Low-income



Multimodal transport

People perceive themselves as...

1. Pedestrians (85-95%)
2. Public transport users (68-96%)
3. 4-wheel vehicle passenger (93%)
4. 4-wheel vehicle driver (67-81%)
5. Powered 2/3 wheeler user (41-72%)

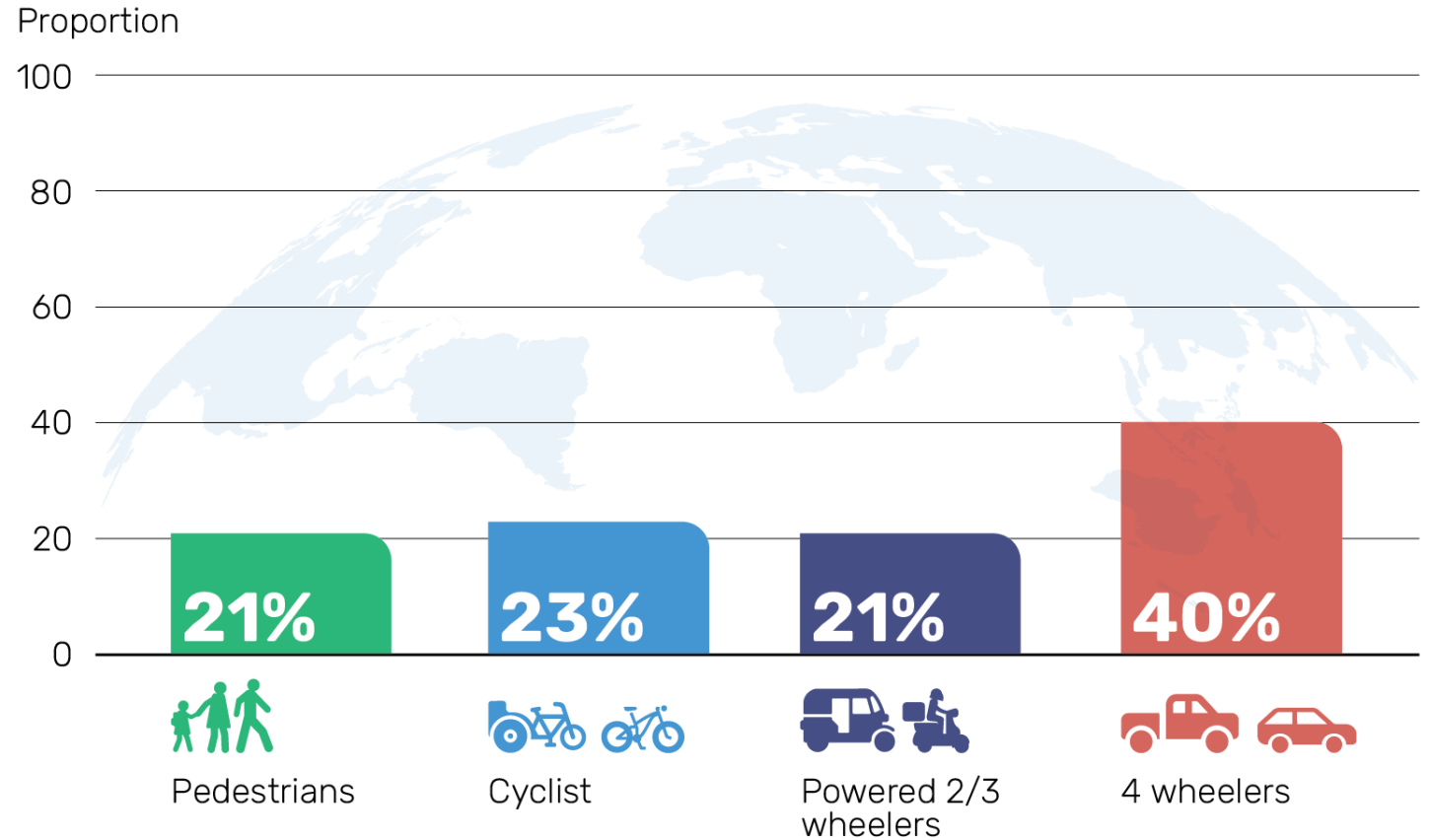


Most people identify as pedestrians and public transport users, yet only 47 countries have policies to promote walking, cycling, and public transport.

Source: ESRA

Infrastructure

Road safety rating by user, 3-star rating or more (Source: iRAP)



Policies on vehicle safety

Legislation on 5 “core” safety standards

35

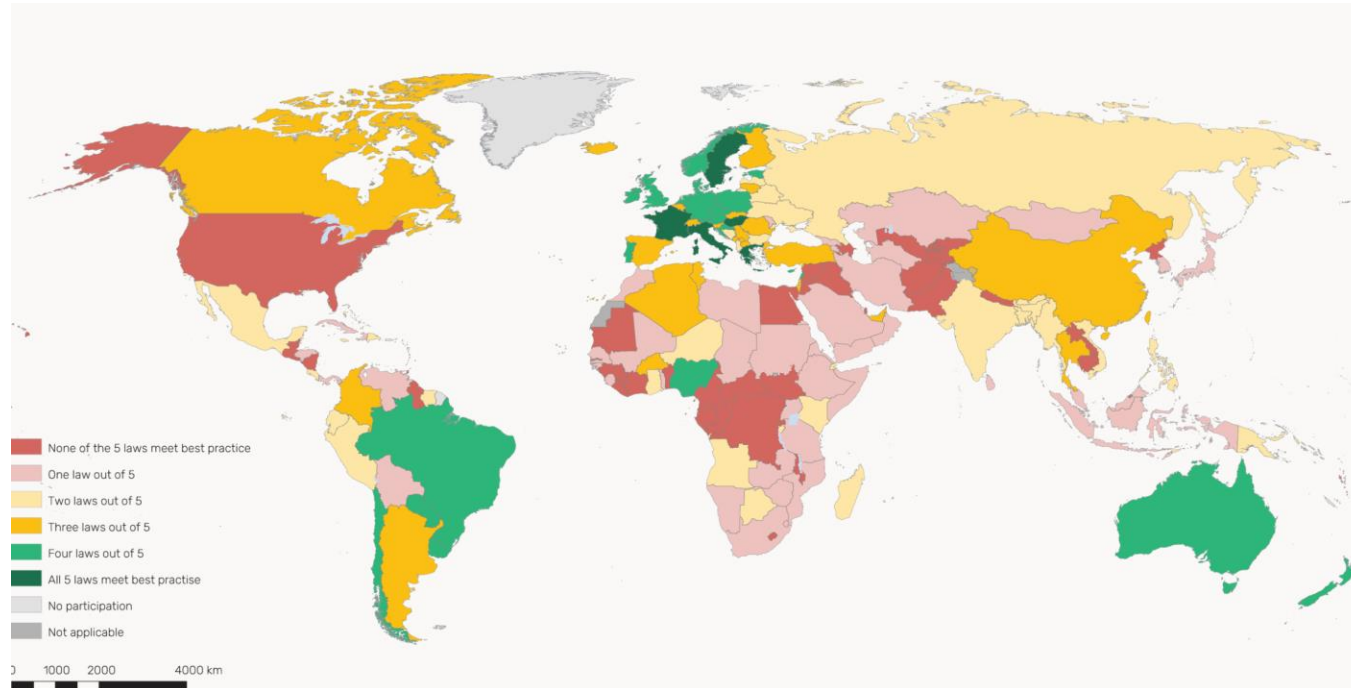
Countries have all 5 laws

	Total	Income levels ^a			
		High-income	Upper-middle-income	Lower-middle-income	Low-income
	N=170	N=51	N=43	N=46	N=27
Vehicle safety equipment:					
National law on front and side impact protection	52	39	9	4	0
National law on seat-belt and seat-belt anchorages	88	44	21	16	7
National law on electronic stability control	49	39	8	2	0
National law on pedestrian protection	44	35	7	2	0
National law on braking systems	56	38	11	6	1
National law requiring periodic vehicle inspection/assessment	134	46	30	35	20

^a Not shown by income level counted in totals are the three countries for which there is no information on income level.

Policies on user behaviour

Speed, Drink and Drive, Seat-belt use, Child restraint system use, Helmet use



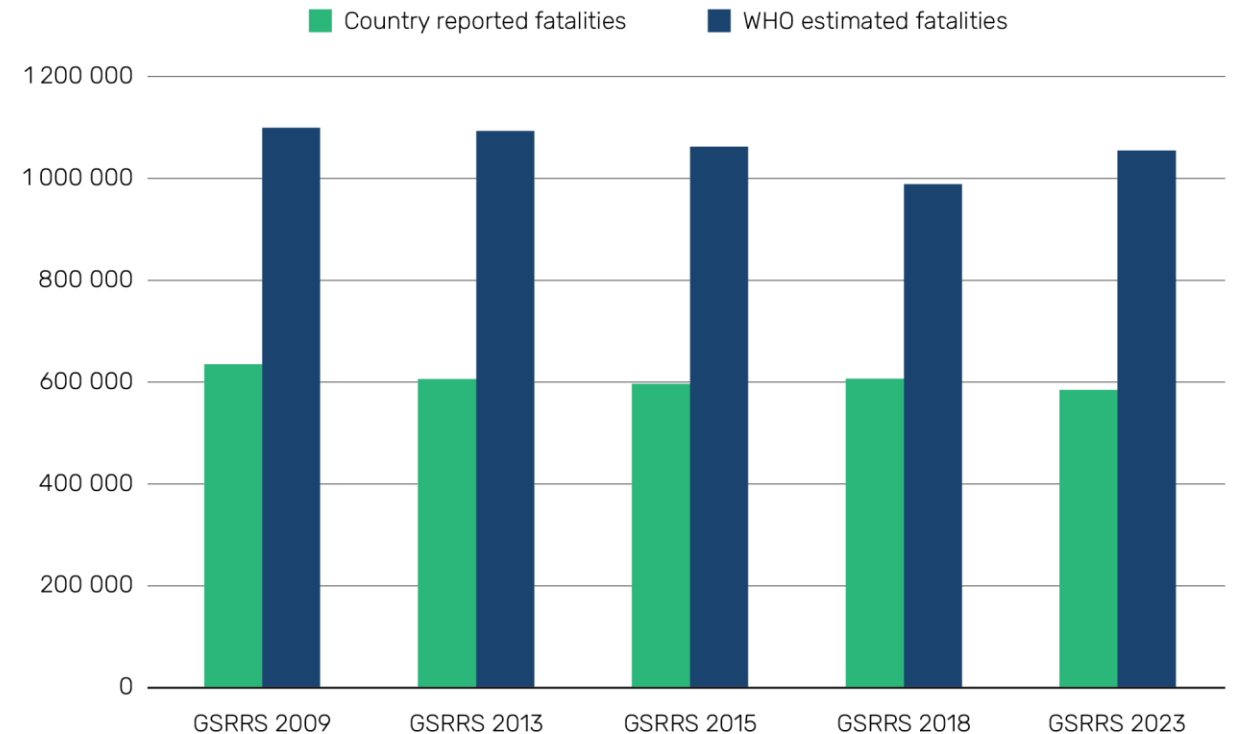
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Countries have at least one of these laws at WHO best practice

Countries have all 5 laws at met WHO best-practice

Challenges remain

2x Estimated fatalities higher than reported fatalities



Conclusions

- Global progress not enough, still far from target
- Hope as evidenced by progress in some regions and countries
 - EUR?
 - WB?
- Greater focus on implementation of Safe Systems & strengthening data

Spain

Population: 47 486 935 ↑ | Income group: High income = | WHO Region: European Region | GSRRS participation: 2009, 2013, 2015, 2018, 2023

BURDEN	
Reported fatalities (year)	1 533 (2021) ↓
Reported fatalities sex distribution (Male; Female)	79%; 21% N/A
Reported fatalities user distribution ¹	45%; 26%; 20%; 4%; 5% N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 653 (95% CI 1 576 - 1 730) (2021) ↓
WHO estimated rate per 100 000 population (year)	3.5 (2021) ↓

SAFE ROAD INFRASTRUCTURE	
Total paved kilometers (year)	280 266 (2019) N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes [†] N/A
Presence of systematic approaches to assess/audit new roads ²	Yes ↻
National law requiring a formal road safety inspection/assessment	Yes N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2050) N/A
Investments to upgrade high risk locations	Yes =

SAFE VEHICLES	
Total registered vehicles [rate per 100 000 pop] (year)	36 534 364 [76 935.6] (2021) ↑
Four-wheel vehicles	29 644 569 ↑
Powered 2- and 3-wheelers	5 734 276 ↑
Heavy trucks	585 272 ↓
Buses	64 447 ↑
Other	505 800 ↓
Legislation on periodic vehicle technical inspection ²	Yes [†] N/A
National laws on front and side impact protection	Yes [†] N/A
National laws on seat-belt and seat-belt anchorages	Yes [†] N/A
National law on electronic stability control	Yes [†] N/A
National law on pedestrian protection	Yes [†] N/A
National law on anti-lock braking systems	Yes [†] N/A
Government vehicle procurement practices include safety prerequisites	Yes N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes N/A

POST-CRASH RESPONSE	
National law on universal access to emergency care	Yes N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A
National good Samaritan law	No N/A
National emergency care access number	National, multiple numbers ↻
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

INSTITUTIONAL FRAMEWORK	
Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national ↻
National road safety strategy ²	Yes =
Fatality reduction target (year)	50% (2030) ↻
Non-fatal reduction target (year)	50% (2030) N/A
Funding to implement strategy	Yes, partially funded ↻
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers ²	Yes [†] N/A
Adherence to one or more of the 7 UN road safety conventions ²	5 N/A
Presence of national lead agency to implement national road safety strategy ²	Yes =
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national N/A

Strong
 Moderate
 Weak/None

↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement

↻ None or unknown — Not provided N/A/Not applicable

⌚ Evolution since 2010 or closest year possible

ROAD USER BEHAVIOUR	
Legislation on urban speed limits for passenger cars and motorcycles ²	
National law setting a speed limit	Yes =
Maximum urban speed limit	50 km/h =
Maximum rural speed limit	90 km/h =
Maximum motorway speed limit	120 km/h =
Local authorities can modify limits	Yes =
Presence of targets to reduce speeds nationally (year) ²	National N/A
Available types of enforcement	Manual =
Legislation on drink driving ²	
National law on drink-driving	Yes =
BAC limit – general population	≤ 0.05 g/dl =
BAC limit – young or novice drivers	≤ 0.03 g/dl =
Random breath testing carried out	Yes ↻
Presence of targets to reduce driving after drinking nationally (year) ²	National N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested ↻
Legislation on drug driving	
National law on drug driving	Yes =
Legislation on distracted driving (mobile phones)	
Ban on mobile phone use ²	Hand held =
Presence of targets to reduce distracted driving nationally (year) ²	National N/A
Legislation on helmets for motorcycle riders ²	
National motorcycle helmet law	Yes =
Legislation requires helmet fastening	No =
Legislation applies to:	Drivers and Passengers ↻
Legislation applies to all road types	Yes =
Legislation applies to all engine types	Yes =
Legislation refers to and/or specifies helmet standard ²	Yes [†] =
Presence of targets to increase helmet use (year)	Yes, national N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 96% ↓
Minimum age/height children are allowed as passengers	Yes (7 y) N/A
Legislation on seat-belts for motor vehicle occupants ²	
National seat-belt law	Yes =
Legislation applies to front and rear seat occupants	Yes =
Presence of targets to increase seat belt use (year) ²	Yes, national N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	96%; 96%; 93% ↓
Legislation on child restraint systems ²	
National child restraints use law	Yes =
Children seated in front seat	Yes =
Age or height specified for children requiring child restraint	135 cm =
Child restraint standard referred to and/or specified	Yes [†] =
Presence of targets to increase child safety restraint use (year)	Yes, national N/A

NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 1 =
Frequency and distribution of journeys by modal type	Yes N/A
Speeding violations and speeding related injuries and fatalities ²	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes N/A
Seat belt and child-restraint systems use ²	Yes N/A
Powered 2- and 3- wheeler helmet use ²	Yes N/A
Mobile phone use while driving ²	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist, O=other
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Global status report on road safety 2023: Country and territory profiles.

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PRODUCTS

- Report [EN PDF](#)
- Summary report [EN PDF Paper](#)
- Country and Territory Profiles [EN PDF](#)
- One place shop: <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/global-status-report-on-road-safety-2023>.
 - Individual country (and territory) profiles
 - Data in CTP (.xlsx)
 - Questionnaire
 - Links with report and previous reports
 - Release video and gifs
- Mobile application [EN \(Android and Apple\)](#)
- Other languages to follow ASAP: Report, summary, mobile application



THANKS

To participating countries & collaborating entities.