

The importance of collecting ESRA data for developing countries

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Clarification “ESRA data” as

- **Population representative** data regarding
 - Attitudes on road safety
 - Perceptions regarding road risks and safety interventions
 - Including enforcement perception
 - Self reported behavior while moving on the road
 - Number of travels/distance/purposes
 - Use of safety devices

Current data challenges on Road Safety

- Mortality
 - Morbidity
 - **Exposure**
 - **Vehicle fleet**
 - **Infrastructure**
 - **Penetration of safety interventions**
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- And this is not specific to LMIC

Previous experiences bringing ESRA into LMIC



Figure 1: Geographical coverage and evolution of the ESRA1 survey

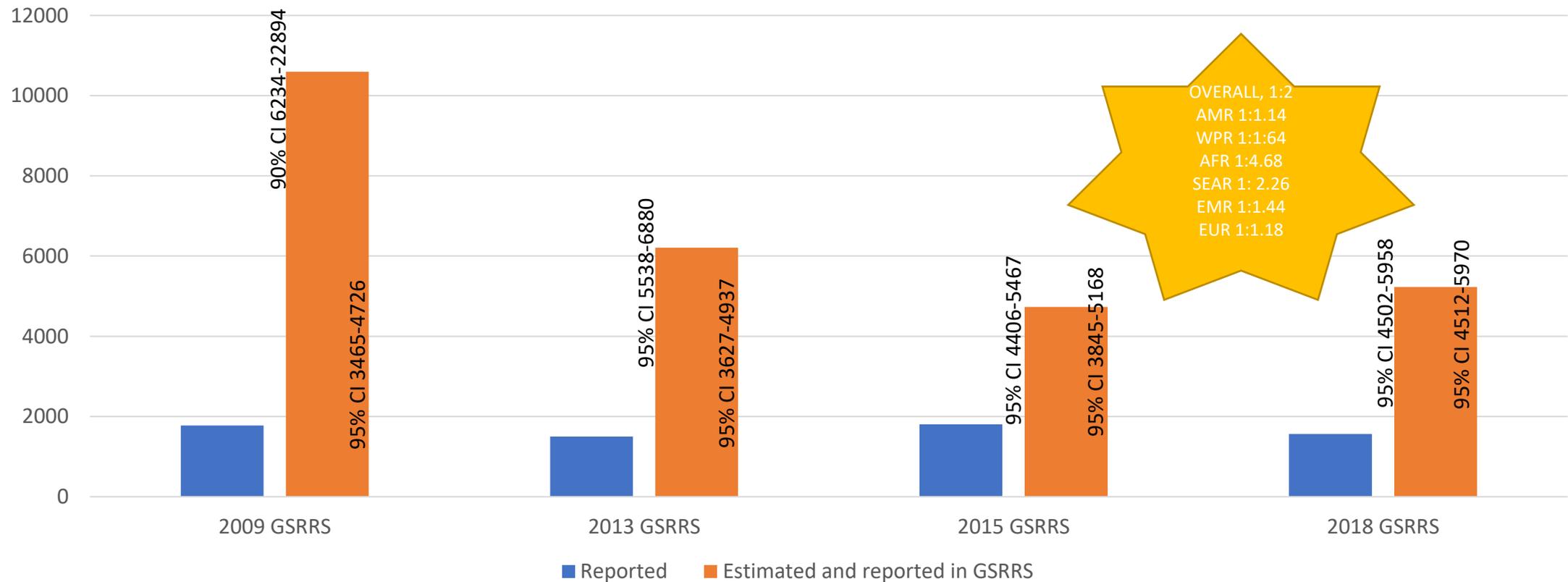
Note: Olive colored countries participated in wave 1 – 2015; light green colored countries in wave 2 – 2016; and dark green countries in wave 3 – 2017.

Ct's



Road Safety gains will not come from analysis of crash data –at least for time being

Road Fatalities, WHO Global Status Reports, Country X, CRVS categorized in GSRRS 2018 as Y*



Note: Changes in estimation methods prevent direct comparison between GSRRS reports. However, this slide highlights both

*1-good death registration data, 2 –with other sources of causes of death, 3 –population less than 150 000, and 4 –without eligible death registration data (2018 GSRRS).

Voluntary performance targets for road safety risk factors and service delivery mechanisms

Voluntary performance targets for road safety risk factors and service delivery mechanisms were adopted by Member States on 21 November 2017 as a way to guide countries' efforts and accelerate progress towards safer roads.

The process leading to the elaboration of these targets was facilitated by WHO, with the full participation of Member States and in collaboration with organizations in the United Nations system (including the United Nations regional commissions), through the existing mechanisms (including the United Nations Road Safety Collaboration) as requested by the General Assembly (A/Res/70/260) and the World Health Assembly (WHA 69.7).



Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.



Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.



Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.



Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.



Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.



Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.



Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.



Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.



Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.



Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.



Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.



Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021-2030



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The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

SAFE SYSTEM APPROACH



UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries

BY AT LEAST 50% during that period

For further information, visit:
[DECADE OF ACTION FOR ROAD SAFETY 2021-2030](#)

Opportunities for an initiative like ESRA

- Builds on solid background and methods
- Builds on consolidated International network
 - Bridging over Regional Road Safety Observatories
- Allows data collection for topics that can be used for advocacy and policy guidance
- Very efficient tool (investment/output)
 - Economic costs A FRACTION of any current alternative
 - Speed of data collection and analysis
 - Possibility of sequencing trends over time

Thanks. Questions?

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