



Global Status Report on Road Safety 2023: WHO

For Prelims: Global Status Report on Road Safety 2023, [World Health Organization](#), Road Fatalities and Safety, [Sustainable Development Goal 3.6](#).

For Mains: Global Status Report on Road Safety 2023: WHO, Government policies and interventions for development in various sectors and issues arising out of their design and implementation.

[Source: TH](#)

Why in News?

Recently, the [World Health Organization \(WHO\)](#) has released a report titled **The Global Status Report on Road Safety 2023**, revealing critical findings and insights regarding road traffic fatalities and safety across the globe.

What are the Key Highlights of the Report?

- **Road Traffic Fatalities:**
 - Road traffic deaths worldwide **decreased by 5% between 2010 and 2021**, totaling 1.19 million fatalities annually.
 - 108 UN member nations reported a drop in road traffic deaths during this period.
 - India **witnessed a 15% increase in fatalities**, rising from **1.34 lakh in 2010 to 1.54 lakh in 2021**.
- **Countries with Significant Reductions:**
 - Ten countries **succeeded in reducing road traffic deaths by over 50%**: Belarus, Brunei Darussalam, Denmark, Japan, Lithuania, Norway, Russian Federation, Trinidad and Tobago, United Arab Emirates and Venezuela.
 - Thirty-five more countries made notable progress, reducing deaths by 30% to 50%.
- **Regional Distribution of Deaths:**
 - 28% of global road traffic deaths occurred in the **WHO South-East Asia Region**, 25% in the **Western Pacific Region**, 19% in the African Region, 12% in the Region of the Americas, 11% in the Eastern Mediterranean Region, and 5% in the European Region.
 - Low- and middle-income **countries bear a disproportionate burden**, with 90% of deaths occurring in these nations despite having only 1% of the world's motor vehicles.
- **Vulnerable Road Users:**
 - 53% of all road traffic **fatalities are vulnerable road users**, including pedestrians (23%), riders of powered two- and three-wheelers (21%), cyclists (6%), and users of micro-mobility devices (3%).
 - Pedestrian **deaths rose by 3% to 274,000**, while cyclist deaths increased by nearly 20% to 71,000 between 2010 and 2021.
 - However, deaths among car and other 4-wheeled light vehicle occupants slightly decreased, **making 30% of global fatalities**.
- **Progress on Safety Standards and Policies:**
 - Just six countries have laws that meet WHO best practice for all risk factors (speeding,

drink-driving, and use of motorcycle helmets, seatbelts and child restraints) while 140 countries (two-thirds of UN Member States) have such **laws for at least one of these risk factors**.

- A limited number of countries have legislation covering key vehicle safety features and require safety inspections for road users.

▪ **Call for Action:**

- Global Motor-Vehicle Fleet Growth is expected to double by 2030, urging the need for robust safety regulations and infrastructure improvements.
- The report sets a baseline for efforts to meet the United Nations Decade of Action 2021-2030 target to halve road traffic deaths by 2030.

What are the Initiatives Related to Road Safety?

▪ **Global:**

◦ **Brasilia Declaration on Road Safety (2015):**

- The declaration was signed at the second Global High-Level Conference on Road Safety held in Brazil. India is a signatory to the Declaration.
- The countries plan to achieve [Sustainable Development Goal 3.6](#) i.e., to halve the number of global deaths and injuries from road traffic accidents by 2030.

◦ **[Decade of Action for Road Safety 2021-2030:](#)**

- The [UN General Assembly](#) adopted resolution "Improving global road safety " with the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030.
- The Global Plan aligns with the [Stockholm Declaration](#), by emphasizing the importance of a holistic approach to road safety.
- The International Road Assessment Programme (iRAP) :
 - It is a registered charity dedicated to saving lives through safer roads.

▪ **India:**

◦ **[Motor Vehicles Amendment Act, 2019:](#)**

- The Act hikes the penalties for traffic violations, defective vehicles, juvenile driving, etc.
- It provides for a Motor Vehicle Accident Fund, which would provide compulsory insurance cover to all road users in India for certain types of accidents.
- It also provides for a National Road Safety Board, to be created by the Central Government.

◦ **[The Carriage by Road Act, 2007:](#)**

- The Act provides for the regulation of common carriers, limiting their liability and declaration of the value of goods delivered to them to determine their liability for loss of, or damage to, such goods occasioned by the negligence or criminal acts of themselves, their servants or agents and for matters connected therewith or incidental thereto.

◦ **[The Control of National Highways \(Land and Traffic\) Act, 2000:](#)**

- The Act provides for the control of land within the National Highways, right of way and traffic moving on the National Highways and also for removal of unauthorized occupation thereon.

◦ **[National Highways Authority of India Act, 1998:](#)**

- The Act provides for the constitution of an authority for the development, maintenance and management of NHs and for matters connected therewith or incidental thereto.