



Dialogue on Powered Two-Wheeler (PTW) Safety

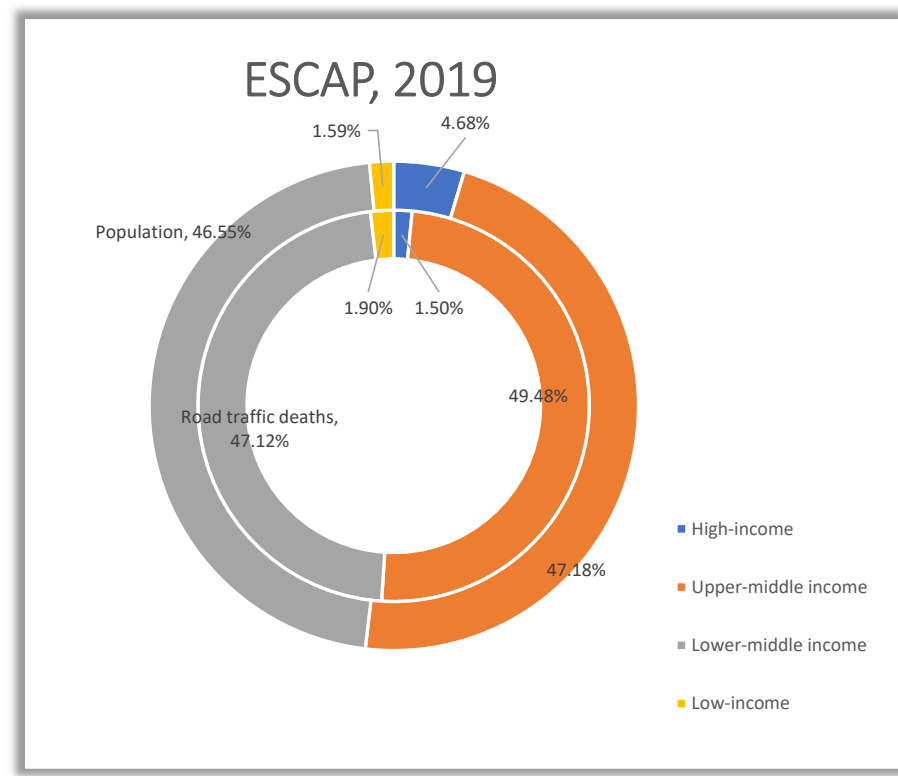
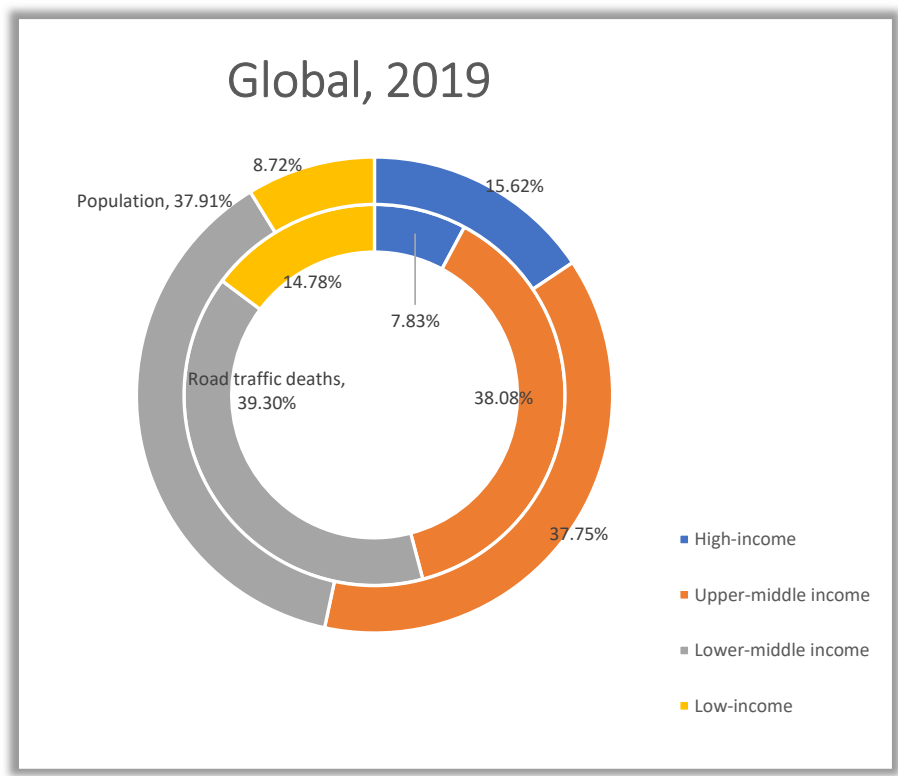
Dialogue 2: Regulating for PTW safety

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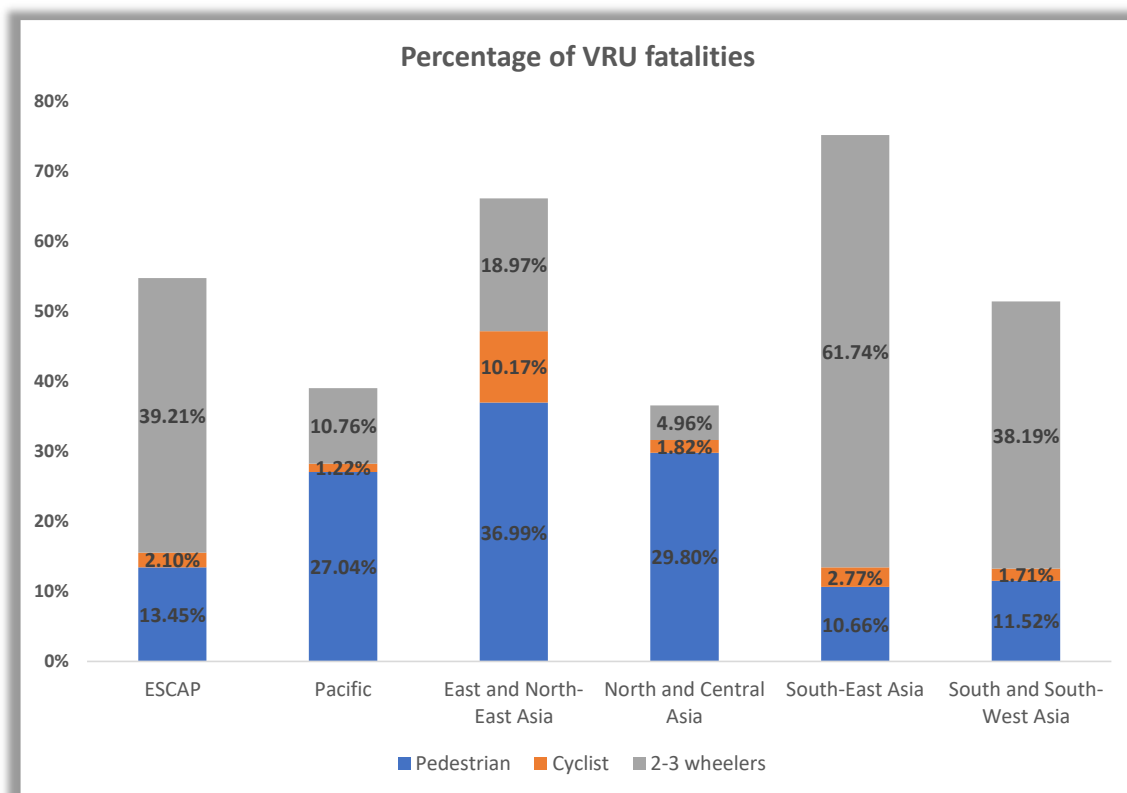
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Proportion of population and road traffic deaths by income category



Data based on WHO's Global Status Report 2018 and Global Health Observatory

3 Proportion of vulnerable road user by ESCAP sub-region, 2016



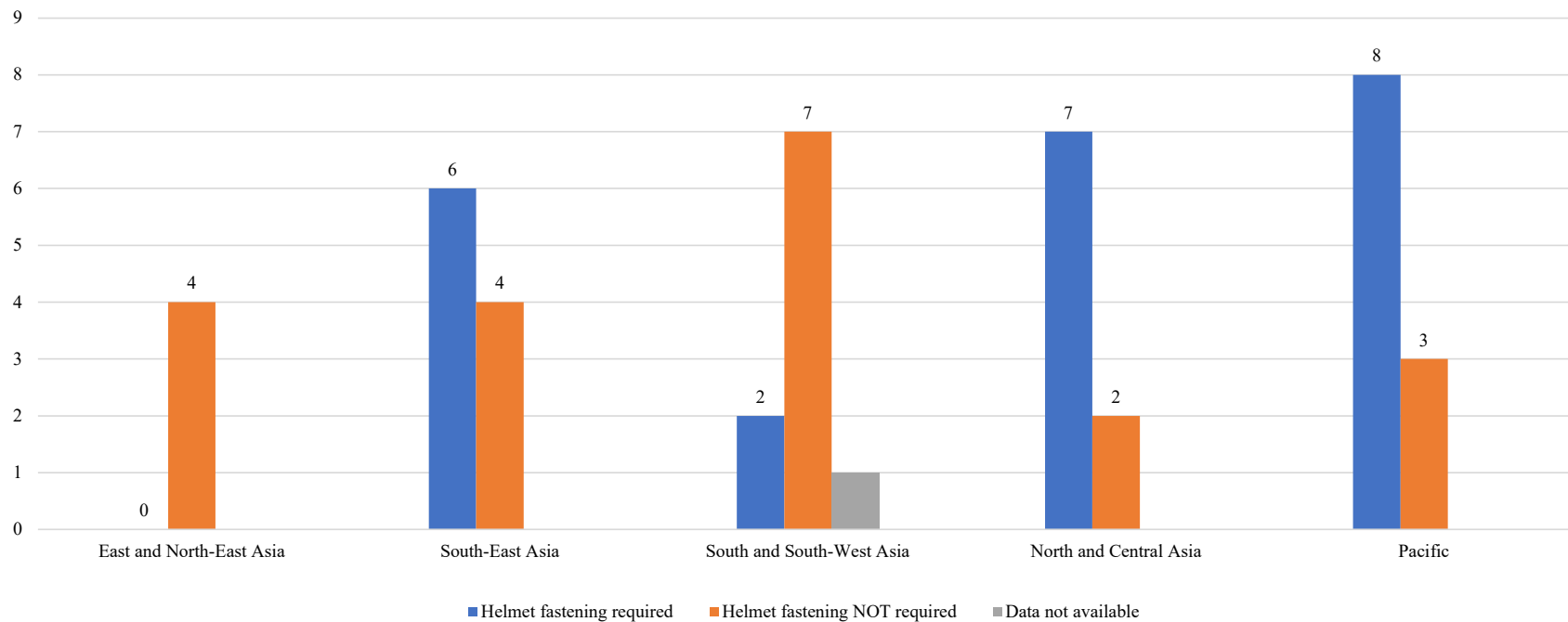
- 39.2 % of fatalities are among the motorized 2-3 wheelers
- South-East Asia has the highest proportion of motorized 2-3 wheeler road fatalities at 61.7%

Data based on WHO's Global Status Report 2018

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



Motorcycle helmet use in ESCAP region

Status of fastening requirement in motorcycle helmet law by subregion of ESCAP region (2016)



Data based on WHO's Global Status Report 2018 and Global Health Observatory

5 12 voluntary performance targets

<p>TARGET 1 2020</p>  <p>Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.</p>	<p>TARGET 2 2030</p>  <p>Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.</p>	<p>TARGET 3 2030</p>  <p>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.</p>	<p>TARGET 4 2030</p>  <p>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.</p>
<p>TARGET 5 2030</p>  <p>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.</p>	<p>TARGET 6 2030</p>  <p>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.</p>	<p>TARGET 7 2030</p>  <p>Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.</p>	<p>TARGET 8 2030</p>  <p>Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.</p>
<p>TARGET 9 2030</p>  <p>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.</p>	<p>TARGET 10 2030</p>  <p>Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.</p>	<p>TARGET 11 2030</p>  <p>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.</p>	<p>TARGET 12 2030</p>  <p>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.</p>

In November 2017 the global community finalized a comprehensive set of 12 voluntary global road safety performance targets.


6 Background of the Global Plan

General Assembly Resolution 74/299 of 31 August 2020

Proclaimed the period 2021–2030 as the **Second Decade of Action for Road Safety**

Invited Member States that have not already done so to consider adopting comprehensive legislations on **key risk factors**, including helmets, drink driving and speeding. (OP6).

DECADE OF ACTION FOR
ROAD SAFETY



2021 - 2030

7 Background of the Global Plan

General Assembly Resolution 74/299 (continued-1)

Encouraged Member States to develop and implement comprehensive legislation and policies on motorcycles, including on training, driver licensing, vehicle registration, working conditions and the use of motorcyclists of helmets and personal protection equipment, within the existing international , given the disproportionately high and increasing numbers of motorcycle deaths and injuries globally, particularly in developing countries. (OP27).

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021–2030

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

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

SAFE SYSTEM APPROACH

WHAT TO DO?

HOW TO DO IT?

WHO TO DO IT?



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The Regional Plan- acceptance by the participants in a Regional Meeting



The screenshot shows a web browser displaying the event page for the 'Regional Meeting on the Regional Plan for the Decade of Action for Road Safety'. The page features the ESCAP 75 logo and the 'Decade of Action' logo. The event is scheduled for 09 to 10 August 2022, by invitation only, in Bangkok and online, Thailand. There are buttons for 'ADD TO CALENDAR' and 'DOWNLOAD ICS'. The page has a navigation menu with 'OVERVIEW' and 'DOCUMENTS' tabs. The main content area begins with the text: 'Road safety is among our great sustainable transport development challenges. Despite several global and regional interventions, the challenge remained unresolved during the last decade as targeted in the Decade of Action for Road Safety (2011-2020).1 As a follow-up, on 31 August 2020, the General Assembly adopted Resolution 74/200.2 on improving global road safety which proclaimed the period 2021–2030 as the Second Decade of'

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10 Regional challenges

Regional Challenges

- **Improper motorcycle helmet usage**
e.g., do not fasten the helmets or use the proper size helmets.
- **Myths and arguments**
e.g., helmets are needed only for long trips.
- **Inadequate attention towards child passengers on motorcycles**
e.g., helmet laws don't restrict child passengers on the motorcycle in many countries.
- **Not ratification of the international design standards**
e.g., UN Conventions related to road safety,
Asian Highway Design Standard for Road Safety (Annex II bis)

THANK YOU

