

October 2018

Committed to Deliver

The FIA High Level Panel for Road Safety

**ROAD
SAFETY
2030**
HIGH LEVEL ACTION
FOR ROAD SAFETY



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Cover photo: Vrindavan, India, 11 November 2016



Time to Deliver

Since the World Report on Road Injuries Prevention came out in 2004, and despite many goodwill attempts at curbing this scourge, 3,500 people have continued to die on the world's roads every day. If substantial action is not taken, road traffic crashes are likely to become the seventh leading cause of death by 2030. This atrocious loss of life cannot continue any longer.

In launching the FIA High Level Panel for Road Safety in 2015 the FIA scaled up its longstanding agenda to effectively address this pandemic. Fortunately, over the last couple of years some significant steps have been taken that eventually bode well for a renewed and concerted effort towards bringing the devastation of road deaths and injuries under control.

In April 2018, the first ever United Nations Road Safety Trust Fund (UNRSTF) was welcomed by the United Nations General Assembly. The creation of this Fund is a landmark moment as it will not only help to provide seed funding for scalable, life-saving road safety projects, but also cement road safety's status as an emergency on par with other global challenges. The FIA and the FIA High Level Panel for Road Safety will be working to ensure its success, notably by working towards the creation of an innovative financing mechanism that will help raise

money for road safety worldwide. Simultaneously, the #3500LIVES campaign — launched with the support of JCDecaux and FIA Clubs — has gone from strength to strength and has now been displayed in over 900 cities in approximately 80 countries.

However, campaigning is not enough. Establishing a trust fund is not enough. Success means only one thing: saving lives. And today the most recent statistics tell us we are not there yet. Despite the goodwill, despite the campaigns, despite the UN Road Safety Trust Fund, we are not there yet. This is why we need to scale up our efforts until we know lives are being saved. This alone must be our goal, and we must go after it relentlessly.

Now is the time to deliver.

Jean Todt
FIA President
Chairman of the
FIA High Level Panel for Road Safety
United Nations Secretary-General's Special
Envoy for Road Safety

The FIA High Level Panel for Road Safety Members

A Global Network for Innovation and Action

In November 2015, the FIA High Level Panel for Road Safety was established with the goal of engaging both the public and private sectors to build much-needed new momentum for road safety actions, especially in low- and middle-income countries. It brings together senior decision-makers from the global business community, international institutions and non-governmental organisations to find innovative solutions to address the global road safety challenge.

CHAIRMAN



Jean Todt
FIA President
UN Secretary-General's
Special Envoy for
Road Safety

SPOKESPERSON



Michelle Yeoh
Actress,
Producer,
and UNDP
Goodwill
Ambassador

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President
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FIA President of
Region I



Mike Noon
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Region II



Tim Shearman
FIA President of
Region III



Jorge Tomasi Crisci
FIA President of
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HONORARY MEMBERS



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President, International Olympic Committee



Bertrand Badré

Special Expert on Funding



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CEO, General Motors



Irina Bokova

Former Director General, United Nations Educational, Scientific and Cultural Organization (UNESCO)



Felipe Calderón

Former President of Mexico



Her Serene Highness Princess Charlene of Monaco



Denis Coderre

Former Mayor of Montreal



Jean-Charles Decaux

Co-CEO, JCDecaux



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Minister of Transport, Government of Argentina



John Elkann

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François Fillon

Former Prime Minister of France



Christian Friis Bach

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Rolando Gonzalez-Bunster

Chairman and CEO, InterEnergy Holdings



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Vice President for Private Sector, Infrastructure and Industrialisation, African Development Bank (ADB)



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Mayor of Paris and Chair of C40



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Gloria Hutt Hesse

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Secretary-General, International Transport Forum (ITF)



General Victor Kiryanov

President, Russian Automobile Federation



Patrick Pouyanné

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Rémy Rioux

CEO, French Development Agency (AFD)



Lord George Robertson

Chairman, FIA Foundation



Mark R. Rosekind

Chief Safety Innovation Officer, Zoex



Prof. Gérard Saillant

President, Brain & Spine Institute (ICM)



Jean-Dominique Senard

CEO, Michelin



Li Shufu

Chairman, Geely & Volvo Cars



Carlos Slim Domit

Chairman of the Board, Grupo Carso



Sir Martin Sorrell

Founder and Former CEO, WPP



Elhadj As Sy

Secretary General, International Federation of the Red Cross and Red Crescent Societies (IFRC)



Ratan Tata

Chairman, TATA Trusts



Inge Thulin

(3M new representative to be appointed)

Advisors & Experts Group

The group includes advisors to the HLP members and other advisors and experts who provide unparalleled expertise in road safety. They represent a broad array of specialised institutions and companies from both the private and public sectors bringing together diverse perspectives to give the HLP access to a wide body of knowledge in their respective areas.

HLP CHAIRMAN'S ADVISOR

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Lord George Robertson's Advisor

Saul Billingsley Director General, FIA Foundation

Prof. Gérard Saillant's Advisor

Adam Baker Safety Director, FIA

Jean-Dominique Senard's Advisor

Adeline Challon-Kemoun Brand, Sustainable Development, Communications and Public Affairs Director, Michelin

Li Shufu's Advisor

Alexander Murdzevski Schedvin Head of Geely Group Motorsport, Geely

Sir Martin Sorrell's Advisor

Cristiana Falcone Sorrell Senior Adviser to the Chairman, World Economic Forum

Elhadj As Sy's Advisor

David Cliff CEO, Global Road Safety Partnership



HLP Advisors & Experts Group Meeting, January 2017

OTHER ADVISORS

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John Dawson Board Member, EuroRAP

Oliver Deiters Head of Global External Affairs and Public Policy, DEKRA

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Fred Wegman IRTAD Chairman and Former Managing Director of SWOV Institute for Road Safety Research

Professor Dr. Shaw Voon Wong Member of the Board of Directors, MIROS

HLP SECRETARY

Miquel Nadal Secretary of the HLP

Global Goodwill Ambassadors

Global Goodwill Ambassadors have agreed to raise visibility and interest in the actions undertaken.



Fernando Alonso
(Spain)



Yohan Blake
(Jamaica)



Jenson Button
(United Kingdom)



Patrick Dempsey
(USA)



Michael Fassbender
(Germany/Ireland)



Haile Gebrselassie
(Ethiopia)



Antoine Griezmann
(France)



Romain Grosjean
(France/Switzerland)



Lewis Hamilton
(United Kingdom)



Charles Leclerc
(Monaco)



Vanessa Low
(Australia/Germany)



Diana Luna
(Italy)



Pablo Mac Donough
(Argentina)



Zoleka Mandela
(South Africa)



Marc Márquez
(Spain)



Felipe Massa
(Brazil)



Juan Pablo Montoya
(Colombia)



Rafael Nadal
(Spain)



Alain Prost
(France)



Kimi Räikkönen
(Finland)



Nico Rosberg
(Germany/Finland)



Valentino Rossi
(Italy)



Sylvester Stallone
(USA)



Wayde van Niekerk
(South Africa)



Sebastian Vettel
(Germany)



Bubba Watson
(USA)



Pharrell Williams
(USA)

The Key Risk Factors in Road Safety

Today, only 7% of the world's population are covered by adequate road safety laws and enforcement. The FIA High Level Panel for Road Safety, as part of its ten-point manifesto (see page 22), calls for at least 50% of the population to be covered by 2020. More than a decade ago, the World Health Organization (WHO) established five main risks for road traffic injuries and deaths. Since then, a sixth one, texting while driving, has been recognised by road safety practitioners.



1 NOT WEARING SEATBELTS

Wearing a seatbelt can reduce fatalities among front-seat passengers by up to 50% and among rear-seat passengers by up to 75%. Public awareness campaigns, mandatory seatbelt laws and the enforcement of these laws have been highly effective in improving the rates of seatbelt wearing.

Today, **111 countries** have comprehensive seatbelt laws covering all car occupants, but the degree of enforcement remains mixed.



2 NOT WEARING HELMETS

Wearing a standard motorcycle helmet correctly can reduce the risk of death by almost 40% and the risk of severe injury by over 70%. Helmets should meet recognised safety standards, be in good condition and be properly worn.

Today, **155 countries** have comprehensive motorcycle helmet laws which cover drivers and passengers, on all roads.



3 NOT USING CHILD SEAT RESTRAINTS

Child seats for infants and booster seats for older children decrease the risk of death in a crash by about 70% for infants and up to 80% for small children. Child restraint systems should meet standards, be appropriate to a child's age and size, and be installed correctly.

Today, **96 countries** have implemented a child restraint law. Enforcement is especially low in low- and middle-income countries.



4 SPEEDING

The most significant contributor to road collisions leading to death and injury. Priorities focus on managing speed limits through enforcement, infrastructure design, smart technologies, deployment of low speed zones around schools and improved protection of vulnerable users.

Only 59 countries have implemented an urban speed limit of 50km/h or less



5 DRINK-DRIVING

Drink-driving greatly increases the risk of a crash and the possibility that it will result in death or serious injury. The alcohol industry bears a special responsibility to promote and support drink-driving legislation, research, raise awareness and contribute financially.

135 of the world's countries use random breath testing to enforce their drink-driving laws.



6 TEXTING WHILE DRIVING

As more and more drivers text while on the road, distracted driving crashes are steadily increasing year on year. In fact, it is estimated that nine people are killed every day in the U.S. as a result of crashes involving a distracted driver.⁽¹⁾

Studies suggest that drivers using a mobile phone are approximately **four times** more likely to be involved in a crash than when a driver does not use a phone.

The Global Challenge

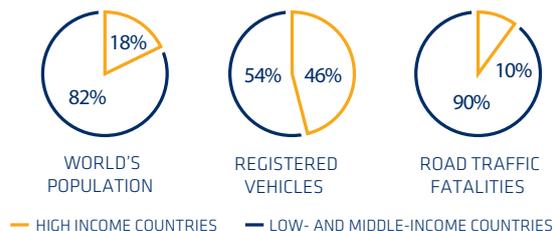
The Hidden Numbers behind the 1.34 Million Deaths

1 Road traffic crashes are one of the leading causes of death globally.

ANNUAL ROAD FATALITIES



2 Low- and middle-income countries (LMICs) are the worst affected.



3 As are children and young people.



EVERY DAY
500
CHILDREN
ARE KILLED



EVERY DAY
5,000
CHILDREN ARE
SERIOUSLY INJURED



Nº1
CAUSE OF DEATH
AMONG 15-29 YEAR OLDS

4 Road traffic crashes also result in significant economic costs.



OVER \$1.85 trillion YEARLY
GLOBAL ECONOMIC COST ⁽¹⁾



3-5% GDP
COST TO LMICS

5 Insufficient funding.



\$6.5bn YEARLY

MADE AVAILABLE GLOBALLY TO FIGHT HIV/AIDS
THROUGH DONOR GOVERNMENT ASSISTANCE
(2012-14)



\$6m YEARLY

MADE AVAILABLE GLOBALLY FOR STAND-ALONE ROAD
SAFETY INITIATIVES THROUGH DONOR GOVERNMENT
ASSISTANCE (2012-14)

Sources: (1) UNECE
Other data: World Health Organization



“ Road safety is a human rights issue. ”

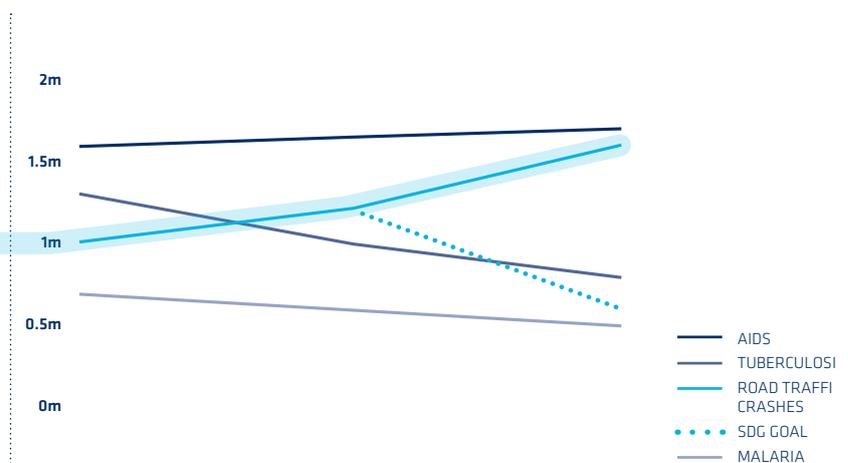
Zeid Ra'ad Al Hussein
Former United Nations
High Commissioner for Human Rights

CAUSE OF FATALITIES

2015 Ranking*:

- 01 CARDIOVASCULAR DISEASES
- 02 NEOPLASMS
- 03 DIARRHEA/LRI/OTHER
- 04 CHRONIC RESPIRATORY
- 05 DIABETES/UROG/BLOOD/ENDO
- 06 HIV/AIDS AND TUBERCULOSIS
- 07 NEUROLOGICAL DISORDERS
- 08 NEONATAL DISORDERS
- 09 UNINTENTIONAL INJURIES
- 10 TRANSPORT INJURIES**
- 11 CIRRHOSIS
- 12 SELF HARM AND VIOLENCE
- 13 DIGESTIVE DISEASES
- 14 NTD'S AND MALARIA
- 15 OTHER NON-COMMUNICABLE
- 16 NUTRITIONAL DEFICIENCIES
- 17 MENTAL AND SUBSTANCE USE
- 18 OTHER GROUP I
- 19 MATERNAL DISORDERS
- 20 WAR AND DISASTER
- 21 MUSCULOSKELETAL DISORDERS

CURRENT PROJECTED OUTCOMES BY 2020**:



Source **: UN, WHO

Source *: Institute for Health Metrics and Evaluation Global Burden of Disease, 2017 Data

The Road Safety Milestones

- 2003** ▶ First UN General Assembly resolution 57/309 on the Global Road Safety crisis
- 2004** ▶ UN General Assembly resolution 58/289 on Improving Global Road Safety
- 2004** ▶ World Health Organisation's 'World Report on Road Traffic Injury Prevention' is launched
- 2005** ▶ UN General Assembly resolution 60/5 on Improving Global Road Safety
- 2008** ▶ UN General Assembly resolution 62/244 on Improving Global Road Safety
- 2009** ▶ First Global Ministerial Conference on Road Safety in Moscow, following campaigning by the FIA and the FIA Foundation
- 2010** ▶ UN General Assembly resolution 64/255 on Improving Global Road Safety
- 2011** ▶ Launch of the UN Decade of Action for Road Safety and official launch of the FIA Action for Road Safety campaign with events organised by FIA Clubs globally
- 2012** ▶ UN General Assembly resolution 66/260 on Improving Global Road Safety
- 2012** ▶ Launch of the FIA Road Safety Grants Programme
- 2013** ▶ The Long Short Walk, and the Second UN Global Road Safety Week on Pedestrian Safety
- 2014** ▶ UN General Assembly resolution 68/269 on Improving Global Road Safety
- 2015** ▶ Jean Todt is appointed United Nations Secretary-General's Special Envoy for Road Safety by United Nations Secretary-General Ban Ki-moon
- 2015** ▶ Launch of the Third UN Global Road Safety Week on Children's Safety, and of the #SaveKidsLives campaign
- 2015** ▶ **The new UN Sustainable Development Goals, including two road safety targets, are adopted.**
- 2015** ▶ The Second Global Ministerial Conference on Road Safety is held in Brasilia
- 2016** ▶ UN General Assembly resolution 70/260 paving the way for the creation of a United Nations Road Safety Trust Fund is approved by the UN General Assembly.
- 2017** ▶ Launch of the FIA's #3500LIVES Global Road Safety Campaign in partnership with JCDcaux
- 2017** ▶ The FIA Community strongly supports the Fourth UN Road Safety Week on the danger of speed on the road.
- 2018** ▶ UN General Assembly resolution 72/271 and launch of the United Nations Road Safety Trust Fund at the United Nations Headquarters in New York City



Hyderabad, India, July 2018

The United Nations Sustainable Development Goals

In 2015, for the first time, road safety was included as a target in the UN Sustainable Development Goals, with the very ambitious objective to halve road traffic fatalities by 2020. It is clear this target won't be achieved by 2020 and countries are already considering to extend this deadline to 2030, which is in-line with the other SDGs.

3. GOOD HEALTH

Ensure healthy lives and promote well-being for all at all ages.

TARGET 3.6

By 2020, halve the number of global deaths and injuries from road traffic accidents



11. SUSTAINABLE CITIES AND COMMUNITIES

Make cities and human settlements inclusive, safe, resilient and sustainable.

TARGET 11.2

By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Towards Safer Systems

Defining an Efficient Structure for Road Safety Actions

The United Nations Decade of Action for Road Safety, launched in 2011, aims to address the major public health problem posed by road safety and the broad range of social and economic consequences which, if unaddressed, will affect the sustainable development of many countries. It promotes action at the national, regional and international levels, around five key pillars.



1 STRENGTHENED ROAD SAFETY MANAGEMENT CAPACITY

Capacity development of institutions to deliver on road safety objectives, as well as stronger enforcement and policing.



2 SAFER ROAD INFRASTRUCTURE AND BROADER TRANSPORT NETWORKS

Improving planning, design and construction of road networks and the promotion of sustainable modes of transport.



3 SAFER VEHICLES

Development of, and compliance with, vehicle safety testing norms and the promotion of safer vehicles through the provision of consumer safety information.



4 IMPROVED BEHAVIOUR OF ROAD USERS

Prioritising vulnerable road users and working to make all road users more aware of poor road conduct (promoting the use of seatbelts and helmets, prevention of drink-driving and speeding).



5 IMPROVED POST-CRASH CARE

Focuses on making response times more rapid, improving on-the-scene care, as well as post-crash supervision. The goals of post-crash care are to ensure that when crashes do occur, victims have the best possible chance of recovery.

The five key pillars are structured to build upon the Safe System Approach, which puts people at its centre, encompassing all the aspects of the road system, such as safe vehicles, roads, speed, people as well as post-crash care.

60 Minutes to Make the Difference

Delivering Efficient Post-Crash Care in Emergency Situations

Reduce the risk of crashes as much as possible, minimise the physical consequences of them when they occur, and provide optimum care for victims: these are the three key elements of effective road safety.

Post-crash care is the final link in this chain, bearing in mind that a chain is only as strong as its weakest link, and that perfection can only be achieved through training, organisation and attention to detail. In post-crash care, it is vital to remember that the first hour after the crash is crucial; the so-called “Golden Hour”. During this time, the application of several basic rules can help to prevent subsequent death or severe disability for the crash victims.

They can be described as follows:

- Secure the site of the crash, in order to avoid a secondary crash;
- Prioritise treatment in the event of multiple victims;
- Do not aggravate the injuries; on the contrary, know the actions that can save lives (how to put a patient in the recovery position, perform CPR, compress the site of a bleeding wound, etc.). Everyone should be familiar with all these actions. This is a public health challenge, which can be dealt with through education and training;
- Once stabilised, transport the casualties as soon as possible to the nearest hospital.



“ It is well known that unless timely first aid is provided, many severely injured people do not survive a road crash. The application of first aid techniques – in particular the proper positioning of the victim prior to the arrival of emergency response teams – can mean the difference between life and death. ”

Elhadj As Sy
Secretary General
International Federation of the Red Cross and Red Crescent Societies (IFRC)

“ Educate the general public, ensure rational and efficient organisation of the emergency services, and mobilise highly-experienced medical and surgical teams are the solutions supported by the HLP, at the same time as adapting to the context and the particularities of each country. ”

Prof. Gérard Saillant
President of the Brain & Spine Institute (ICM)
President of the FIA Medical Commission

The Six Priority United Nations Road Safety Conventions

Engaging Governments to Reach the Road Safety Targets.

There are 58 United Nations legal instruments in the area of inland transport which are administered by the UNECE Inland Transport Committee, as well as its working parties and treaty bodies. Of the 58 conventions, six road safety instruments are considered to be priorities for accession:

1 1968 CONVENTION ON ROAD TRAFFIC

The 1968 Convention provides rules on all aspects of road traffic and safety, and serves as a reference for national legislation. It describes all road user behaviour, such as what drivers and pedestrians must do at crossings and intersections. It promotes safe road user behaviour.

2 1968 CONVENTION ON ROAD SIGNS AND SIGNALS

The Convention provides over 250 commonly agreed road signs, signals, and road markings. It classifies road signs into three classes (danger warning, regulatory and informative), defines each, and describes their physical appearance to ensure visibility and legibility. It focuses on safe infrastructure, which contributes to safer mobility.

3 1958 AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED TO AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS

The agreement provides the legal framework for adopting uniform UN Regulations for all types of wheeled vehicles manufactured, specifically related to safety and environmental aspects. It covers over 140 UN Regulations (such as helmets, braking, tyres and safety belts). Parts and equipment that have been approved against these high safety requirements carry the E-marking, an important sign for the industry and consumers. It improves safety and environmental performance, facilitates international road traffic, and removes technical barriers to international trade. It promotes safe and environmentally friendly vehicles.

4 1997 AGREEMENT CONCERNING THE ADOPTION OF UNIFORM CONDITIONS FOR PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES

The agreement provides the legal framework for the inspection of wheeled vehicles and for the mutual recognition of inspection certificates for cross-border use of road vehicles. Its rules cover environmental behavior and safety of vehicles in use. The agreement promotes keeping vehicles environmentally friendly and safe throughout their lifetime.

5 1998 AGREEMENT CONCERNING THE ESTABLISHING OF GLOBAL TECHNICAL REGULATIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS

The agreement serves as the framework for developing global technical regulations for vehicles on safety and environmental performance, including electronic stability control, pole side impact, and emissions tests among others. New regulations are added as needed to keep up with progress on safety and technology.

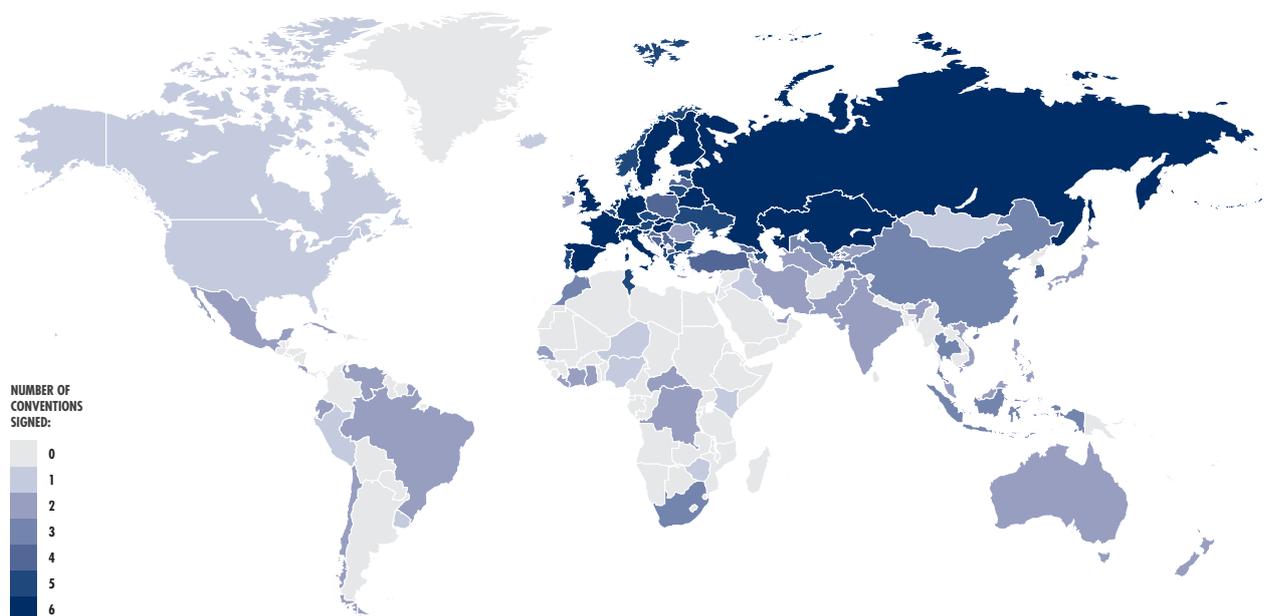
6 1957 AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR)

This agreement and its annexes, which are updated every two years (last version ADR 2017), outline the highest level of safety acceptable to all Contracting Parties for permitting transport of dangerous goods by road on their territories, taking duly into account cost/safety benefits considerations. It defines the dangerous goods that may be transported internationally – and the transport conditions – and sets requirements for operations, driver training and vehicle construction. With performance-tested, certified and periodically inspected transport equipment and vehicles, top-trained drivers and a well-established efficient system of hazard communication for emergency response, we achieve safer road transport operations.

UNITED NATIONS ROAD SAFETY CONVENTIONS

CONTRACTING PARTY STATUS

These conventions serve as a foundation for states to build national legal frameworks which prevent death and injury from road traffic crashes. Road safety governance is above all about the political will to create and carry out a national strategy and programme.



Where are we heading to?

Rapidly growing vehicle fleets and increased numbers of road users, coupled with greater trade volumes, globalisation and urbanisation have led to staggering global road traffic injury rates. These factors underline the critical need to make road safety a global priority. As reflected in SDGs 3.6 and 11.2., sustainable transport, mobility and development have never been so intertwined and interdependent. Sustainability must go hand-in-hand with safety, which is dependent on

implementing internationally agreed norms and harmonising the world's response; building a culture of safety on all levels and across all borders, with increased political will and governance at the core.

Achievement is about more than just decreasing the numbers of road crashes, it is about holding the value of life at the highest level. Every individual on our planet deserves to live a safe, healthy and prosperous life.

Source: United Nations Road Safety Conventions brochure, UNECE

Closing the Funding Gap

The United Nations Road Safety Trust Fund (UNRSTF)

While road traffic crashes are one of the largest killers globally, funding for road safety initiatives from the international community have so far paled in comparison to the needs and funding of other major public health and development challenges.

Addressing the Issue

This is now beginning to slowly change. In April 2016, the UN General Assembly approved a resolution requesting the UN Secretary-General to consider the establishment of a road safety fund. In April 2018, this request became reality with the creation of the United Nations Road Safety Trust Fund (UNRSTF), the first of its kind. This is a breakthrough. For the first time, a specific funding instrument for road safety programmes globally has been put into place.

Governing the Fund

The governance structure of the UNRSTF is composed of an Advisory Board, a Steering Committee, a Secretariat and an Administrative Agent.

The Advisory Board provides strategic direction to the Trust Fund, including advice on criteria for proposals, monitoring and evaluation on priorities for funding projects, on the organisational structure and consultations. The broad membership of the Board ensures that the strategic guidance provided to the Steering Committee reflects a consensus among the stakeholders.

The Steering Committee has the direct oversight on the Trust Fund and the authority to make decisions such as the approval of projects for funding in line with the strategic direction provided by the Advisory Board.

The Secretariat, hosted at the UNECE, provides logistical and operational support to the Advisory Board and the Steering Committee. It supports fund mobilisation efforts, organises calls for and appraisal of proposals; and monitors and reports on the Trust Fund's programmatic and operational performance to the Advisory Committee.

The United Nations Road Safety Trust Fund is administered by the UNDP Multi-Partner Trust Fund Office, acting as the Administrative Agent. The MPTF Office is a UN Facility which administers over 100 UN common funding instruments. It is responsible for Fund design and setup, the maintenance of the Trust Fund account, the receipt of donor contributions, the disbursement of funds and the provision of periodic consolidated reports.

Source: United Nations Road Safety Trust Fund Factsheet - UNECE



FIA President, Chairman of the HLP, and United Nations Secretary-General's Special Envoy for Road Safety Jean Todt and United Nations Deputy Secretary-General Amina J. Mohammed at the launch of the United Nations Road Safety Trust Fund in April 2018

A first meeting of the governing bodies of the UNRSTF took place on 9 and 10 August 2018 at the UNECE in Geneva. The meeting was the first opportunity for the Advisory Board and the Steering Committee to come together to discuss their foundation documents as well as criteria for establishing funding priorities. The next meeting will be held on 21-22 November 2018.



First Deputy Minister of Internal Affairs of the Russian Federation Aleksandr Gorovoy, Executive Director of the FIA Foundation Saul Billingsley, Executive Secretary of the UNECE Olga Algayerova, United Nations Deputy Secretary-General Amina J. Mohammed, and FIA President, Chairman of the HLP, and United Nations Secretary-General's Special Envoy for Road Safety Jean Todt at the launch of the United Nations Road Safety Trust Fund in April 2018

Added Value

The partners opted for establishing a United Nations Multi-Partner Trust Fund in order to:

- Leverage the wide reach and expertise of the United Nations (combining national, regional and international experience);
- Enhance coordination and coherence of global efforts by reducing the fragmentation of assistance, capitalising on synergies and providing a platform for a wide partnership where strategic priorities can be identified and agreed jointly;
- Drive transformative change by tackling key implementation challenges (addressing critical institutional gaps, ensuring efficiency through results-based management);
- Ensure the highest degree of transparency and good governance.

Further Investment

The HLP has played an instrumental role in mobilising donations to the Fund, with three Members of the Panel being the first to pledge contributions. Increased resources and a steady flow of contributions are much needed to tackle the road safety challenge.

The Panel is accordingly working to identify innovative financing mechanisms to support the Fund. This includes the creation of a new road safety brand that will allow consumers to support road safety through their purchasing decisions.

“ Transforming the global road safety situation, which represents 1.34 million deaths and an estimated economic cost of \$1.85 trillion every year, urgently requires the strengthened involvement of a wide range of partners and the enhanced coordination of global efforts.

Olga Algayerova
Executive Secretary of the UNECE

Source: United Nations Road Safety Trust Fund Factsheet - UNECE

Funding Priorities

Defining the Scope of Action

Activities supported by the United Nations Road Safety Trust Fund are expected to contribute to two major outcomes: assisting UN Member States to substantially curb the number of fatalities and injuries from road traffic crashes and reduce the economic losses resulting from these crashes.

Building on the best practices and expertise developed through the Decade of Action for Road Safety, the Trust Fund will focus on supporting concrete institutional actions that link to achieving the road safety-related SDG targets and align with the five “pillars” of the Decade’s Global Plan:

- Strengthened road safety management capacities
- Improved safety of road infrastructure and broader transport networks
- Enhanced safety of vehicles
- Improved behaviour of road users
- Improved post-crash care

The Fund will apply a holistic and integrated approach by recognising the Safe Systems principles, will promote cost-efficient approaches, and will help to catalyse the transformation of mobility and transport.

Source: United Nations Road Safety Trust Fund Factsheet - UNECE

HOW TO CONTRIBUTE?

Contributions to the United Nations Road Safety Trust Fund may be accepted from governments, inter-governmental or non-governmental organisations, the private sector, and philanthropic organisations. Contributors are encouraged to provide un-earmarked contributions.

More information can be found at mptf.undp.org/factsheet/fund/RDS00

“ The FIA will continue its fight against road fatalities. We count on the HLP and the FIA’s 246 Member Clubs from 145 countries to spread the message, and organise actions in the field. It will be a long journey, but together we will make our roads safer for all. Together we will reinvent road safety, and therefore the mobility of the future.

Michelle Yeoh
Actress, Producer, UNDP Goodwill Ambassador and HLP Spokesperson



Still frame from the new HLP film on funding road safety

Developing Momentum

The First UNRSTF Donors Take the Floor

“ The United Nations Road Safety Trust Fund has the potential to be the most important initiative that the international community has ever taken to tackle the global road safety challenge. We hope that our initial \$10 million pledge will encourage other donors – public and private – to contribute.

Lord George Robertson
Chairman
FIA Foundation



“ Preventing road traffic crashes is a priority focus in our businesses and in the solidarity initiatives supported by Total Foundation. Our involvement in the United Nations Road Safety Trust Fund expresses our conviction that crashes do not have to happen.

Patrick Pouyanné
Chairman and Chief Executive Officer
Total



“ As a global company, with a dedicated focus on transportation safety, it is natural for us to partner with the United Nations Road Safety Trust Fund. The success of the Fund will depend critically on its capacity to implement interventions that take into account local conditions and at the same time be implemented at scale. We stand ready to help the Fund strike this essential balance and find high impact solutions across the globe.

Dan Chen
Vice President and General Manager
3M Transportation Safety Division



“ The United Nations Road Safety Trust Fund is an important initiative which Pirelli is pleased to support. For us, road safety is fundamental. We have long-standing collaborations with FIA and other international institutions in support of concrete projects regarding these themes in many countries.

Marco Tronchetti Provera
Executive Vice Chairman and CEO
Pirelli



Innovative Funding Mechanism

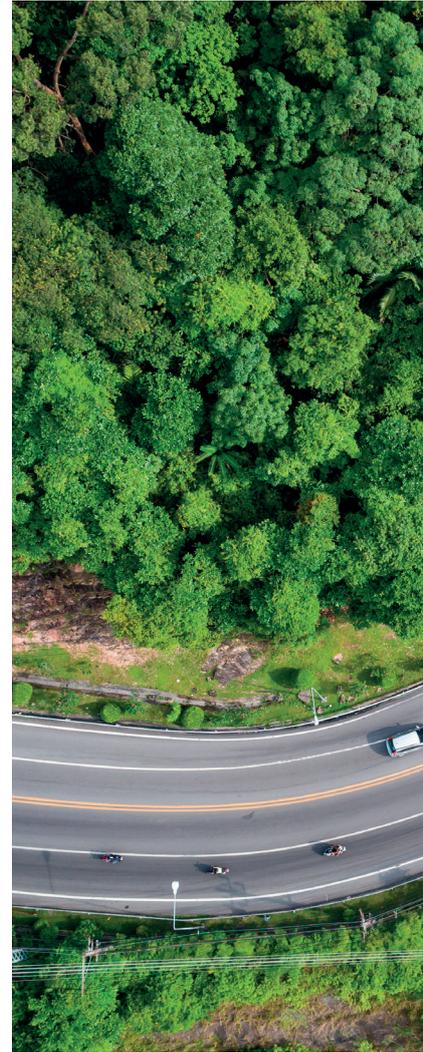
A key element to the success of the UN Road Safety Trust Fund is a steady stream of grant funding. To encourage this, the HLP is aiming to establish an innovative funding mechanism that will help to not only promote global awareness of road safety, but also raise funds by mobilising everyday consumers to fight for this cause.

Building Something New

Imagine if the next time you purchase a pair of running shoes, part of what you paid or the profit it generated went to ensuring safer roads that would benefit runners and pedestrians like yourself? Or if with your next taxi ride, you could make a micro-donation to improve the global road safety cause?

Over the past year, the HLP has been examining a number of possible approaches to make this a reality. Following a thorough selection process involving some of the most influential brand creation agencies, a team will be appointed to develop and implement this initiative by creating a global road safety brand. This brand will speak simultaneously to conscientious consumers who want to improve the global road safety situation through their purchasing power, and private companies, who will tailor their offering by creatively integrating this brand into their products or services to support global road safety.

This will not only help to promote road safety to a broader audience, but will also ramp-up fund-raising efforts for road safety worldwide. The funds raised will in the end go towards the UNRSTF.



“ The United Nations Road Safety Trust Fund has the potential of becoming a game changer in road safety globally, and the World Bank will continue to work closely with all key stakeholders to strengthen the Fund’s governance structure, its ability to mobilise financing, and its convening power, ensuring its inclusiveness and effectiveness from the start. ”

José Luis Irigoyen
Senior Director for Transport and ICT
World Bank Group



Road Safety is both a shared and an individual responsibility

Private Sector Engagement

An increase in mobility worldwide is a net positive and companies in the mobility sector are the first beneficiaries of smooth, seamless, and safe mobility, which should be a priority for the private sector on the whole. They should therefore be the first interested to contribute to improving road safety globally.

The case for financing road safety is clear, as a reduction in global road traffic fatalities and injuries stands to benefit all society. While the solutions are known, global road safety's shortfall in funding means these solutions are often unimplemented.

Selected members of the HLP have been actively involved in this initiative. Once in place, it is expected that this road safety brand will resonate with other private sector entities who will be encouraged to join.

The FIA's Manifesto for Global Road Safety

Committed to Reach our Targets

The FIA promotes the Manifesto for Global Road Safety to set the political agenda on this issue, calling for a real change of gear and scaling up of global efforts. The FIA encourages everyone to prioritise road safety by signing the Manifesto on fia.com.

1

AMBITIOUS TARGETS

In the new Sustainable Development Goals, a post-2015 target to halve global road traffic deaths by 2020 has been adopted. A 2030 target to ensure safe and sustainable mobility in cities by 2030 has also been adopted. Achieving these targets requires political commitment and new financing on an unprecedented level.

2

BETTER INFRASTRUCTURE

50% of casualties occur on around 10% of the road network. There must be an international effort to ensure greater road safety to all road users through proper planning, design, building and maintaining high safety performance standards of road networks.

3

SAFER VEHICLES

By 2020 all new cars must meet minimum UN vehicle safety standards. Airbags should be included as standard and the increased uptake of safety features such as anti-lock braking systems (ABS), electronic stability control (ESC) and autonomous emergency braking (AEB) should be actively pursued.

4

MORE EFFECTIVE LAWS

Only 7% of the world's population are covered by adequate laws covering the main risk factors: speed, drink-driving, motorcycle helmet use, seatbelt use, child restraint use and texting while driving. By 2020, at least 50% of countries must be covered.

5

STOP SPEEDING

Speed is the single most significant contributor to road collisions leading to death and injury. Managing speed limits through enforcement and infrastructure design is a priority. The deployment of low speed zones around schools and better road design to protect vulnerable users are crucial to achieve this.

6

TACKLE DRINK-DRIVING

The alcohol industry should promote the introduction and enforcement of drink-driving legislation, research, and public awareness, and encourage the development and implementation of alcohol interlocks as a targeted policy intervention, for example through the setting up of a dedicated, fully independent fund.

7

IMPROVED DATA COLLECTION

Effective action can only be taken if it is targeted and measured with accurate data. Regional collaborations such as Latin America's OISEVI should be supported and developed in other world regions. All countries must adopt the "30 day rule" for defining and reporting road traffic fatalities and injuries.

8

UNITED NATIONS ROAD SAFETY TRUST FUND

Building on the achievements of the Global Road Safety Facility housed at the World Bank, a scaled up United Nations Road Safety Trust Fund has been launched to attract donor aid for road safety, enabling strategic cooperation.

9

PRIVATE SECTOR SUPPORT

Bilateral donors must recognise road safety as a development and public health challenge and provide commensurate increased funding support for action. The private sector can, and must, contribute much more both in terms of financial philanthropy and in-kind support, including through innovative financing mechanisms.

10

INCREASE COORDINATED ACTION

An emphasis on genuine high level coordination should be the focus of a remodelled approach for the post-2015 era. A forum should be held to ensure a formal and regular, at least biannual, one day Ministerial Meeting on Road Safety, with a focus on funding.

The FIA's Golden Rules for Road Safety

Promoting Safer Road User Behaviour

To spread awareness of the road's dangers to the greatest number of people, whether drivers, cyclists, motorcyclists or pedestrians, the FIA has developed a set of simple road safety tips allowing to make roads safer for all.

 BUCKLE UP	 USE A CHILD SAFETY SEAT	 OBEY THE SPEED LIMIT	 DON'T TEXT AND DRIVE
 CHECK YOUR TYRES	 NEVER DRINK AND DRIVE	 CHECK YOUR VISION	 STAY BRIGHT
 ALWAYS PAY ATTENTION	 SLOW DOWN FOR KIDS	 WEAR A HELMET	 STOP WHEN YOU'RE TIRED

#3500LIVES

Global Road Safety Campaign

The 1.34 million road traffic fatalities that occur every year translate to an average of 3,500 people killed each day. This includes 500 children and an alarming number of 15-29 year olds, for whom road fatalities are the leading cause of mortality.

Monumental Task

The campaign was launched on 10 March 2017 at the FIA Headquarters in Paris. The FIA has partnered with JCDcaux, the number one outdoor advertising company, to launch an unprecedented worldwide road safety campaign entitled #3500LIVES. The campaign promotes the FIA's Golden Rules that can help save one's life and the lives of others.

The campaign is being supported by 15 world renowned ambassadors from the worlds of art (Patrick Dempsey, Michael Fassbender, Michelle Yeoh and Pharrell Williams), motor racing (Fernando Alonso, Nico Rosberg, Marc Márquez, and Felipe Massa), sport (Antoine Griezmann, Rafael Nadal, Yohan Blake, Wayde van Niekerk, Vanessa Low and Haile Gebrselassie), and politics (Anne Hidalgo). Through its signature "Sign Up, Stay Safe, Save Lives", the campaign highlights the role each and every person can play in making roads safe for all users.

All of these ambassadors decided to defend this cause personally and voluntarily, and their messages may be viewed on the #3500LIVES section of the FIA website. These messages have also been endorsed by international organisations like the International Olympic Committee (IOC). On 20 February 2017, the FIA and IOC signed a formal agreement to support and promote the campaign messages across their shared platforms and ahead of sporting events.

Since 2017, the campaign has been translated into more than 30 languages and displayed in over 900 cities across in approximately 80 countries.



1,071,594

Twitter (impressions)

Famous people from all backgrounds have helped support #3500LIVES by posting about the campaign on Twitter.



1,521,546

Facebook (impressions)

Since the campaign launch, Facebook has proved the most engaging channel.



1,598

Publications on Instagram

The campaign was actively promoted on Instagram by the FIA Member Clubs around the world.

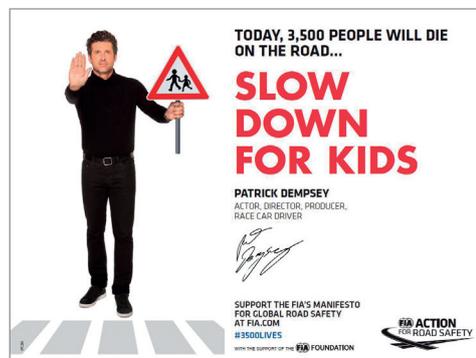
Support the FIA's Manifesto for Global Road Safety, and make road safety a priority at:

www.fia.com/3500lives



Sign Up Stay Safe Save Lives

- OBEY THE SPEED LIMIT
- NEVER DRINK AND DRIVE
- USE A CHILD SAFETY SEAT
- ALWAYS PAY ATTENTION
- BUCKLE UP
- DON'T TEXT AND DRIVE
- STOP WHEN YOU'RE TIRED
- WEAR A HELMET
- CHECK YOUR TYRES
- CHECK YOUR VISION
- STAY BRIGHT
- SLOW DOWN FOR KIDS



New #3500LIVES Ambassador

Actor, Director, Producer, and Race Car Driver Patrick Dempsey joined the campaign in June 2018 to support the "Slow Down for Kids" rule.



24 Hours of Le Mans

On 16 June 2018, Jean Todt, Pierre Fillon, Jacky Ickx, Richard Mille and LMP1 drivers joined #3500LIVES Campaign Ambassadors Patrick Dempsey, Michael Fassbender, Rafael Nadal and Fernando Alonso to promote road safety at the 24 Hours of Le Mans.

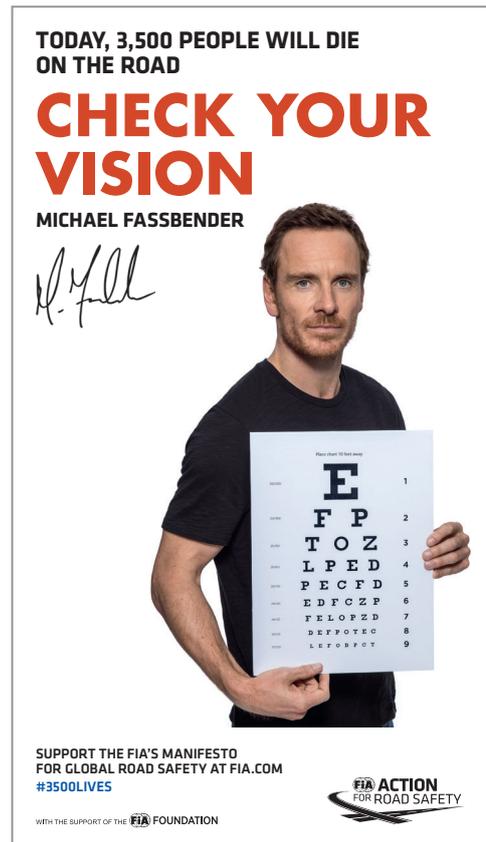
Improving Road Users' Vision

Focus on the “Check your Vision” FIA’s Golden Rule

In 2017, in the framework of the #3500LIVES Global Road Safety Campaign, the FIA adopted a new Golden Rule – “Check Your Vision” – embodied by Michael Fassbender to acknowledge the importance of sight in road safety.

Poor vision is a major public health issue. Today, over 2.5 billion people suffer from uncorrected vision problems, and 624 million of the latter are classified as visually impaired,⁽¹⁾ although the World Health Organization estimates that over 80% of all vision impairment can be prevented or cured.⁽²⁾

Even though solutions exist, public awareness is low and access to quality eyeglasses remains limited in many regions of the world. With this new rule, the FIA and the HLP want to encourage all road users to check their vision regularly and wear appropriate glasses on the road. Indeed, vision is critical to the decisions road users make on the road and poor vision can notably increase their reaction time, putting themselves and others at risk.

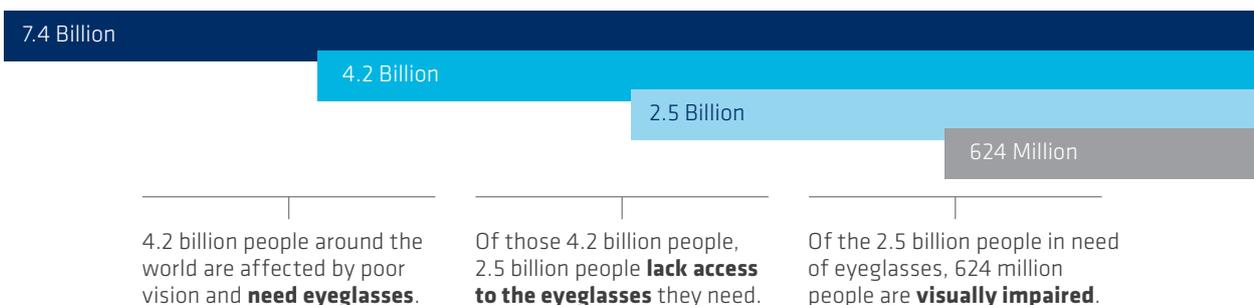


It is estimated that 1 in 5 drivers can't see the road clearly due to uncorrected poor vision.⁽³⁾



As 80% of all vision impairment can be prevented or cured, poor vision is an avoidable cause of crashes.

THE GLOBAL NEED FOR EYEGLASSES (NUMBER OF PEOPLE)⁽⁴⁾



(1) Source: *Eyeglasses for Global Development: Bridging the Visual Divide*, EYElliance, World Economic Forum, June 2016

(2) Source: *World Health Organization, Blindness and visual impairment Factsheet*, October 2017

(3) Source: *The Social and Economic Impact of Poor Vision*, Vision Impact Institute, November 2012

(4) Source: *Essilor Estimates, 2015; Bourne et al., 2014; WHO, 2014.*

Save Kids Lives

Raising Awareness on Road Safety for Children

Every day 500 children are killed on the road and thousands more are left seriously injured. The FIA and the HLP are committed to reduce this number and advocate at the highest levels to make roads safer for children.

In support of the United Nations Road Safety Week's #SaveKidsLives campaign, the FIA released a film directed by Luc Besson, to deliver a potent visual message highlighting the dangers children face around the world on their way to school. The release was followed by the development of innovative initiatives and the implementation of concrete actions by FIA Member Clubs around the world.



Still frame from *Save Kids Lives*, an FIA film directed by Luc Besson - ©Apipoulai Prod



#SaveKidsLives promoted by the Automobile Club D'Italia



#SaveKidsLives promoted by the Automobile and Touring Club of Israel

A Smarter, Safer and More Sustainable Future

Smart Cities Must also be Safe Cities

The development of global mobility is one of society's most important challenges. While much of the focus is on creating more environmentally conscious and user-friendly transportation systems, the opportunity to rethink urban mobility also brings new possibilities to dramatically improve road safety.

Sharing a Common Vision

As the discussion around the future of urban mobility evolves, it has become clear that transportation solutions must combine environmental sustainability, user-friendliness, and be substantially safer. The increase in vehicles worldwide will further strain the infrastructure of cities that are already struggling to combat rising pollution levels and congestion. Higher motorisation rates are also directly correlated with the number of crashes on urban roads.

Newly established for 2018, the FIA Environment and Sustainability Commission has been tasked with helping to shape the Federation's work in this area across both its Mobility and Sport Divisions. Part of the Commission's mandate is to incorporate the critical principles of road safety in a future vision of environmentally conscious mobility – and vice versa – a process helped by the Commission's President, Felipe Calderón, who is also member of the FIA High Level Panel for Road Safety.

“ Most of the fatal crashes can be avoided by responsible driving. Beyond that, technologies already under development related to Mobility could potentially have significant benefits for road safety. As such, I believe that the leaders in these areas can push the conversation further forward, and more quickly, by working closely together and advocating on the shared values of developing such technologies.

Felipe Calderón
Former President of Mexico
FIA Environment and Sustainability
Commission President



Bangkok, Thailand



400m Olympic Gold Medal and World Champion and #3500LIVES Campaign Ambassador Wayde van Niekerk, UN Environment Executive Director Erik Solheim, FIA President, Chairman of the HLP, and United Nations Secretary-General's Special Envoy for Road Safety Jean Todt, Mayor Paris and Chair of C40 Anne Hidalgo and Mayor of the 7th arrondissement of Paris Rachida Dati during the FIA Smart Cities Talk at the 2017 Paris E-Prix.

The Role of FIA Smart Cities

Another vehicle helping to integrate road safety with the development of smart and clean technology is the FIA Smart Cities initiative. Launched in 2017, the initiative aims to provide a platform for the collaboration and discussion required to deliver the most appropriate solutions for the cities of the future. It brings together leaders in the development of transportation systems and urban mobility, as well as government and private stakeholders to advance environmental and safety concerns, while providing high-level thought leadership.

In the framework of the initiative, a specific emphasis is put on the importance of promoting smarter road safety policies. A special FIA Smart Cities Talk was held in May 2017 at the Paris E-Prix, with the central theme of "Advocating for Safety in Smart Cities". The event gathered FIA President and HLP Chairman Jean Todt, who also serves as the UN Secretary-General's Special Envoy for Road Safety, and Mayor of Paris and Chair of C40 Anne Hidalgo, who is also member of the HLP, to discuss some of the principles that will lead to safer mobility solutions benefiting global cities of the future.

“ Paris is a city where half of all trips are taken on foot. We want to be able to let go of our children's hands and for them to be safe and secure in our cities. This is why rules governing speed and pedestrian crossings need to be enforced; Paris is committed to this.

Anne Hidalgo
Mayor of Paris and Chair of C40

”

Same Standards for All

Working towards a Manufacturers Voluntary Agreement on Minimum Safety Standards

Motorisation is increasing at an extremely rapid pace, especially as income levels grow in LMICs. While this is indeed promising from a global development point of view, the fact that many of the vehicles sold in those countries do not incorporate basic safety standards (such as safety belts or purpose-built structures to better absorb vehicle impacts) is a matter of concern. Especially in Africa, Latin America and South-East Asia, regulation of safety standards that are considered basic requirements for all vehicles in more developed regions is weak or non-existent.

Private Sector Engagement

While the need for governments to adopt the existing core UN regulations on vehicle safety is important, experience shows that regulatory adoption is a very lengthy and slow process. Hence, in parallel to this regulatory approach, market-oriented mechanisms need to be explored. Experience has also shown that coordinated actions from both the government and private sector can mutually reinforce each other.

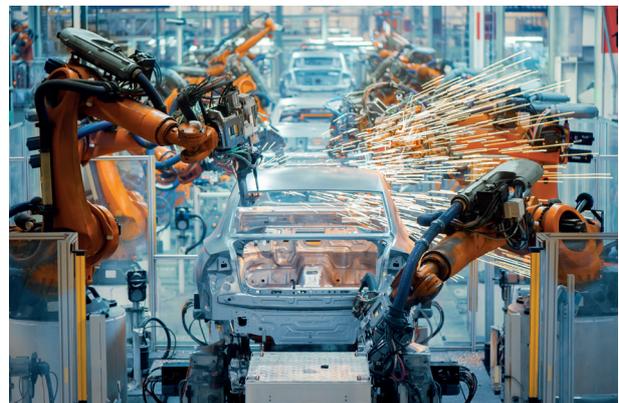
For this reason, the UNECE, in conjunction with the UN Secretary-General's Special Envoy for Road Safety and the HLP, have engaged global automobile manufacturers as key stakeholders in the road safety conversation to explore the feasibility of a Manufacturers Voluntary Agreement on Minimum Safety Standards. The proposed set of standards would be related to the core standards identified by the World Health Organization.

Ongoing Discussion

Over the last year, in depth discussions have taken place between manufacturers, UNECE and the UN Special Envoy, with the support of the HLP Secretariat. Progress has been made in agreeing on a list of standards, but a comprehensive agreement on its implementation will take some time. Further talks are foreseen in the coming months.

The Impact of Improving Vehicle Safety

In a study carried out by the UK Transport Research Laboratory (TRL), on behalf of Latin NCAP, it was found that by implementing four key regulations (Regulations 14 and 16 (seat belt anchorages), 19 (Safety belts), 94 (Frontal Collision), and 95 (Lateral Collision) in major Latin American countries, 40,000 deaths could be prevented between 2016 and 2030. This is a conservative estimate, and should any more regulations beyond these four be implemented, the number of deaths prevented would be even higher.



“ As motorisation in the developing world continues to increase, governments look at better and more efficient regulation of the automotive industry. It is thus important that they work with manufacturers and listen to them when establishing relevant standards, to ensure these are ambitious yet feasible. At the same time manufacturers, as good corporate citizens, have the responsibility to demonstrate their commitment to implement the same level of safety standards that will help protect all road users, irrespective of the markets where they sell their vehicles.

François Fillon
Former French Prime Minister
President of the FIA Manufacturers' Commission



Advocating for Road Safety at the Highest Levels

Making the Fight for Safer Journeys a Priority

Working to reduce the number of road fatalities and injuries occurring on the world's roads every year since its creation, the FIA High Level Panel for Road Safety has asserted its role and credibility as a global advocate for road safety. Discussing with Heads of State and international decision makers around the world, the HLP is calling for road safety to be prioritised on the national, regional and international agenda.



FIA President, Chairman of the HLP, and UN Secretary-General's Special Envoy for Road Safety Jean Todt and UN Secretary-General António Guterres



President of the French Republic Emmanuel Macron and FIA President, Chairman of the HLP, and UN Secretary-General's Special Envoy for Road Safety Jean Todt



Left: His Holiness Pope Francis and FIA President, Chairman of the HLP, and UN Secretary-General's Special Envoy for Road Safety Jean Todt



Middle: EU Commissioner for Mobility and Transport Violeta Bulc and FIA President, Chairman of the HLP, and UN Secretary-General's Special Envoy for Road Safety Jean Todt



Right: Director of UNECE's Sustainable Transport Division Yuwei Li, Actor, Producer, UNDP Goodwill Ambassador and HLP Spokesperson Michelle Yeoh, FIA President, Chairman of the HLP, and UN Secretary-General's Special Envoy for Road Safety Jean Todt, Mayor of Paris and Chair of C40 Anne Hidalgo, and Former UN High Commissioner for Human Rights Zeid Ra'ad Al Hussein

Setting the Baseline

Regional Road Safety Observatories

The lack of good-quality data is one of the key issues in the fight for safer roads. While data is not the only requirement for the design and implementation of good road safety policy, it remains a critical piece of the puzzle.

To ensure accurate data is obtained, transparent and rigorous collection methods are needed. It is essential that these methods are consistent with international criteria and are regularly recorded and stable over time, such that comparisons between countries and over the years may be carried out.

Core Issue

The reality in many countries is that the quality of data gathering methods is very poor in both depth and breadth, and this is one of the root causes of deficient road safety policy design. This is true even for the most basic indicators, such as the number of road fatalities or injuries.

The HLP is directly addressing this core issue by supporting the creation of regional road safety observatories worldwide. These observatories are platforms that bring together road safety authorities and international institutions with the primary goal of improving existing data usage, as well as data gathering methods, and fostering knowledge sharing among governments, both at a national and local level.

Making Progress

In May 2017, the FIA signed a Memorandum of Understanding (MoU) with the World Bank and the International Transport Forum to work jointly towards the establishment of a network of regional road safety observatories. Since then, efforts have concentrated on the establishment of such an observatory in Africa and on the strengthening of OISEVI, the existing observatory in Latin America.

Good progress is being made on both fronts. It is expected that the new observatory for Africa will be launched early 2019. In the case of OISEVI, its governing bodies have agreed to bring it under the umbrella of the SEGIB (the Secretariat for Iberoamerica), which should facilitate access to funding and reinforce its political visibility.



ITF Secretary-General, Young Tae Kim, FIA President, Chairman of the HLP and UN Secretary-General's Special Envoy for Road Safety Jean Todt, Morocco's Vice-Minister of Transport, Mr Mohamed Najib Boulif, and World Bank Senior Director for Transport and Digital Development José Luis Irigoyen after the signing of the MoU for the creation of the first regional road safety observatory in Africa in May 2018.

It is expected that the new observatory for Africa will be launched early 2019.



Senegal, November 2013

KEY OBJECTIVES OF OBSERVATORIES

①

**TO IMPROVE THE
QUALITY OF
COLLECTION
METHODS AND OF
DATA, AND TO
IDENTIFY KEY DATA
ELEMENTS AND
INDICATORS.**

②

**TO INCREASE
THE AWARENESS
ON THE ROAD
SAFETY
CHALLENGE**

③

**TO CREATE
PLATFORMS FOR
KNOWLEDGE
SHARING**

④

**TO DEVELOP ROAD
SAFETY POLICIES,
PRACTICES, LAWS
AND STANDARDS,
ESPECIALLY IN
LOW- AND
MIDDLE-INCOME
COUNTRIES**

The objectives will be combined with a regional benchmarking approach, so that the data from one country can be understood in the context of neighbouring countries.

Movernos Seguros

Engaging the Insurance Industry in Latin America

As part of its mission to engage all road safety stakeholders, in February 2017 the High Level Panel partnered with the Inter-American Development Bank (IDB) in a call for the insurance sector to help improve road safety in Latin America.

The link between well-functioning vehicle insurance markets and improved road safety is clear. It is widely accepted that properly-structured insurance schemes can result in more responsible driver behaviour and a decrease in road fatalities. Over the last year and a half, the project has gained significant traction. Two workshops with the participation of representatives from governments, the insurance industry, victims' associations and FIA Member Clubs took place in October 2017 in Washington and in July 2018 in Montevideo. Pilot projects to improve the functioning of car insurance markets will be implemented in Paraguay and the Dominican Republic in 2019.

The relationship between road safety and car insurance markets:

1. COMPENSATION

Third party liability insurance provides health coverage and economic compensation to the victims of road crashes.

2. RESPONSIBLE BEHAVIOUR

The implementation of bonus-malus systems (where drivers with no claims enjoy reduced premiums and vice versa) is a powerful incentive for customers to improve their driving habits.

3. MISCELLANEOUS:

- Data gathered by insurance companies can be extremely useful in developing efficient road safety policies.
- Insurance companies often play a leading role in raising awareness about road safety issues, and in driver training.
- In some countries, levies on vehicle insurance premiums are used to finance road safety agencies.

“ Car insurance is still seen only as a means to protect assets – that is, to cover them against theft or damages. It's not seen yet as a tool to prevent crashes. Worse yet: car insurance is still not used universally, even though it is compulsory in most countries. This has to change. The IDB is committed to this cause, and I'm proud to help launch this initiative, *Movernos Seguros*, with the FIA High Level Panel for Road Safety and the insurance industry.

Luis Alberto Moreno
President of the Inter-American
Development Bank



The HLP & UNEP

Better Quality Used Vehicles for Improved Road Safety and Environment

Many developing countries rely on imported used vehicles to grow their vehicle fleets. In some countries, access to relatively modern cars with advanced safety and environmental features is incentivised, while others do not enjoy the same access.

In order to tackle this widespread issue, the FIA and the United Nations Environment Programme (UNEP) are developing a new global programme to promote the importation of safer and cleaner used vehicles. The programme will initially be launched in Africa before being extended to Asia and Latin America.

The global vehicle fleet is expected to more than double by 2050, with a significant majority of this growth set to take place in developing countries.

At their time of sale in developed markets, many of these vehicles complied with strict safety and environment standards. The exportation of these vehicles to developing countries provides affordable access to safer and cleaner vehicle technology. However, if not properly monitored, the importation of obsolete and outdated vehicles can contribute to major road safety and environment challenges.

This new programme is the first of its kind, and is aimed at ensuring that importing countries receive used vehicles of decent quality that can contribute to addressing these challenges.

The HLP & WEF

A Joint Road Safety Project

The HLP and the World Economic Forum (WEF) are joining forces in India to give visibility to the economic and health impact of road traffic injuries and, ultimately, to reduce road crashes. This will be done in close partnership with public and private stakeholders, building synergies with them, and filling the gaps where action is needed.

The collaboration began in October 2017 when the India Economic Summit hosted a session on “Steering India Towards Safer Roads”, which brought together 50 CEOs, FIA President, Chairman of the HLP and UN Secretary-General’s Special Envoy for Road Safety Jean Todt, and Indian Minister of Road Transport and Highways Nitin Gadkari.

Participants identified key measures needed to address India’s rising number of road fatalities, such as:

- Better data;
- Engineering and equipment;
- Emergency care;
- Partnerships and knowledge-sharing;
- Education and training;
- Legislation and enforcement.

This project is ongoing.



Bangalore, India

Road Safety Partnership in India (RSPI) Key Objectives

The RSPI seeks to engage the public, private and civil society sectors in India with the goal to build an overarching collaborative platform to:

- Strengthen existing initiatives, identify and exploit potential synergies between them, and design new initiatives with a significant potential to improve road safety;
- Raise in-country awareness on the road safety challenge;
- Help guide policies, actions and road safety partnership development.

From Track to Road

Motor Sport as a Technological Laboratory for Safety Innovation

The FIA’s two pillars, Sport and Mobility, meet in the evolving transfer of safety technologies from the track to the road. This cross-over between racing innovation and everyday motoring may not always be apparent, but it has delivered major improvements in performance, efficiency and safety in road cars.

Safer helmets, disk brakes, seatbelts and all-wheel-drive all made their debut in the cut and thrust of the FIA’s high level motor sport before being applied in everyday motoring. All of these technologies – breakthrough at their time of introduction – have had a significant impact on improving road safety and reducing the number of lives lost on roads around the world.



FIA Clubs Take Action

A Long-Lasting Commitment to Road Safety



The FIA is leading international advocacy for safe, sustainable and accessible mobility, where Clubs play an important role in the global mobility landscape. Their common vision of road safety and sustainability respectively enriches the dialogue, making it relevant to us all.

To demonstrate the FIA's commitment to position itself as a global leader in these fields, two new commissions that have at their core clean and inclusive mobility had their inaugural sessions in 2018: the FIA Environment and Sustainability Commission and the FIA Disability and Accessibility Commission.

The FIA continues to promote safe mobility through its road safety advocacy efforts. Our #3500LIVES campaign, which is being carried out with the support of international advertising giant JCDecaux, has proven to be a success in approximately 80 countries since its launch in 2017. New countries, such as Mongolia, Ecuador and Namibia have been added to the list of countries where the campaign will be diffused until the end of 2018, and a new Ambassador – Patrick Dempsey – has most recently joined the celebrities and personalities promoting the campaign's road safety messages.

Since 2012, the FIA Road Safety Grants Programme enabled FIA Members to implement over 300 road safety initiatives in more than 75 countries all over the world. These initiatives cover a wide range of activities, including awareness campaigns, educational programmes and trainings, protection of vulnerable road users and road infrastructure safety assessments.

Having noted the many initiatives and organisations that are contributing to reduce the loss of life on the road, but the little being done to commend these efforts, the FIA has decided to create the "FIA Road Safety Awards". Held annually, these awards will serve to acknowledge the important work being carried out by individuals and organisations that have made a positive impact to the global road safety situation, and to incentivise others to do the same.

We look forward to seeing the results of these FIA initiatives.

Thierry Willemarck
FIA Deputy President for Automobile Mobility and Tourism



Safe Kids in Cars Toolkit promoted by the Automobile Club Din Moldova.

Testing at the Highest Standards

The ADAC Technical Centre

The Allgemeiner Deutscher Automobil-Club (ADAC), the second largest Automobile Club in the world, established its Technical Centre in Landsberg, Germany, in order to help ensure road users' safety. Today, it stands as one of the main test centres for FIA European Member Clubs.

Holding a certified Quality Management System according to ISO 9001 : 2015, the Centre is also one of the accredited test labs for Euro NCAP, and the main facility for crash tests organised in the framework of the Global NCAP and the Latin NCAP programmes.

Committed to improving consumer protection and with a focus on product improvement, the ADAC has no commercial interest in tested products and can therefore ensure neutrality in its publications.

ADAC engineers have been testing and evaluating cars, components, accessories, motorcycles and bicycles as well as camping vehicles in specially developed procedures since 1997. The tests and evaluations performed at the facility include crash tests and car reviews or product tests, the results of which aim to help consumers make informed purchasing decisions and to better ensure their safety.



ADAC President August Markl, UNECE Executive Secretary Olga Algayerova, Actor, Producer, UNDP Goodwill Ambassador and HLP Spokesperson Michelle Yeoh, and FIA President, Chairman of the HLP and UN Secretary-General's Special Envoy for Road Safety Jean Todt during their visit to the ADAC Technical Centre in November 2017.

Every year, 90 crash tests are performed and 120 cars evaluated on the basis of more than 300 criteria – with the aim of assisting consumers in their purchase decisions.

The HLP & FIA Member Clubs

Promoting Road Safety on the Ground

During the XX FIA Congress of the Americas for Sport and Mobility in Montevideo in July 2018, FIA Region IV President and Automóvil Club del Uruguay President Jorge Tomasi Crisci introduces the presentation of the final report of Movernos Seguros, a joint initiative between the Inter-American Development Bank (IDB) and the HLP exploring how vehicle insurance can improve road safety.



On 2 February 2018, FIA President, Chairman of the HLP and United Nations Secretary-General's Special Envoy for Road Safety Jean Todt, ACCHI President Alejandro Quintana Hurtado, FIA Vice-President for Sport José Abed and Formula E drivers Lucas di Grassi and José María López supported the #3500LIVES campaign at the Santiago E-Prix.



On 10 August 2018, four-time MotoGP World Champion and #3500LIVES Campaign Ambassador Marc Márquez and ÖAMTC CEO Oliver Schmerold promoted the #3500LIVES campaign at the ÖAMTC Headquarters, on the occasion of the Austrian MotoGP.



An expert mission was carried out in Azerbaijan in December 2016, at the request of the National Road Safety Council Secretariat and the Azerbaijan Automobile Federation. The mission helped with the creation of a new National Road Safety Plan to be implemented between 2017 and 2020.

The Automobile Association of Tanzania focused on raising awareness of the "Wear a Helmet" Golden Rule by distributing posters of the #3500LIVES campaign in more than 1,500 schools, on high traffic roads and at bus stops.



Still a Long Way to Go....

2018 can potentially be a landmark year for global road safety. The launch of the United Nations Road Safety Trust Fund (UNRSTF) marks a turning point in the efforts to endow the fight against road crashes with a global financial instrument that has the potential to raise significant amounts of resources to fund road safety interventions worldwide. It is not a minor achievement.

And yet, the launch of the UNRSTF constitutes less a point of arrival and more a point of departure. Because the true challenge starts now. Financial resources are a necessary condition for success, but they are not sufficient. Much more is needed. First, there must be political commitment. The experience in many European countries shows that results have only been achieved when road safety has been at the top of the political and social agenda. In addition, raising awareness is essential, and here the role of the media is key. Luckily, in a world that is so interconnected, campaigning for road safety and making the population aware of the risks of using certain roads, driving certain cars or engaging in certain irresponsible behaviours should be – in principle – increasingly easier. Finally, in a challenge that is multifaceted and that involves so many stakeholders, increased coordination is also a fundamental pre-requisite for success.

So much needs to be done and the HLP stands ready to do its bit. The challenge we are facing is enormous and the HLP is very willing to continue contributing with its ideas, its networking capabilities, its potential to raise awareness and, also, its capacity to help raise funds.

Finally, a note of thanks. The work of the HLP is possible thanks to the generous support of the FIA and of the FIA Foundation and to the commitment of its members, advisors and experts. Our most sincere gratitude goes to all of them.

Miquel Nadal
Secretary of the FIA High Level Panel for Road Safety



HLP Meeting at the FIA in Paris, 1 October 2018

Data on Road Safety

Global Road Traffic Fatalities: Statistical Overview by Region

In this document, we summarise data from the World Health Organisation 2015 Global Status report regarding the absolute number of deaths from around the world. Two considerations are to be kept in mind:

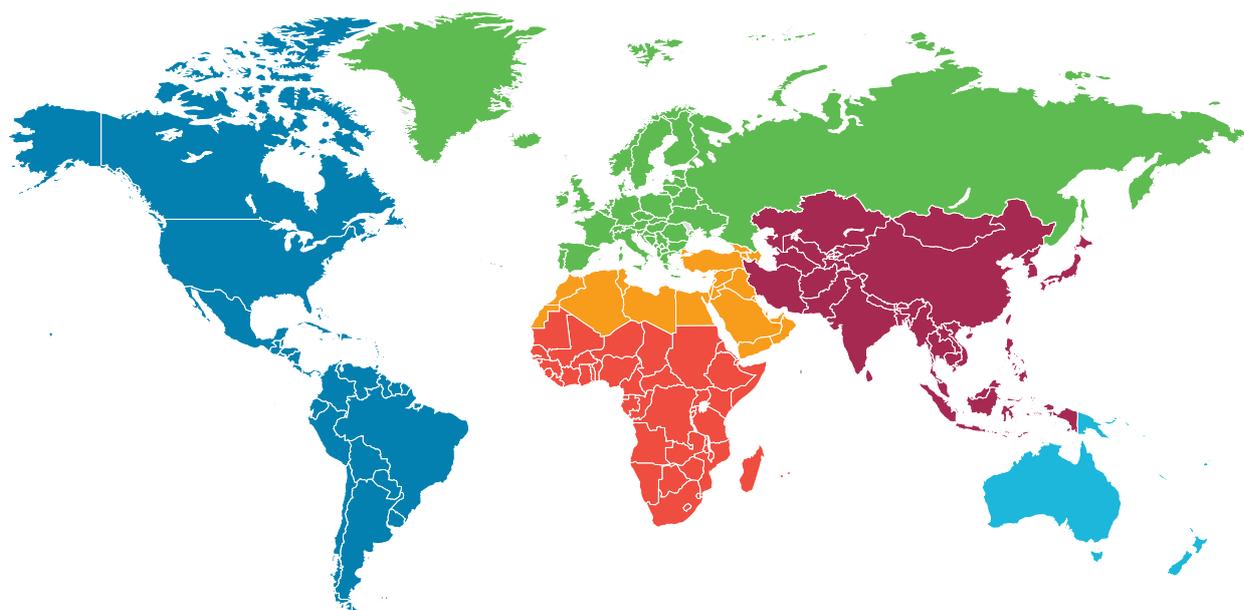
- I. Not all UN countries reported to the WHO. Notably, Brunei, Burundi, Comoros, Equatorial Guinea, Grenada, Haiti, Lichtenstein, Nauru, North Korea, Saint Kitts and Nevis, South Sudan, Syria, Tuvalu, Ukraine and Venezuela.
- II. The column “Reported Fatalities” is compiled from government data submitted to the WHO. The WHO relies on governments to provide vital statistics in order to assess disease and injurie burden. Countries are classified into one of four categories

- 1 = Countries with good death registration data;
- 2 = Countries with other sources of cause of death registration;
- 3 = Countries with population less than 150 000;
- 4 = Countries without eligible death registration data.

According to the above criteria, the WHO publish their own estimates for fatality counts, some of which are derived through statistical methods resulting in confidence intervals. The following tables include the WHO estimated figure of deaths, the differences between the WHO and the country reported fatalities, the lower and upper estimates following mathematical modelling.

GLOBAL TOTALS:

Number of countries	Total population (000s)
194	7 312 528
Total reported deaths	Total WHO estimation
622 268	1 207 617



Note: The regions have been divided according to United Nations Statistical Department standards.

Africa



Number of countries

49

Total population
(000s)

1 001 415

Total reported deaths

63 830

Total WHO estimation

242 772

COUNTRY	TOTAL POPULATION (000s)	REPORTED FATALITIES	WHO ESTIMATES	DIFFERENCE REPORTED AND WHO	LOWER WHO RANGE ESTIMATES	UPPER WHO RANGE ESTIMATES
Angola	25 022	5 591	5 769	178	4 626	6 912
Benin	10 880	708	2 855	2 147	2 398	3 312
Botswana	2 262	399	477	78	412	542
Burkina Faso	18 106	1 461	5 072	3 611	4 064	6 080
Burundi	11 179	N/A	N/A	N/A	N/A	N/A
Cabo Verde	521	41	130	89	113	147
Cameroon	23 344	1 063	6 136	5 073	5 035	7 236
Central African Rep.	4 900	58	1 495	1 437	1 169	1 821
Chad	14 037	1 527	3 089	1 562	2 420	3 758
Comoros	788	N/A	N/A	N/A	N/A	N/A
Congo	4 620	206	1 174	968	976	1 373
Côte d'Ivoire	22 702	844	4 924	4 080	4 043	5 805
Dem. Rep. of the Congo	77 267	498	22 419	21 921	17 966	26 872
Djibouti	888	-	216	216	185	247
Equatorial Guinea	845	N/A	N/A	N/A	N/A	N/A
Eritrea	5 228	148	1 527	1 379	1 249	1 805
Ethiopia	99 391	3 362	23 837	20 475	18 528	29 146
Gabon	1 725	45	383	338	316	450
Gambia	1 991	115	544	429	438	650
Ghana	27 410	2 240	6 789	4 549	5 877	7 701
Guinea	12 609	629	3 211	2 582	2 640	3 781
Guinea-Bissau	1 844	117	468	351	387	548
Kenya	46 050	3 191	12 891	9 700	10 809	14 974
Lesotho	2 135	327	584	257	491	677
Liberia	4 503	-	1 448	1 448	1 144	1 752
Madagascar	24 235	791	6 506	5 715	5 361	7 650
Malawi	17 215	977	5 732	4 755	4 606	6 858
Mali	17 600	529	3 920	3 391	3 193	4 648

Mauritania	4 068	204	952	748	788	1 116
Mauritius	1 273	136	152	16	0	0
Mozambique	27 978	1 744	8 173	6 429	6 502	9 843
Namibia	2 459	400	551	151	474	628
Niger	19 899	1 047	4 706	3 659	3 741	5 670
Nigeria	182 202	6 450	35 641	29 191	27 949	43 332
Rwanda	11 610	526	3 782	3 256	3 022	4 541
Sao Tome and Principe	190	33	60	27	47	73
Senegal	15 129	356	3 844	3 488	3 214	4 474
Seychelles	96	8	8	0	0	0
Sierra Leone	6 453	220	1 661	1 441	1 334	1 988
Somalia	10 787	201	2 664	2 463	2 092	3 237
South Africa	54 490	13 802	13 273	- 529	0	0
South Sudan	12 340	N/A	N/A	N/A	N/A	N/A
Sudan	40 235	2 281	9 221	6 940	7 746	10 697
Swaziland	1 287	191	303	112	263	343
Togo	7 305	1 044	2 123	1 079	1 719	2 526
United Rep. of Tanzania	53 470	3 885	16 211	12 326	13 116	19 307
Uganda	39 032	2 851	10 280	7 429	7 820	12 739
Zambia	16 212	1 797	3 586	1 789	2 914	4 257
Zimbabwe	15 603	1 787	3 985	2 198	3 319	4 652



Nairobi, Kenya, April 2018

Americas



Number of countries
35

Total population
(000s)
986 707

Total reported deaths
127 645

Total WHO estimation
138 461

COUNTRY	TOTAL POPULATION (000s)	REPORTED FATALITIES	WHO ESTIMATES	DIFFERENCE REPORTED AND WHO	LOWER WHO RANGE ESTIMATES	UPPER WHO RANGE ESTIMATES
Antigua and Barbuda	92	6	6	0	0	0
Argentina	43 417	5 209	5 619	410	0	0
Bahamas	388	50	52	2	0	0
Barbados	284	17	19	2	0	0
Belize	359	73	81	8	0	0
Bolivia	10 725	2 400	2 476	76	2 190	2 763
Brazil	207 848	41 059	46 935	5 876	0	0
Canada	35 940	2 077	2 114	37	0	0
Chile	17 948	2 108	2 179	71	0	0
Colombia	48 229	6 038	8 107	2 069	0	0
Costa Rica	4 808	625	676	51	0	0
Cuba	11 390	891	840	-51	0	0
Dominica	73	11	11	0	0	0
Dominican Republic	10 528	2 810	3 052	242	0	0
Ecuador	16 144	2 983	3 164	181	0	0
El Salvador	6 127	1 050	1 339	289	0	0
Grenada	107	N/A	N/A	N/A	N/A	N/A
Guatemala	16 343	1 977	2 939	962	0	0
Guyana	767	109	138	29	0	0
Haiti	10 711	N/A	N/A	N/A	N/A	N/A
Honduras	8 075	1 042	1 408	366	1 288	1 529
Jamaica	2 793	307	320	13	0	0
Mexico	127 017	17 139	15 062	-2 077	0	0
Nicaragua	6 082	577	931	354	843	1 020
Panama	3 929	386	386	0	0	0
Paraguay	6 639	1 114	1 408	294	0	0
Peru	31 377	4 039	4 234	195	3 826	4 643
Saint Kitts & Nevis	56	N/A	N/A	N/A	N/A	N/A
Saint Lucia	185	30	33	3	0	0
St. Vincent & Grenadines	109	9	9	0	0	0
Suriname	543	76	103	27	0	0
Trinidad and Tobago	1 360	147	189	42	0	0
United States of America	321 774	32 719	34 064	1 345	0	0
Uruguay	3 432	567	567	0	0	0
Venezuela	31 108	N/A	N/A	N/A	N/A	N/A

Asia



Number of countries

30

Total population
(000s)

4 112 685

Total reported deaths

322 066

Total WHO estimation

694 817

COUNTRY	TOTAL POPULATION (000s)	REPORTED FATALITIES	WHO ESTIMATES	DIFFERENCE REPORTED AND WHO	LOWER WHO RANGE ESTIMATES	UPPER WHO RANGE ESTIMATES
Afghanistan	32 527	1 808	4 734	2 926	4 006	5 467
Bangladesh	160 996	3 296	21 316	18 020	17 349	25 283
Bhutan	775	59	114	55	98	130
Brunei	423	N/A	N/A	N/A	N/A	N/A
Cambodia	15 578	1 950	2 635	685	2 150	3 120
China	1 383 925	62 945	261 367	198 422	0	0
India	1 311 051	137 572	207 551	69 979	0	0
Iran (Islamic Rep. of)	79 109	17 994	24 896	6 902	0	0
Indonesia	257 564	26 416	38 279	11 863	32 079	44 479
Japan	126 573	5 679	5 971	292	0	0
Kazakhstan	17 625	3 181	3 983	802	0	0
Kyrgyzstan	5 940	1 184	1 220	36	0	0
Laos	6 802	908	971	63	795	1 147
Malaysia	30 331	6 915	7 129	214	6 050	8 209
Maldives	364	12	12	0	0	0
Mongolia	2 959	579	597	18	538	656
Myanmar	53 897	3 612	10 809	7 197	8 790	12 829
Nepal	28 514	1 744	4 713	2 969	3 880	5 546
North Korea	25 155	N/A	N/A	N/A	N/A	N/A
Pakistan	188 925	9 917	25 781	15 864	20 979	30 582
Philippines	100 699	1 469	10 379	8 910	0	0
Republic of Korea	50 293	5 092	5 931	839	0	0
Singapore	5 604	159	197	38	0	0
Sri Lanka	20 715	2 362	3 691	1 329	3 245	4 137
Tajikistan	8 482	508	1 543	1 035	1 387	1 699
Thailand	67 959	13 650	24 237	10 587	0	0
Timor-Leste	1 185	96	188	92	158	219
Turkmenistan	5 374	883	914	31	844	983
Uzbekistan	29 893	2 231	3 240	1 009	0	0
Viet Nam	93 448	9 845	22 419	12 574	0	0

Europe



Number of countries

43

Total population
(000s)

733 385

Total reported deaths

56 220

Total WHO estimation

59 406

COUNTRY	TOTAL POPULATION (000s)	REPORTED FATALITIES	WHO ESTIMATES	DIFFERENCE REPORTED AND WHO	LOWER WHO RANGE ESTIMATES	UPPER WHO RANGE ESTIMATES
Albania	2 897	295	478	183	435	521
Andorra	70	2	6	4	0	0
Austria	8 545	455	455	0	0	0
Belarus	9 496	894	1 282	388	0	0
Belgium	11 299	724	746	22	0	0
Bosnia and Herzegovina	3 810	334	676	342	607	745
Bulgaria	7 150	601	601	0	0	0
Croatia	4 240	368	395	27	0	0
Czech Republic	10 543	654	654	0	0	0
Denmark	5 669	191	196	5	0	0
Estonia	1 313	81	90	9	0	0
Finland	5 503	258	258	0	0	0
France	64 395	3 268	3 268	0	0	0
Germany	80 689	3 339	3 540	201	0	0
Greece	10 955	865	1 013	148	0	0
Hungary	9 855	591	765	174	0	0
Iceland	329	15	15	0	0	0
Ireland	4 688	188	188	0	0	0
Italy	59 798	3 385	3 721	336	0	0
Latvia	1 971	176	205	29	0	0
Liechtenstein	N/A	N/A	N/A	N/A	N/A	N/A
Lithuania	2 878	256	320	64	0	0
Luxembourg	567	45	46	1	0	0
Malta	419	18	22	4	0	0
Moldova	4 069	302	437	135	0	0
Monaco	38	0	0	0	0	0
Montenegro	626	74	74	0	0	0
Netherlands	16 925	570	574	4	0	0
Norway	5 211	187	192	5	0	0

Poland	38 612	3 357	3 931	574	0	0
Portugal	10 350	637	828	191	0	0
Romania	19 511	1 861	1 881	20	0	0
Russian Federation	143 457	27 025	27 025	0	0	0
San Marino	32	1	1	0	0	0
Serbia	8 851	650	735	85	0	0
Slovakia	5 426	251	360	109	0	0
Slovenia	2 068	125	132	7	0	0
Spain	46 122	1 680	1 730	50	0	0
Sweden	9 779	260	272	12	0	0
Switzerland	8 299	269	269	0	0	0
Macedonia (The former Yugoslav Rep. of)	2 078	198	198	0	0	0
Ukraine	44 824	N/A	N/A	N/A	N/A	N/A
United Kingdom	64 716	1 770	1 827	57	0	0



Barcelona, Spain, May 2016

North Africa and Western Asia



Number of countries

23

Total population
(000s)

439 973

Total reported deaths

50 713

Total WHO estimation

69 157

COUNTRY	TOTAL POPULATION (000s)	REPORTED FATALITIES	WHO ESTIMATES	DIFFERENCE REPORTED AND WHO	LOWER WHO RANGE ESTIMATES	UPPER WHO RANGE ESTIMATES
Algeria	39 667	4 540	9 337	4 797	7 985	10 689
Armenia	3 018	316	546	230	503	588
Azerbaijan	9 754	1 256	943	-313	0	0
Bahrain	1 377	83	107	24	0	0
Cyprus	1 165	44	59	15	0	0
Egypt	91 508	8 701	10 466	1 765	0	0
Georgia	4 000	514	514	0	0	0
Iraq	36 423	5 789	6 826	1 037	5 507	8 146
Israel	8 064	277	277	0	0	0
Jordan	7 595	768	1 913	1 145	1 633	2 193
Kuwait	3 892	473	629	156	0	0
Lebanon	5 851	630	1 088	458	962	1 215
Libya	6 278	4 398	4 554	156	3 973	5 136
Morocco	34 378	3 832	6 870	3 038	5 831	7 910
Oman	4 491	913	924	11	0	0
Qatar	2 235	204	330	126	0	0
Saudi Arabia	31 540	7 661	7 898	237	7 002	8 795
Syria	18 502	N/A	N/A	N/A	N/A	N/A
Tunisia	11 254	1 505	2 679	1 174	2 346	3 012
Turkey	78 666	4 786	6 687	1 901	0	0
United Arab Emirates	9 157	651	1 021	370	845	1 198
W. Bank and Gaza Strip	4 326	133	241	108	0	0
Yemen	26 832	3 239	5 248	2 009	4 426	6 069

Oceania



Number of countries 14	Total population (000s) 38 363
Total reported deaths 1794	Total WHO estimation 3 004

COUNTRY	TOTAL POPULATION (000s)	REPORTED FATALITIES	WHO ESTIMATES	DIFFERENCE REPORTED AND WHO	LOWER WHO RANGE ESTIMATES	UPPER WHO RANGE ESTIMATES
Australia	23 969	1 192	1 252	60	0	0
Fiji	892	41	51	10	0	0
Kiribati	112	3	3	0	0	0
Marshall Islands	53	3	3	0	0	0
Micronesia (Federated States of)	104	2	2	0	0	0
Nauru	10	N/A	N/A	N/A	N/A	N/A
New Zealand	4 529	253	272	19	0	0
Palau	21	1	1	0	0	0
Papua New Guinea	7 619	248	1 232	984	1 058	1 405
Samoa	193	17	30	13	27	33
Solomon Islands	584	14	108	94	96	120
Tonga	106	8	8	0	0	0
Tuvalu	10	N/A	N/A	N/A	N/A	N/A
Vanuatu	265	12	42	30	37	47

TODAY 3,500 PEOPLE WILL DIE ON THE ROAD

BUCKLE UP
 FERNANDO ALONSO
 TWO-TIME FIA FORMULA ONE WORLD CHAMPION

USE A CHILD SAFETY SEAT
 MICHELLE YEOH
 ACTRESS, PRODUCER AND UNICEF GOODWILL AMBASSADOR

NEVER DRINK AND DRIVE
 NICO ROSBERG
 2016 FIA FORMULA ONE WORLD CHAMPION

SLOW DOWN FOR KIDS
 PATRICK DEMPSEY
 ACTOR, DIRECTOR, PRODUCER, RACE CAR DRIVER

CHECK YOUR TYRES
 RAFAEL NADAL
 PROFESSIONAL TENNIS PLAYER
 WINNER OF 17 GRAND SLAM TITLES

OBEY THE SPEED LIMIT
 YOHAN BLAKE
 4 X 100M OLYMPIC AND WORLD CHAMPION AND 100M WORLD CHAMPION

DON'T TEXT AND DRIVE
 PHARRELL WILLIAMS
 SINGER, SONGWRITER AND RECORD PRODUCER

LOOK BEFORE CROSSING
 FELIPE MASSA
 FORMER FIA FORMULA ONE RACING DRIVER

STOP WHEN YOU'RE TIRED

ANTOINE GRIEZMANN
 INTERNATIONAL FOOTBALL PLAYER

MAKE ROAD SAFETY A PRIORITY
 ANNE HIDALGO
 MAYOR OF PARIS AND CHAIR OF C40

ALWAYS PAY ATTENTION
 VANESSA LOW
 LONG JUMP PARALYMPIC CHAMPION

STAY BRIGHT
 HAILE GEBRSELASSIE
 LONG DISTANCE RUNNING OLYMPIC AND WORLD CHAMPION

CHECK YOUR VISION
 MICHAEL FASSBENDER

DON'T LET YOUR FRIENDS DRIVE DRUNK
 WAYDE VAN NIEKERK
 400M OLYMPIC AND WORLD CHAMPION

WEAR A HELMET
 MARC MÁRQUEZ
 FOUR-TIME MOTOCGP WORLD CHAMPION

SUPPORT THE FIA'S MANIFESTO FOR GLOBAL ROAD SAFETY AT:

FIA.COM

#3500LIVES

