

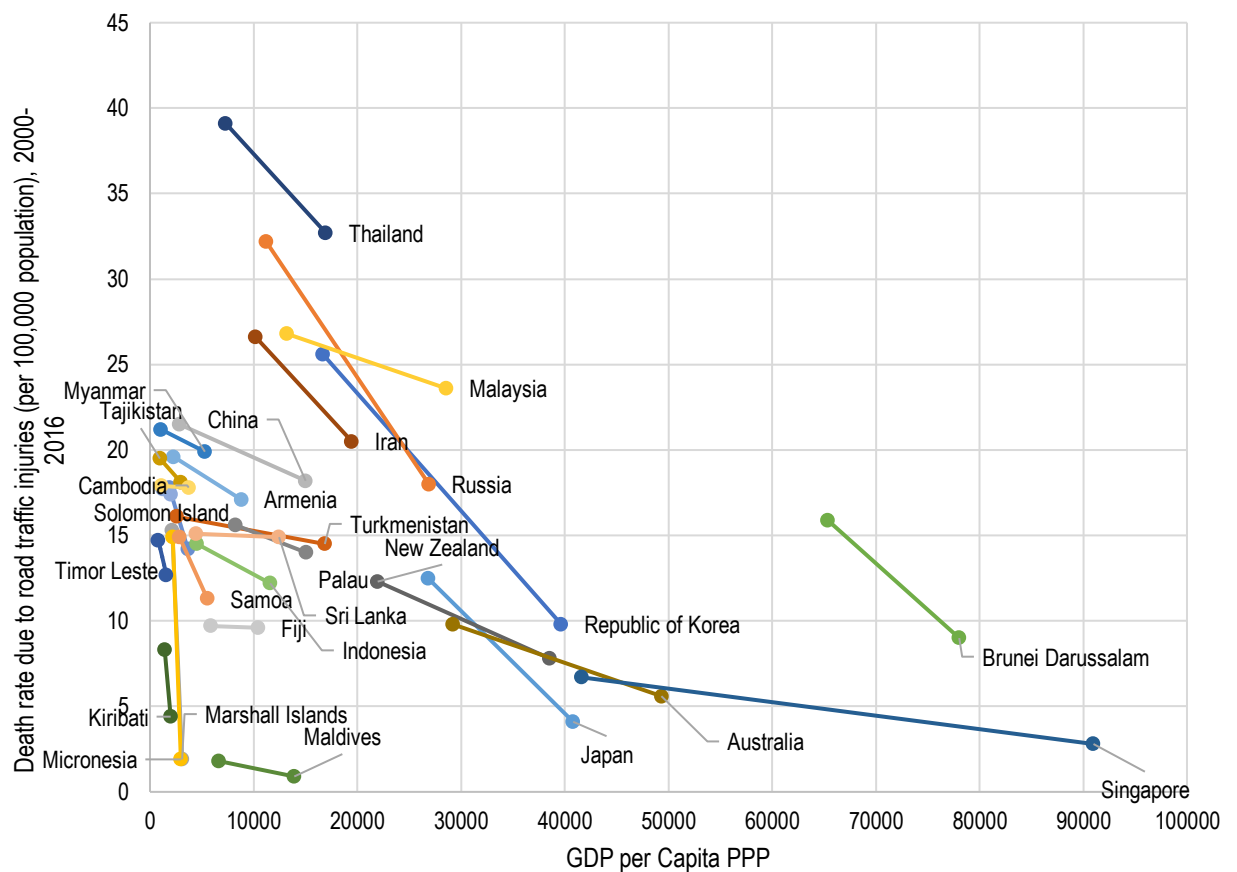
Asian Transport Outlook (ATO)

What is the status of Road Traffic Crash Fatalities in Asia?

The Sustainable Development Goals consider road safety as a prerequisite to ensure healthy lives, promote well-being and to make cities inclusive, safe, resilient and sustainable. The SDG targets 3.6 and 11.2 suggest "halving the number of global deaths and injuries from road traffic accidents" and "providing access to safe, affordable, accessible and sustainable transport systems as well as improve road safety for all".

The total number of road traffic crash deaths in the ATO economies continue to rise steadily, from 0.68 million in 2000 to 0.8 million in 2016¹. Since 2000, road traffic crash fatalities have reduced in about one-third of economies (mainly high and upper-middle-income economies).

Figure 1: Road Crash Fatalities (2000-2016) and Gross Domestic Product

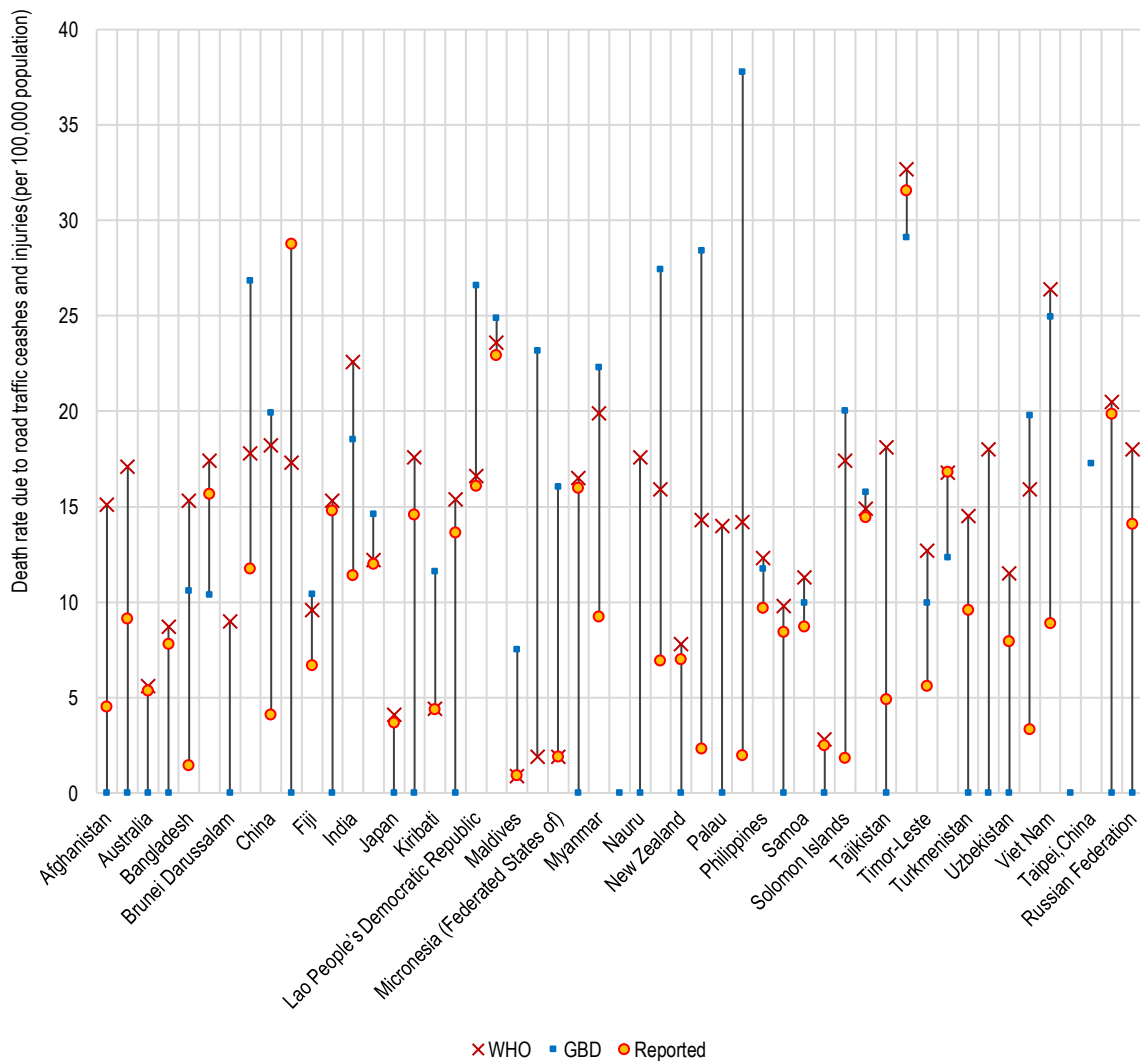


Source: World Health Organisation (Global Status Report on Road Safety 2018)
 ATO Data Used: RSA-RSI-001(1) & SEC-SEG-002

¹ Global Status Report on Road Safety 2018, WHO

The World Health Organisation² and several road safety organisations³ have acknowledged the challenge of the apparent under-registration of traffic crash fatalities. In the ATO economies, country reported road traffic crash fatalities and modelled estimates by WHO⁴ & GBD⁵ vary significantly (Fig. 2). Significant variation in the estimates by WHO and actual reported fatalities has been observed between the modelled estimate by WHO with the actual reported fatalities in the low- and middle-income economies. In the high-income economies, the estimates vary relative to the reported data, with only 11%.

Figure 2: Death Rate due to Traffic Crashes reported by WHO, GBD and National Reporting



² <https://www.who.int/publications/i/item/9789241565684>
³ https://www.who.int/roadsafety/publications/irtad_underreporting.pdf,
<https://roadsafety.piarc.org/en/road-safety-management-safety-data/quality-and-under-reporting>,
<https://www.worldbank.org/en/news/press-release/2020/02/18/new-road-safety-observatory-to-fight-road-fatalities-and-injuries-in-asia-pacific-region-with-better-crash-data>
⁴ <https://www.who.int/publications/i/item/9789241565684>
⁵ <http://ghdx.healthdata.org/gbd-2019>

Source: World Health Organisation (Global Status Report on Road Safety 2018), Global Burden of Disease Study 2019
 ATO Data used - RSA-RSI-001(1), RSA-RSI-001(2) & RSA-RSI-001(3)

In the low and lower-middle-income economies, which account for about 56% of road traffic crash deaths in Asia-Pacific, the road traffic crash fatalities have increased at an annual rate of 2.1% and 3.3%, respectively (Fig. 3). While there is an overall increase in road traffic crash fatalities, road traffic deaths per 100,000 population has reduced in about 60% of the economies.

Figure 3: Road Crash Fatalities by Income Group



Source: World Health Organisation (Global Status Report on Road Safety 2018)
 ATO Data Used: RSA-RSI-001(1)

In 2016, ATO economies contributed a significant share of global road traffic crash fatalities, i.e., about 52% based on reported road traffic crash fatalities and 59% based on modelled road traffic crash fatalities. Road traffic crash injuries are among the ten leading causes of death worldwide. In ADB regional members, road traffic crash fatalities contributed about 3% of total deaths (it varies from 1.3% in Fiji to 4.3% in Malaysia) (Table 1).

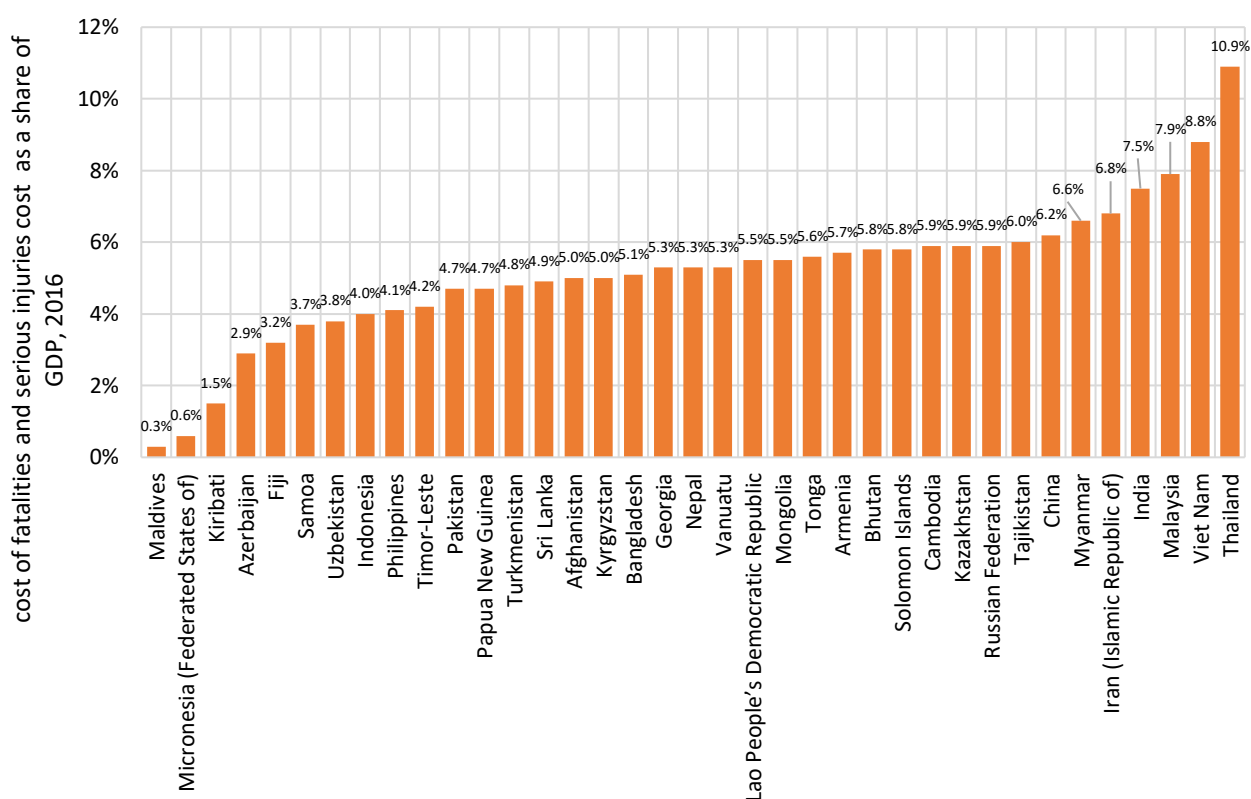
Table 1: ATO Economies with Highest Road Accident Mortality Rate and Deaths in 2016

<i>Road accident Mortality Rate (Death rate due to road traffic injuries (per 100,000 population), 2016 (top 10)</i>	<i>Road Accident Deaths, 2016 (absolute numbers) (top 10)</i>
Thailand	India
Viet Nam	China
Malaysia	Indonesia
India	Pakistan
Iran (Islamic Republic of)	Russian Federation
Myanmar	Viet Nam
China	Bangladesh
Tajikistan	Thailand
Russian Federation	Iran (Islamic Republic of)
Tuvalu	Philippines

Source: World Health Organisation (Global Status Report on Road Safety 2018)
 ATO Data Used - RSA-RSI-001(1)

Road traffic crash injuries cause considerable economic losses in the ATO economies. In 2016, fatalities and serious injuries estimated to cause economic losses of 0.3% (Maldives) to 10.9% (Thailand) with a GDP weighted average of 6.4% of the GDP (Fig.4).

Figure 4: Cost of Fatalities and Injuries as Share of GDP

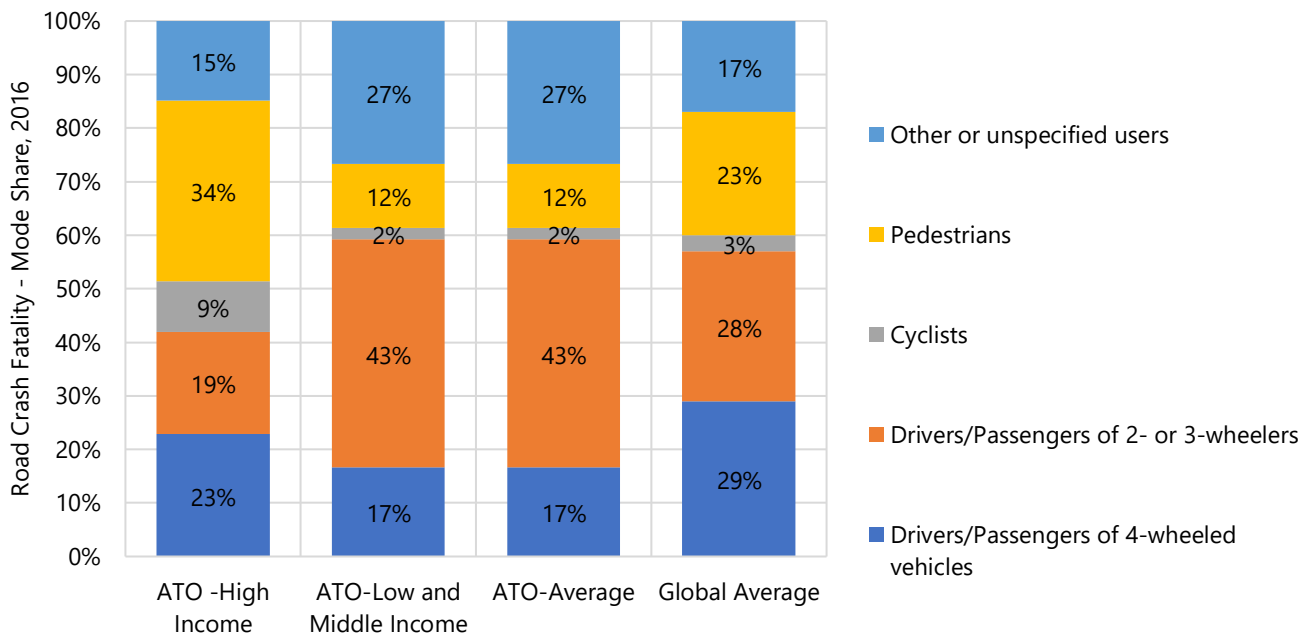


Source: IRAP, <http://documents1.worldbank.org/curated/en/447031581489115544/pdf/Guide-for-Road-Safety-Opportunities-and-Challenges-Low-and-Middle-Income-Country-Profiles.pdf>

ATO Data Used: RSA-RSI-012

In the ATO economies, pedestrians and cyclists represent 14% of all road crash related deaths, while motorised two- and three-wheelers represent 43%, car occupants up to 17% of all deaths, and the remaining 27% are unidentified road users (Fig. 5). There is a significant difference in the types of road users mostly affected by road traffic crash fatalities in high-income and middle-income and low-income economies. The share of motorised two- and three-wheelers stands at 43% in low-income and middle-income economies and only about 17% in high-income economies.

Figure 5: Road Crash Fatalities by User and by Income Group

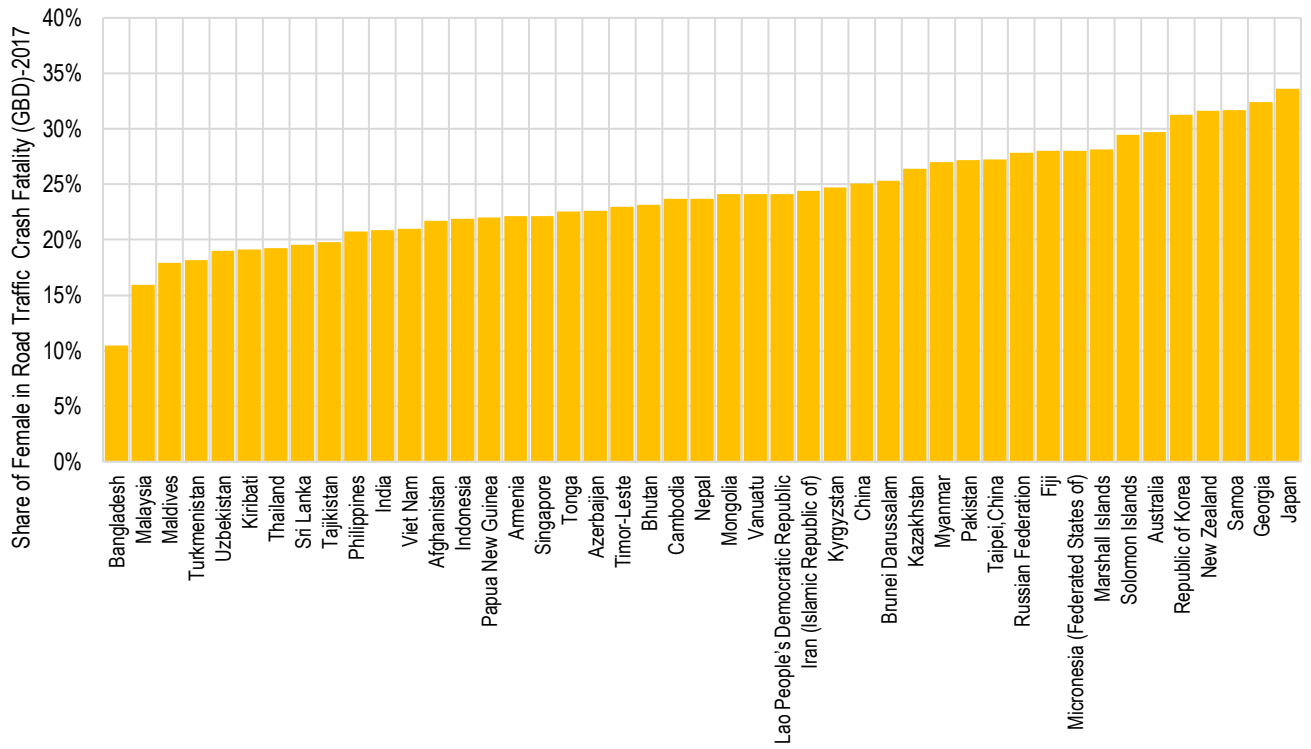


Source: World Health Organisation (Global Status Report on Road Safety 2018)
 ATO Data Used: RSA-RSI-004, RSA-RSI-005, RSA-RSI-006, RSA-RSI-007, RSA-RSI-008

In the ATO economies, men are significantly more likely to die in road traffic crash fatalities than women. The female share in total road traffic crash fatalities is only about 23%, i.e., about one-fourth of the entire road traffic crash fatalities (Fig 6.). Among several other factors, lower participation by women in motorised mobility is one of the reason ⁶.

⁶ <https://www.itf-oecd.org/sites/default/files/docs/dp201111.pdf>

Figure 6: Share of Females in Road Traffic Crashes



Source: <https://www.thelancet.com/gbd>

ATO Data Used - RSA-RSI-011