The chance of dying in a road traffic crash depends on where you live.

Of all road traffic deaths, 34% are among pedestrians, cyclists and motorcycles.

316,000 road traffic deaths occur every year among those aged 15-29 years.

Leading cause of death among those aged 15-29 years:

865 deaths/day from road traffic crashes in WHO South-East Asia Region

Road traffic injuries are a major public health burden causing large numbers of avoidable deaths and disabilities. These deaths and injuries have a huge impact on health and development, putting additional burden on health systems, causing loss of precious human resources, and costing governments 3–5% of GDP.

The Global Status Report on Road Safety 2015 highlights a number of areas in which progress needs to be made. Promulgating and enforcing laws based on best practice that relate to key behavioural risk factors is essential to realizing such a change. As per the report, though vulnerable road users account for 50% of the deaths, countries are yet to have national policies to separate vulnerable road users from high-speed traffic. The existing road safety laws need to be enforced well, to have an impact.

Half of all the road traffic deaths in the Region occur among VRUs.

In Thailand, approximately 75% of all road traffic deaths are of motorcycle riders; while in India and, Indonesia more than one-half of all road accident deaths are of motorcyclists.

Making the Region’s roads safer will require that the needs of VRUs are considered in all approaches to road safety – including policies to separate vulnerable road users from high-speed traffic, the way roads are built and vehicles are manufactured.

We need to accelerate road safety initiatives with highest political commitment and enhanced multisectoral collaboration. The efforts made in countries of WHO South-East Asia Region, are critical for achieving the road safety targets set out by the UN Decade of Action and Sustainable Development Goals, that is, halving the global number of road traffic deaths and injuries by 2020.

The data shows the need to review and improve road safety legislation and enforcement of laws based on best practice that relate to key behavioural risk factors.

It’s time to prioritize road safety, focus on vulnerable road users, address socio-cultural issues, infrastructure and vehicle standards, and improve post-crash care to save thousands of lives.

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Road safety legislations: An overview

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**SPEED**

A 5% cut in average speed can result in...

- **30%** reduction in the number of fatal crashes.

When motorized traffic mixes with pedestrians and cyclists, the speed limit should be under 30km/h.

- 2 out of 11 countries (Bhutan and Myanmar) have implemented an urban speed limit of 50km/h or less...

- ...and allow local authorities to reduce these limits.

**MOTORCYCLE HELMETS**

Wearing a motorcycle helmet correctly can result in:

- **40%** Reduction to risk of death
- **70%** Reduction to risk of severe injury

**SEAT-BELTS**

Wearing a seat-belt reduces the risk of a fatal injury by:

- **Up to 50%** for front seat occupants
- **Up to 75%** for rear seat occupants

**DRINK-DRIVING**

Drinking alcohol and driving increases the risk of a road traffic crash

Above a blood-alcohol concentration (BAC) of 0.05 g/dl, the risk of road traffic crash increases dramatically.

- **Strictly enforcing a drink-driving law can reduce the number of road deaths by 20%**.

No country in WHO South-East Asia Region has a drink-driving law in line with best practice.

- **3 out of 11 countries** (Bhutan, India and Timor-Leste) have good seat-belt laws in line with best practice.