

14 May 2017 – The fourth UN Global Road Safety Week and its related campaign “Save Lives: #SlowDown” draw attention to the dangers of speed and the measures which should be put in place to address this leading risk for road traffic deaths and injuries. Studies indicate that typically 40–50% of drivers do not adhere to speed limits. Excessive and inappropriate speed is a key road safety risk factor, contributing to about one third of fatal road traffic crashes in high-income countries and up to half in low-income countries. Road traffic injuries continue to be a grave public health concern regionally and globally.

The Eastern Mediterranean Region accounts for almost 10% of global road traffic deaths and has the second highest road traffic fatality rate in the world after WHO’s African Region. The majority of deaths occur among males and the younger and economically active age groups (15–59 years), with serious implications for health and development.

In advance of the fourth UN Global Road Safety Week, 8–14 May 2017, WHO has released a new report entitled: “Managing speed”. The report suggests that excessive or inappropriate speed contributes to 1 in 3 of road traffic fatalities worldwide. The report highlights measures to address speed, prevent road traffic deaths and injuries, make populations healthier, and cities more sustainable.

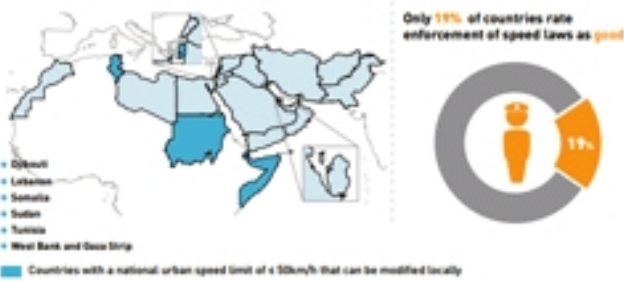
Evidence has shown that a 5% cut in average speed can result in a 30% reduction in fatal road traffic crashes. It is thus imperative to strengthen efforts for speed management as part of a comprehensive safe system approach to achieve road safety-related goals of the Decade of Action of Road Safety 2011–2020 and the targets of Sustainable Development Goals.

[Road safety in the Eastern Mediterranean Region - Facts from the Global Status Report on Road Safety 2015](#)

Infographics

Speed: Facts

from the Eastern Mediterranean Region



Percentages are calculated based on the 21 countries of the Region that participated in the survey for the Global status report on road safety 2015



Source: Global status report on road safety 2015
www.who.int/mediacentre/news/road_safety_status2015/en/



Seat-belts: Facts from the Eastern Mediterranean Region

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



Seat-belt laws should cover both front and rear seat occupants

7

countries have comprehensive seat-belt laws covering all car occupants



This covers

126 million people



Only **19%** of countries rate enforcement of their seat belt law as **good**



Percentages are calculated based on the 21 countries of the Region that participated in the survey for the Global status report on road safety 2015



Source: Global status report on road safety 2015
www.who.int/evidence_injury_prevention/road_safety_status2015/en/



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Road traffic injuries : Facts in the Eastern Mediterranean Region

10%
Almost
of global road traffic deaths in 2013
were in the Region

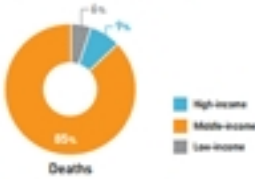


A leading cause of death among
those aged 15-29 years

4 out of 5
road deaths are
among men



85% of the Region's road traffic deaths
occur in middle-income countries



Road traffic deaths by country income status

High-income countries in the Region have a road
traffic fatality rate that is more than double the
average rate of high-income countries globally

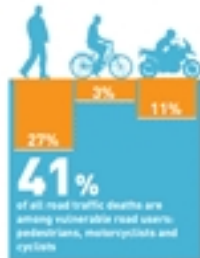


Road traffic fatality rates per 100 000 population
in high-income countries

The Region has the second highest road traffic fatality
rate in the world, after the African Region



Road traffic fatality per 100 000 population



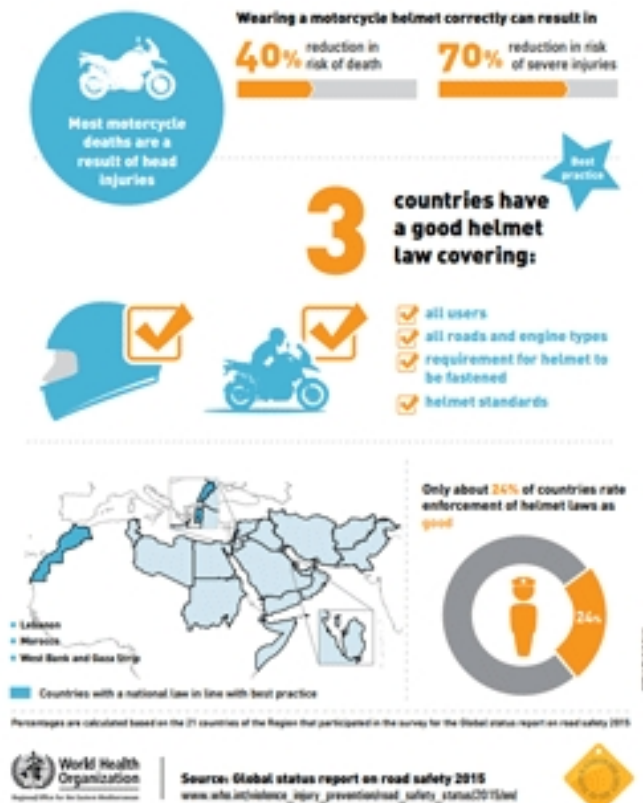
41%
of all road traffic deaths are
among vulnerable road users:
pedestrians, motorcyclists and
cyclists



Source: Global status report on road safety 2015
www.who.int/violence_injury_prevention/road_safety_status/0515/en/



Motorcycle helmets: Facts from the Eastern Mediterranean Region



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Drink-driving: Facts from the Eastern Mediterranean Region

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



Drink-driving laws should be based on a BAC limit of no more than:

- 0.05 g/dl**
for the general population
- 0.02 g/dl**
for young or novice drivers

3

countries have a drink-driving law in line with best practice

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



Only 29% of countries report enforcement of their drink-driving laws as good



Percentages are calculated based on the 21 countries of the Region that participated in the survey for the Global status report on road safety 2015

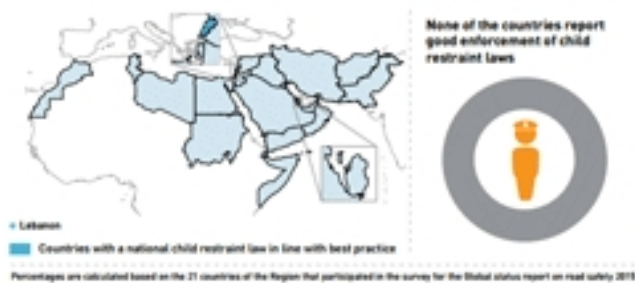


Source: Global status report on road safety 2015
www.who.int/violence_injury_prevention/road_safety_status/2015/en/



Child restraints: Facts from the Eastern Mediterranean Region

Childhood restraints reduce the likelihood of a fatal crash by



World Health Organization | Source: Global status report on road safety 2015
www.who.int/violence_injury_prevention/road_safety_status/2015/en/

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[Managing speed](#)

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