

Deaths on the road

According to the World Health Organisation, 91 per cent of the world's fatalities on the roads occur in low-income and middle-income countries.

The World Health Organisation's statistics on road accidents present a grim picture. Here are some facts:

- About 1.24 million people die each year as a result of road accidents.

- Road traffic injuries are the leading cause of death among people aged 15–29 years.
- 91 per cent of the world's fatalities on the roads occur in low-income and middle-income countries even though these countries have approximately only half of the world's vehicles.
- Half of those dying on the roads are "vulnerable road users": pedestrians, cyclists and motorcyclists.
- Unless acted upon, road accidents are predicted to result in the death of around 1.9 million people annually by 2020.
- Only 28 countries, representing 416 million people (7 per cent of the world's population), have adequate laws that address all five risk factors: speed, drunken-driving, non-use of helmets, non-use of seat belts and absence of child restraints.



SPEED

A 5% cut in average speed can result in...
30% Reduction in the number of fatal crashes.

Urban speed limits of 50 km/h can reduce injuries and deaths.

114 Countries apply urban speed limits of less than or equal to 50 km/h.

Reducing speed in urban areas is essential to protect pedestrians and cyclists.

100 countries have legislation that permits local authorities to reduce national speed limits, for example, to 30 km/h around schools.



SEAT BELTS AND CHILD RESTRAINTS

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

40-50% for front seat occupants **25-75%** for rear seat occupants

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

111 countries have comprehensive seat-belt laws covering all car occupants.

This covers **4.8** billion people... or **69%** of the world's population

Child restraints reduce the likelihood of a fatality by:



Approximately **70%** among infants



Between **54% and 80%** among young children



MOTORCYCLE HELMETS

Wearing a motorcycle helmet correctly can result in

40% Reduction in risk of death

70% Reduction in risk of severe injury

155 countries

have comprehensive motorcycle helmet laws which cover drivers and pillion riders on all roads and with all engine types.

98 countries

apply a national or international motorcycle helmet standard.

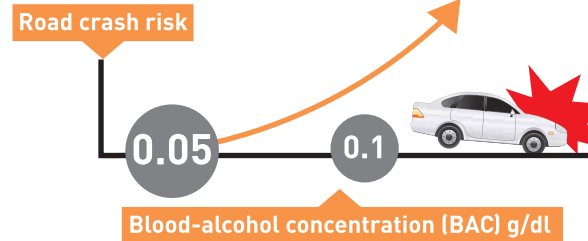
Most motorcycle deaths are a result of head injuries.



DRUNKEN 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 drunken-driving law can reduce the number of road deaths by 20%



Source: World Health Organisation

Indian roads

Speed

Local authorities can set lower limits.
Maximum limit on urban roads: 60 km/h
Enforcement: 3/10

Drunken-driving law

Blood-alcohol concentration limit: 0.03 g/dl
Random breath testing and/or police checkpoints
Enforcement: 3/10

Motorcycle helmet law

Applies to drivers and pillion riders
Helmet standard mandated
Enforcement: 3/10
Helmet-wearing rate: Drivers 50%
Pillion riders <10%

Seat-belt law

Applies to front and rear seat occupants
Enforcement: 2/10
Seat-belt wearing rate: 27% of drivers

No child restraint law

Deaths by road user category (in per cent)

