Developing targets and indicators for road traffic injuries

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The mandate

• United Nations General Assembly Resolution A/70/260,
• World Health Assembly Resolution 69.7.

“requests WHO, in collaboration with other United Nations agencies and the United Nations regional commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist interested countries to develop voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.”
Why do we need global targets?

• helps maintain focused action
• monitor progress and adjust activities as needed
• raise awareness and reinforce political commitment
• helps assess progress towards coordinated multi-country initiatives, such as the Decade of Action for Road Safety 2011–2020 and the relevant Sustainable Development Goals
The process

- Online consultation
- Informal consultation of Member States
- Inland transport committee consultation
- Non-state actor hearings
  - Civil society
  - Private sector

Release of Revision 1

- WHO Executive Board (Jan. 2018)
- World Health Assembly (May 2018)

Zero Draft
- Online consultation
- Informal consultation of Member States

Release of Revision 2
- Formal global consultation of Member States (WHO HQ)
- Regional committees discussions

Secretariat transmits report resulting from formal meeting
Criteria for developing targets

- High epidemiologic and public health relevance (strong causal links, other health co-benefits)
- Evidence driven targets and indicators
- Availability of effective and feasible public health interventions
- Evidence of achievability at the country level
- Ease of communication (simplicity)
Indicators

• For each voluntary global target one or more indicators will need to be developed which may be outcome indicators, intermediate outcome indicators or national systems response indicators.
Indicators should:

• Be strongly associated with the injury and/or fatality occurrence
• Be sensitive to changes brought about by road safety measures
• Have a clear operational definition, be measureable and quantifiable
• Be feasible for countries to collect, compile
• Be supported by data that can be collected through unambiguous data collection instruments with the potential to set a baseline and monitor changes over time.
Reporting

• Progress on final set of voluntary global targets and indicators will be reported every five years, (first due in 2019).

• Reporting requires close coordination of country reporting with global aggregation and analysis. The responsibility for compiling and interpreting the data and additional analyses lies with WHO, supported by an expert technical group.
Discussion paper


To comment on the discussion paper please email: roadsafetytarget@who.int