Welcome to SAFER'S Explorative study "Collision matrix for heavy goods vehicles worldwide"



DuWill











Agenda

- Welcome & introduction, Magnus Granström, SAFER's director
- 14:05-14:10 The EU collision matrix, Peter Whitten, Policy officer, The European Commission
- 14:10-14:25 Project presentation, Tania Dukic Willstrand, Project leader, DuWill AB
- 14:25-14:40 The industry perspective, Kristian Holmqvist, Traffic safety researcher, Volvo Group Trucks Technology
- 14:40-14:50 Example from Argentina, Mercedes Lavezzolo, Director of Road Statistics
- 14:50-15:00 What's next Global Actor IRTAD initiative to publish a matrix in the future ITF/IRTAD Veronique Feypell, International Traffic Safety Data and Analysis Group (IRTAD)
- 15:00-15:10 What's next Global Actor WHO/Regional Road observatory reflections \bullet on the work, Maria Segui Gomez, WHO
- 15:10-15:15 Closing





LVLIITUMT IILHLIIICO Year 2020: We are not where we

ACHIEVING GLOBAL **GLOBAL GOALS 2030** MINISTERIAL CONFERENCE STOCKHOLM **SROAD SAFETY** 19-20 FEB 2020

should be!

SAVING LIVES BEYOND 2020: THE NEXT STEPS

Recommendations of the Academic Expert Group

for the 3rd Global Ministerial Conference on Road Safety

Recommendation #1: Sustainable Practices and Reporting Recommendation #2: Procurement Recommendation #3: Modal Shift Recommendation #4: Child and Youth Health Recommendation #5: Infrastructure Recommendation #6: Safe Vehicles Across the Globe Recommendation #7: Zero Speeding Recommendation #8: 30 km/h Recommendation #9: Technology



THE GLOBAL GOALS For Sustainable Developmen





Traffic Safety Footprint = What is your organisation influence on the number of fatalities in road traffic?







What is your organisation sphere of influence for traffic safety?



What does your organisation can act upon to improve traffic safety?

ROAD TRAFFIC FATALITIES IN THE EU IN 2022

by road user and (oth involved in the crash



Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. Fu ority of fatal crashes, only one other vehicle is involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be nsible for the most serious consequences. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. Source, U CARE database on road crashes

Data refer to the year 2022 except for IE (2019), LV and SE (2020), EL and MT (2021)

European Commission Mobility and Transport







(Volvo Safety Report, 2022)

What does your organisation can act upon to improve traffic safety?

SAFER Seminar 5 November 2024



Commission

EU road traffic fatality collision matrix



European Commission DG MOVE Peter Whitten

Mobility and Transport



Road fatalities – EU collision matrix

Initial thinking?

- Inspired by a similar version produced by VIAS (BE)
- on all crashes leading to death/injury on EU roads => increase transparency

Aim?

- worst in certain collisions
- information (reading across or down)
- system approach)

SUSTAINABLE & SMART MOBILITY STRATEGY ROAD SAFETY

• Wanted to better exploit the rich information in CARE with disaggregated data

• It is not about attributing blame or responsibility though it shows who comes off

Better depict reality by shedding more light on the combination of users and vehicles involved in fatal crashes => presents various stakeholders with tailored

Hope this will lead to reflection, focus and action by all stakeholders (safe



EU road traffic collision matrix (2)

How? The methodology

- particular vehicle was involved in a crash
- Used colours and size of circles to indicate magnitude

Reaction

- presentations. Several countries want to produce own version.
- variables, e.g., all crashes with an injury as opposed to fatal ones only

SUSTAINABLE & SMART MOBILITY STRATEGY **ROAD SAFETY**

• For vast majority, there is just one other vehicle involved in the crash so the process is easy. Note however also the significant share of single vehicle crashes.

• Up to 14% of fatal crashes involve multiple vehicles so we used the heaviest vehicle concept => this means some underestimation of number of cases a

• First produced in 2021. Received good press. Appears frequently in other

Received request to produce them for urban/rural roads. Could produce for other





European Commission Mobility and Transport

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ROAD TRAFFIC FATAL	ITIE	S				N A C	OLLIS	SION	WITH.	••		<u> </u>	
IN THE EU IN 2022 by road user and (other) 'main veh involved in the crash	nicle'		PEDESTRIAN	BICYCLE	MOPED	MOTORBIKE	CAR	LORRY (<3.5T)	HEAVY GOODS VEHICLE (>3.5T)	BUS OR COACH	OTHER VEHICLE/ UNKNOWN	NO OTHER VEHIC INVOLVED	
FATALITIES			Ŕ	ক্রিত	6	6.6					?	Ø	ΤΟΤΑΙ
PEDESTRIANS	<u>k</u>		•	25	21	112	2409	424	411	102	211	•	3715
CYCLISTS	650		10	51	12	33	921	158	210	37	76	501	2009
MOPED RIDERS	5		3	5	3	7	242	44	30	6	20	179	539
MOTORCYCLISTS	6.5		19	8	6	94	1442	241	162	28	81	1280	3361
CAR OCCUPANTS			7	7	3	20	2732	559	1450	122	237	4073	9210
LORRY (<3.5T) OCCUPANTS			1	O	0	0	114	87	201	8	16	286	713
HEAVY GOODS VEHICLE (>3.5T) OCCUPANTS			2	O	0	0	32	23	178	5	16	159	415
BUS OR COACH OCCUPANTS			0		0	0	15	3	6	4	4	45	78
OTHER/UNKNOWN	?		0	0	0	3	154	33	49	13	19	283	554
	тоти	AL	42	97	45	269	8061	1572	2697	325	680	6806	20 594

Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. For the majority of fatal crashes, only one other vehicle is involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be responsible for the most serious consequences. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. Source: EU CARE database on road crashes

Data refer to the year 2022 except for IE (2019), LV and SE (2020), EL and MT (2021)



ROAD TRAFFIC FATALITIES URBAN AREAS IN THE EU (202 PEDESTRIAN

by road user and (other) 'main vehicle' involved in the crash

FATALITIES



Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. For the majority of fatal crashes, only one other vehicle is involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be responsible for the most serious consequences. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. Source: EU CARE database on road crashes.

European Commission Mobility and Transport



		IN A COLLISION WITH													
-	2) BICYCLE	MOPED	MOTORBIKE	CAR	LORRY (<3.5T)	HEAVY GOODS VEHICLE (>3.5T)	BUS OR COACH	OTHER VEHICLE/ UNKNOWN	NO OTHER VEHICL INVOLVED						
	E	6	6.3					?	Ø	ΤΟΤΑ					
	21	17	96	1674	282	260	84	161	•	2595					
	35	9	13	491	84	130	25	36	316	1145					
	4	2	3	114	27	13	4	10	110	289					
	4	1	24	603	91	45	10	21	490	1301					
	6	1	8	551	119	126	41	87	1147	2092					
	0	0	0	21	12	15	1	2	64	115					
	0	0	0	3	2	3		3	25	37					
	1	0	0	10	3	2	0	2	11	29					
	0	0	1	71	14	18	11	8	154	277					
	71	30	145	3538	634	612	177	330	2317	7880					



SAFER Explorative Study Program Collision matrix for heavy goods vehicles worldwide

Tania Dukic Willstrand, PhD, Project leader DuWillAB











Project duration: 4 months (June-September 2024) Budget: 17.200 €



Way of Working

- Identified countries of interest from our industrial partners
- Reach out to relevant administration in each country
- Use partners networks, WHO, IRTAD, Regional Observatory

"Does your accident data allow to build a collision matrix?"







United States of America

- National Highway Traffic Safety
 Administration (NHTSA) responsible for the
 Fatality Analysis Reporting System database
 (FARS) = database containing fatal motor
 vehicle crashes
- A large truck is defined as a vehicle with a Gross Vehicle Weight >4,5t (10.000 pound).
- "No other vehicle involved" for collisions with objects, and for harmful non-collisions like 'Rollover', 'Jackknife' or 'Fire'.









						In a col	ision wi	th		
ATALITIES	Pedes trian	Bicycle	Mo ped	Mo to r- bike	Passenger Car	lorry (<4.5T)	Heavy Goods Vehicle (>4.5T)	Bus or coach	Other vehicle / Unknown	No other vehicle involved
edestrians	0	0	0	39	2363	3 366	471	43	852	0
clists	0	0	0	10	332	531	109	5	99	0
oped riders	0	0	0	1	12	14	3	0	0	11
o to rcyclists	6	2	1	63	1110	2 071	391	23	56	2 35
r occupants	1	0	0	14	1675	3 650	1655	47	69	5 18
rry (<4.5T) occupants	3	0	0	14	1064	2 540	1927	60	84	672
eavy Goods Vehicle (>4.5T) occupants	0	0	0	1	37	66	232	3	5	721
is or coach occupants	0	0	0	0	0	4	13	0	0	9
ther / Unknown	0	0	0	6	137	254	58	2	62	534
otal	10	2	1	148	6 730	12 496	4 859	183	1 2 2 7	15 5



Brazil

- Ministry of Transport is responsible to collect and make available data on road crashes. National Database of Traffic Accidents (Renaest) is under construction Registro Nacional de Sinistros e Estatísticas de Trânsito — Ministério dos Transportes (www.gov.br)
- Low level of maturity for example high level of unknown vehicles involved in collision, missing data.

 \rightarrow At present, Brazil does not have the prerequisite needed to build a collision matrix.





Argentina

- National Road Safety Agency is responsible to collect accident and road fatalities
- Heavy goods vehicles is defined as >3,5 t
- Large number of single crash for HGV









Matrix de siniestralidad fatal Datos 2021

EN COLISIÓN CON...

		Peatones	Ciclistas	Motociclistas	Autos	camionetas y utilitarios	Maquinaria	Transporte de carga	Transporte de pasajeros	Otros y sin dat	Sin otro vehícu	
S FATALES		- And	đ	5Ì		, d	æ	_ }	F	000	Ø	т
Peatones	1	۲	2	36	100	(4)	2	39	25	170	۲	
Ciclistas	đ	0		2	36	19		25	0	62		
Motociclistas	aÌ	<u> </u>	6	164	337	154	5	182	37	588	408	9
utomovilistas		2	0	0	149	73	2	108	29	369	294	1
Camionetas y utilitarios		0	0		15	38	0	54	2	59	120	
Maquinaria	æ þ	0	0	0				0	0	0	5	
oorte de carga		0	0	0		5	0	24	0	28	35	
e de pasajeros		0	0	0		0	0	2	3	10		
Otros	000	0	0	0		0	0		0	12	9	
Sin dato	૾ૢ	0	0	0	0	0	0	0	0	535	0	
TOTAL		5	9	226	643	331	11	438	103	1833	884	4



Secretaría de Transporte Ministerio de Economia Nota metodológica: En la mayoría de los siniestros fatales, solo otro vehículo está implicado en el accidente. En los siniestros con varios vehículos, el «vehículo principal» es el más pesado de los implicados.







Japan

- National Policy Agency is the authority in charge to collect crash and fatality statistics
- Goods vehicles are defined according to: \bullet
 - 1 Large Truck (Gross vehicle weight of 11 t or more); -
 - 2 Medium Truck (Gross vehicle weight of 7.5 t or more but less than 11 t); -
 - 3 Semi-Medium Truck (Gross vehicle weight of 3.5 t or more but less than 7.5 ----
 - 4 Standard Truck (Gross vehicle weight of less than 3.5 t);
 - 5 Light Truck (Gross vehicle displacement of 660cc or less).







						IN A CO	DLLISION	WITH_	~ "		
5 +).			P E D E S T R I A N	BICYCLE		MOTORBIKE	C A R	L O R R Y 4.5 T	E A Y C L G O O D S T)	BUS OR COACH	OTHER YEHICLE/UNKOYN
J (j,		PEDESTRIANS	n 0	7	7	28	761	242	90	6	3
		CYCLISTS	1	2	1	4	205	87	68	3	124
	F	MOPED RIDERS	0	0	2	2	60	26	27	1	4
	A T A	MOTORCYCLISTS	0	1	0	11	162	57	45	4	139
	L	CAR OCCUPANTS	0	0	1	1	100	21	65	3	26
	I E	Lorry(<4.5t) occupants 🏼	0	0	0	0	43	12	29	2	11
	ŝ	HEAVY GOODS VEHICLE(>4.5T) OC	0	0	0	0	2	1	16	2	2
		BUS OR COACH OCCUPAN		0	0	0	0	0	1	0	(
		OTHER/UNKOWN	ş 0	0	0	0	6	3	0	0	2
		TOTAL	1	10	11	46	1 339	449	341	21	77

11%



Korea

- KOROAD Korea Road Traffic Authority responsible for traffic accident statistics based on investigations by the police authority.
- In the Korean traffic accident statistics, heavy vehicles are simply categorized under "freight vehicles," which includes everything from small 1-ton trucks to lorries and heavy goods vehicles

23%

		2023													
le e cellisie e uith		Fatalities													
in a consion with	Total	Car	Bus or	Lorry or HGV	Special	Motorcyclists	ATV	Moped	Cyclists	Personal	Construction	Agricultural	Pedestrian	Etc	Unknown
Total	2 55 1	298	57	252	19	171	5	34	101	18	44	40	859	4	649
Car	1 200	136	22	91	5	88	1	20	47	10	14	23	512	1	230
Bus or Coach	136	6	5	8	0	10	1	0	10	4	4	1	77	0	10
Lorry or HGV	595	41	13	103	8	51	2	7	27	3	13	15	198	2	112
Special Vehicles	31	7	0		4	0	0	1	0	0	0	0	9	ノ -	6
Motorbike	327	70	7	36	1	13	0	0	0	0	8	0	28	1	163
ATV	29	5	2	0	0	0	-	0	0	-	0	0	0	-	22
Moped	36	10	1	0	0	0	-	1	0	0	1	0	1	0	22
Bicycle	64	18	6	7	1	2	0	0	1	0	2	0	4	0	23
Personal Mobility(PM)	24	2	1	1	0	0	-	1	1	0	0	-	3	0	15
Construction Equipment	60	2	0	2	0	6	1	4	14	1	2	1	24	0	3
Agricultural Machine	48	1	0	0	0	1	0	-	1	-	0	_	3	0	42
Etc / Un known	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1







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Conclusions & Future work

- ✓ 4/5 countries outside EU had the prerequisites to build collision matrix based on their national data
- IRTAD countries perform well \checkmark
- ✓ Increase awareness to global stakeholders for future work

Challenges:

- Harmonisation of the HGV definition
- Progress to increase data quality, i.e. decrease the number of unknown data
- Ensure the data is comparable regarding the selection criteria \bullet







The industry perspective



- Kristian Holmquist, Volvo Group Trucks Technology
 - Anna Theander, Volvo Group Trucks Technology
 - Reimert Sjöblom, Scania



Why use regional accident data?

- traffic environments.
- for the differences in:
 - Infrastructure
 - Transport of people/goods
 - Vehicle fleets
 - Traffic culture (driver behavior)

Accident data from different markets gives an insight to different

Provides incentives for deeper studies to find explanatory models



How to use the regional accident data?

- To review the product portfolio and see if there are reasons to change or broaden the customer offer as:
 - Update performance steps on vehicle safety systems
 - Develop new vehicle safety systems

Accident data for different regions

- Understanding of international databases:
 - Availability
 - Quantity, quality and coverage of data
 - Investigate possibilities for data quality measures
 - Further work with categorization of databases with respect to opportunities to learn
 - Support with OEM feedback to database development

Regions of interest for HGV

- This study targets those markets with priority in terms of data volume.
- The markets of interest for this study are following:
 - North America (US)
 - Latin America (Argentina, B
 - Asia (Japan and South Korea

quality (assumptions based on safety collaborations) and sales

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a)			

Delivered Trucks 2023	Volvo Group	Scania
Europe	52%	62%
North America	25%	0%*
South America	9%	19%
Asia	9%	10%
Africa and Oceania	5%	7%
	* N _ , .; _ + -	Tratan O

*Navistar-Traton Group



Thank you

- Kristian Holmquist, Volvo Group Trucks Technology kristian.holmquist@volvo.com
 - Anna Theander, Volvo Group Trucks Technology anna.theander@volvo.com



Reimert Sjöblom, Scania reimert.sjoblom@scania.com



Matrix of fatal accidents Argentina 2021

Directorate of Road Statistics National Road Observatory Directorate

SEGURIDAD VIAL



Secretaría **de Transporte** Ministerio de Economía





Argentina's road infrastructure

National and provincial routes

Maps prepared by the Directorate, based on data obtained from geoportal Argentina. * Data expressed in the Road Infrastructure Situation Report - June 2021 **The railway map takes only the active tracks of the primary network.

Railway track network

Some relevant data from Argentina

We are a federal country with 24 provincial jurisdictions

Each province collects information on road accidents in its jurisdiction.

We have a national system called SIGISVI, where 18 provinces put their data in the system.

60% of the country's population is concentrated in these provinces.

It is the area with the highest transportation flows.

What is the percentage share of heavy vehicles in fatal accidents?

| SEGURIDAD | VIAL

Secretaría de Transporte Ministerio de Economía

Methodological note: In most fatal accidents, only one other vehicle is involved in the accident. In multi-vehicle crashes, the "main vehicle" is the heaviest of the vehicles involved.

almost 3% of the fatal victims are cargo and passenger transport.

but...

12% of fatal **accidents** involve a heavy vehicle.

Camioneta/Utilitario: vehicle capable of transporting loads up to three thousand five hundred (3,500) kilograms in total weight, with a single extended, or double cab and with a covered or uncovered cargo area.

HGV (Heavy Goods Vehicle): vehicle designed for transporting cargo weighing more than three thousand five hundred (3,500) kilograms.

Base: 4,483 fatalities Source: Prepared by the Directorate of Road Statistics (DNOV - ANSV) based on data reported by jurisdictions as of 18/09/2024.

What are the most frequent collisions in heavy transport?

SEGURIDAD VIAL

Secretaría de Transporte Ministerio de Economía

Methodological note: In most fatal accidents, only one other vehicle is involved in the accident. In multi-vehicle crashes, the "main vehicle" is the heaviest of the vehicles involved.

40% of heavy transport collisions are against motorcyclists.

Secondly, **1 out of 4** collisions are against automobiles.

18% of these collisions are against cyclists and pedestrians.

Camioneta/Utilitario: vehicle capable of transporting loads up to three thousand five hundred (3,500) kilograms in total weight, with a single extended, or double cab and with a covered or uncovered cargo area.

HGV (Heavy Goods Vehicle): vehicle designed for transporting cargo weighing more than three thousand five hundred (3,500) kilograms.

Base: 4,483 fatalities Source: Prepared by the Directorate of Road Statistics (DNOV - ANSV) based on data reported by jurisdictions as of 18/09/2024.

If we take only a valid basis and only collisions, what % of involvement do heavy good vehicles have?

SEGURIDAD

Secretaría de Transporte Ministerio de Economía

Methodological note: In most fatal accidents, only one other vehicle is involved in the accident. In multi-vehicle crashes, the "main vehicle" is the heaviest of the vehicles involved.

caused by

24% of fatalities with collisions involve a **Heavy** good vehicle.

and again, they represent only 2% of fatalities.

Camioneta/Utilitario: vehicle capable of transporting loads up to three thousand five hundred (3,500) kilograms in total weight, with a single extended, or double cab and with a covered or uncovered cargo area.

HGV (Heavy Goods Vehicle): vehicle designed for transporting cargo weighing more than three thousand five hundred (3,500) kilograms.

Base: 1,820 fatalities Source: Prepared by the Directorate of Road Statistics (DNOV - ANSV) based on data reported by jurisdictions as of 18/09/2024.

Next Steps

Work with a **matrix with 2022** data and compare with 2021.

Improve the quality of the data to reduce as much as possible the amount of nondata

To be able to **make public** policies based on a better understanding of the accident rate with this data matrix.

Arq. Mercedes Lavezzolo

Directora de Estadística Vial Dirección Nacional de Observatorio Vial

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SEGURIDAD

Secretaría de Transporte Ministerio de Economía

C International Transport Forum

IRTAD Group on International Road Traffic Safety Analysis and Data SAFER Webinar: Collision matrix as a traffic safety tool 5 November 2024 Véronique Feypell

The IRTAD Group on International Road Traffic Safety **Analysis and Data**

- Permanent Working Group of the ITF
- In existence since 1988
- The main objective of the group is to improve road safety by supporting the development and use of good quality road safety data as an evidence-base for policy analysis and policy-making
- Around 80 members from 40 countries, with a diversity of background (road) safety research institute, ministries of transport, transport administration, academia, NGOs, private sector, international organisations ...)

IRTAD Programme of Work

– Road safety data analysis

- Annual ITF Road Safety Report
- Monitoring road safety strategies
- Harmonisation of road safety data
- ITF/WHO Group on Serious Injury Data

– Database

• IRTAD database with validated data from 35 countries

Forum of exchange on road safety data

- 2 meetings a year
- Short surveys on policy or data issues
- Webinars ullet
- Periodic conferences (8th IRTAD international Conference, April 2025, Athens maybe in 2025)

Reference International Transport Forum

Road Safety Annual Report 2023

Content of the IRTAD database

Aggregated at country level:

Accident data: fatalities, hospitalized, serious injuries injury crashes

- By road type
- By road user category
- By age band
- By gender

• Exposure data

- Vehicle fleet
- Mileage by road type or vehicle type
- Population by age
- Driver licences
- Length of the road network

• Safety Performance Indicators :

- Seat belt wearing rates
- Helmet wearing

IRTAD - Collision Matrix

- Unlike the CARE database of an aggregated database
- Not possible to develop collision Matrix from IRTAD
- But: our non-EU countries are interested in the exercise
- This could become an additional feature of IRTAD in the future.
- Some adjustments may be needed on vehicle category

• Unlike the CARE database of the European Commission, IRTAD is

Thank you Veronique.feypell@itf-oecd.org

Safer webinar: collision matrix as a safety tool November 5, 2024

What is next –WHO and Regional Road safety Observatories

What is past & present

Global status report on road safety 2023

The World as per WHO

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	R. A
SA	Eastern Mediterra
	Eur
	South East
	Western F

	2023
Member states	194
African R. (AFR)	47
R. Americas (AMR)	35
Eastern Mediterranean R. (EMR)	21
European R. (EUR)	53
South East Asia R. (SEAR)	11
Western Pacific R. (WPR)	27

More on maps

WHO regions (again)

Regional Observatories

GSRRS participation

- Argentina (2009, 2013, 2015, 2018, and 2023)
- Brazil (2009, 2013, 2015, 2018, and 2023)
- Japan (2009, 2013, 2015, 2018, and 2023)
- South Korea (Republic of Korea) (2009, 2013, 2015, 2018, and 2023)
- United States of America (2009, 2013, 2015, 2018, and 2023)

 You can get GSRRS 2023 individual country profiles at <u>Global status</u> report on road safety 2023 and GSRRS 2023 and 2018 via WHO ROAD SAFETY DATA mobile app (Android and Apple versions)

- Big participation: 146 member states have participated on all five GSRRs to date; 27 four times, 7 three times, 7 two times, and 7 on just one occasion. All member states have participated at least once.
 - contributors to survey was a regional observatory representative
- In GSRRS 2023 for 50 member states, at least one of the Collision matrix never asked (yet)
- Age and user type asked for the first time in GSRRS 2023 User type (of fatality) asked since1st report

User type reporting –selected countries

	2009	2013	2015	2018	2023
Argentina	Υ	Υ	Y	Y	Y
Brazil	Υ	Υ	Υ	Υ	Υ
Japan	Υ	Υ	Υ	Υ	Υ
Rep. Of Korea	Υ	Υ	Υ	Υ	Υ
United States of America	Υ	Υ	Y	Y	Υ

User type reporting --progress over time

	2009	2013	2015	2018	2023
Participating Member states	178	180	179	174	170
Member states NOT reporting	39	47	27	46	61
AFR	17	27	21	23	27
AMR	1	4	0	2	8
EMR	9	6	8	6	9
EUR	1	1	2	4	10
SEAR	3	3	3	6	3
WPR	8	6	3	6	4

User distribution, **GSRRS 2023**

Age and user type distribution, GSRRS 2023

	2023
Argentina	Υ
Brazil	Υ
Japan	Υ
Rep. Of Korea	Υ
United States of America	Ν

	2023
Participating Member states	170
Member states NOT reporting	79
AFR	35
AMR	7
EMR	12
EUR	9
SEAR	7
WPR	9

What is next

- Encouraged/discouraged by your presentations
- (African Road Safety Observatory?, OISEIV?)
- Introduce the question in next GSRRS (probably in 2027) with fatality estimates updated in 2025

Encourage its reporting in interim data collection efforts

THANKS Maria Segui-Gomez, MD, MPH, ScD seguim@who.int

Thank you for listening and sharing with us tania.willstrand@duwill.se

