



**World Health
Organization**

Western Pacific Region

Changing the course of Asia's transport sector through Partnership for Safer Journeys in the aftermath of COVID-19

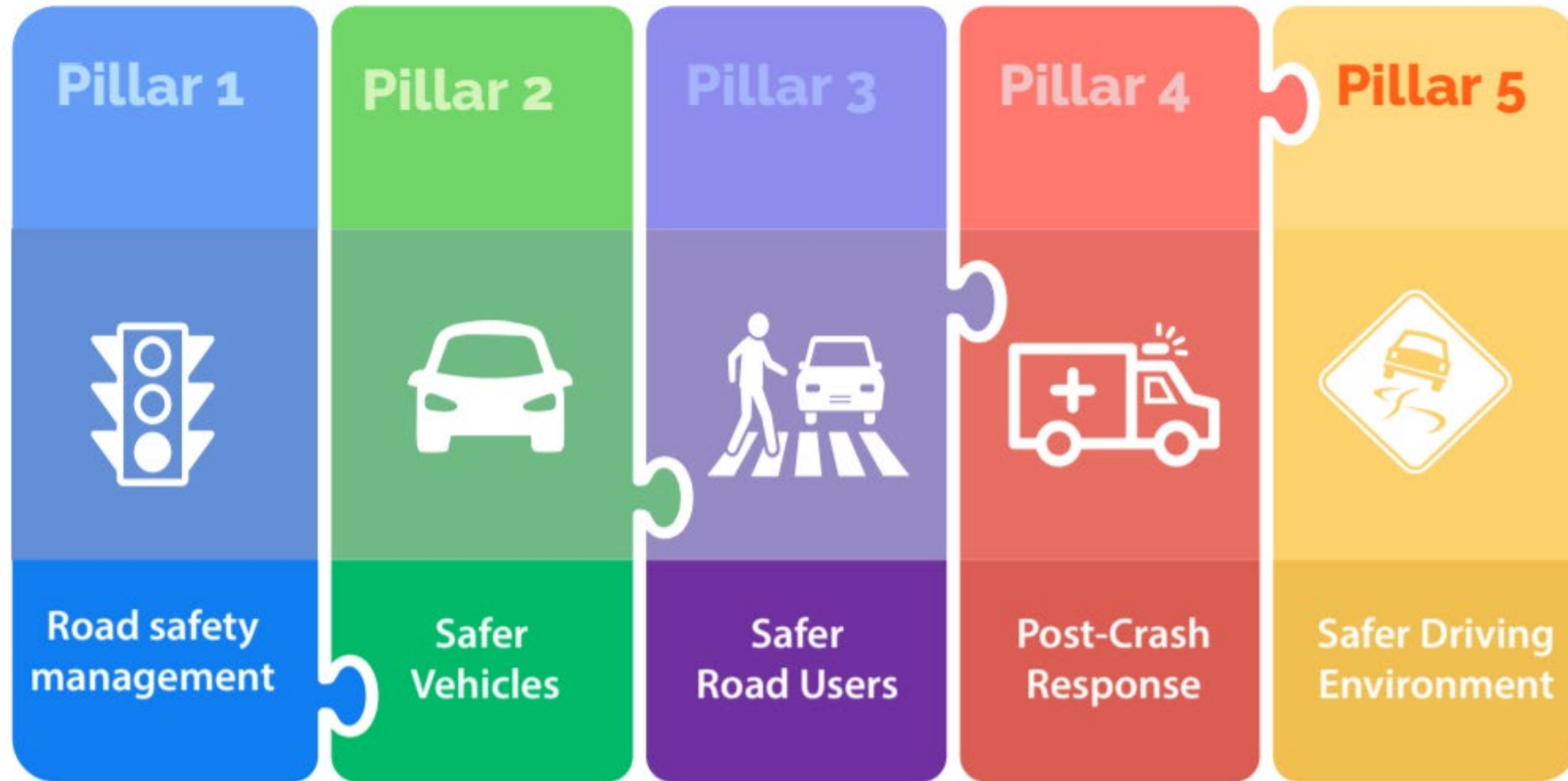
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Presentation outline

1. Overview of Partnership for Safer Journeys
2. Impacts of COVID-19 on road safety in the WHO Western Pacific Region
3. Adapting our work to the 'new normal' and 'new future'
4. Case studies from the region:
 - Malaysia
 - Vietnam



Overview of Partnership for Safer Journeys



Impacts of COVID-19 on road safety in the WHO Western Pacific Region

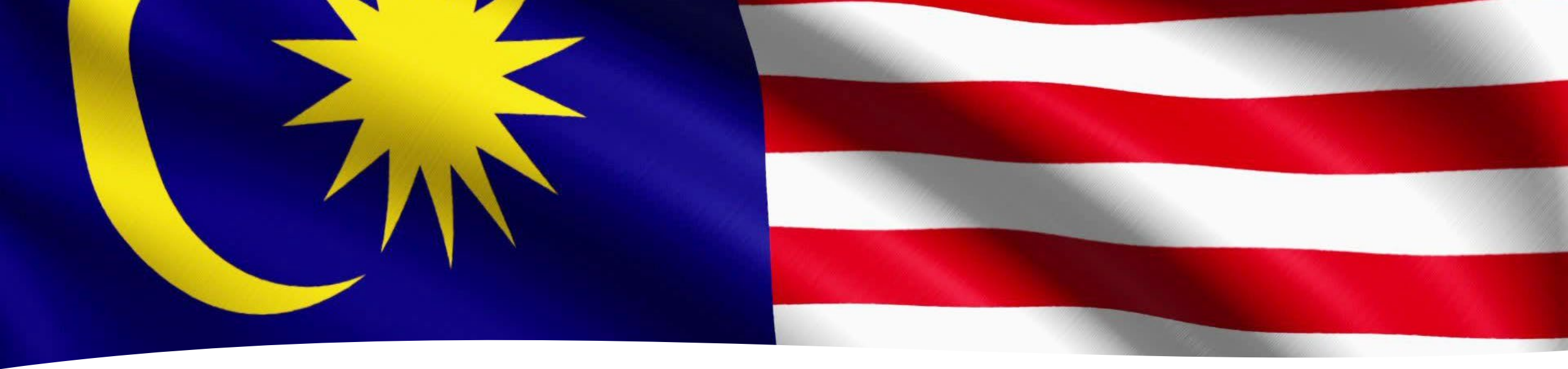
- Fewer people are traveling
- Suspension of road safety policy enforcement
- Fewer people using public transport, more people are using private transport
 - Increased use of bicycles, e-bikes and scooters on the roads
 - Suspension or additional regulation of ride-hailing services
- Closure of popular walking areas frequently used by pedestrians
- Overwhelmed emergency services



Adapting our work to the new normal and 'new future'

- Acknowledge that there has been/will be fundamental shifts to how road safety is perceived and addressed
 - Dialogue with partners must be adjusted to consider this
- Changes resulting from COVID-19 must be considered in future planning for road safety initiatives
- Identification and collaboration with new partners may be required

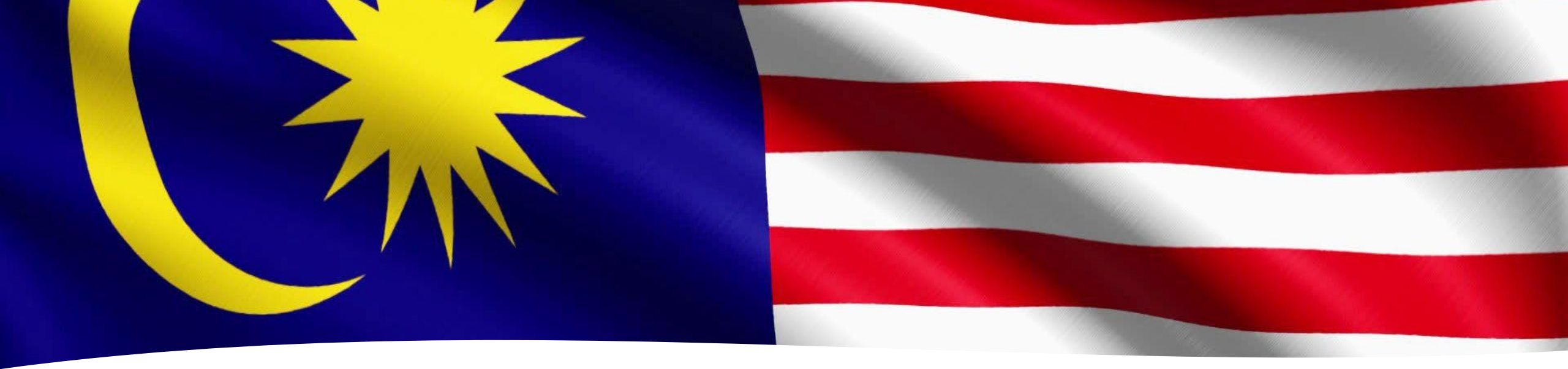




Case study: Malaysia

There has been significant, recent progress in establishing policies and legislation to reduce road traffic injury at the national level in Malaysia, driven by strong political support.

- In **October 2019**, the Prime Minister and Ministry of Transport launched the **National Transport Policy 2019-2030**
- A new **Child Restraint Seat Law** was launched in **January 2020**
 - The new law states that all children below the height of 135cm are required to use child restraint seat. The Malaysian Institute of Road Safety Research (MIROS) has produced guidelines for using Child Restraint Seat which clearly state the type of child restraint seats required, seating position and appropriateness by child age and weight.



Case study: **Malaysia**

Implementation of Malaysia's **Child Restraint Seat Law** has stalled due to the re-purposing of resource and capacity for COVID-19 response


Current work in the country plans to:

- Determine the current level of acceptance, readiness and state of CRS implementation in Malaysia, in the context of COVID 19
- Provide technical support and capacity building to facilitate the implementation and enforcing of the law - NGO, media, industry involvement, others?
- Increase public awareness and encourage community acceptance and adoption of the new legislation in the context of COVID 19

Case study: Viet Nam

- On **14 June 2019**, the Viet Nam National Assembly approved **Law on Prevention and Control of Alcohol Related Harms**. The Law has been in effect since **January 2020**
- Before the law, there was a BAC limit 0mg/dl for cars and <50mg/dl for motorcycles
- The new law reduced the BAC limit to 0mg/dl for both cars and motorcycles
- Data from the Traffic Safety Administration reports that between 1 January to 14 February 2020:
 - 23,590 cases of drink-driving were reported by the police and
 - Traffic accidents were reduced by 36%
 - Traffic injuries were reduced by 44%
 - Traffic-related deaths fall by 19%





Case study: Viet Nam

Attempts to stall enforcement of Viet Nam's **Law on Prevention and Control of Alcohol related Harms** have been made by the alcohol industry, framed as safety concerns regarding RBT during the COVID-19 pandemic.

Current work in the country plans to:

- Continue advocacy activities to ensure enforcement of the law and raise public awareness, including social media campaigns, that counteract inaccurate messaging being circulated by the alcohol industry.

Conclusion

- New challenges and opportunities for road safety have arisen from the COVID-19 pandemic, affecting:
 - Road safety management practices
 - Types of vehicles used on roads
 - The safety of road users
 - The availability of post-crash care
 - Typical driving environments
- Future road safety strategies and interventions must consider these changes in order to be effective
- Changes are on-going and therefore, planning processes must be flexible and

