



Situação global da segurança viária

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FONTES CONSULTADAS

Indicadores de mortalidade

Indicadores (intermediários) do desempenho da segurança viária



SINISTROS DE TRÂNSITO COMO PROBLEMA DE SAÚDE PÚBLICA



ROAD SAFETY IN LATIN AMERICA AND THE CARIBBEAN AFTER A DECADE OF ACTION PROSPECTS FOR SAFER MOBILITY

Ana María Pinto / Claudia Díaz / Edgar Zamora / Eduardo Caffé
Marisela Ponce de León / Martín Sosa / René Cortés



Elements that determine a problem as public health

1

Vulnerability

- Pedestrians
- Children
- Elderly
- Handicapped

2

Transcendence

- Family life
- Work life
- Economic Life

3

Magnitude

- Road crashes
- Deaths
- Injuries

4

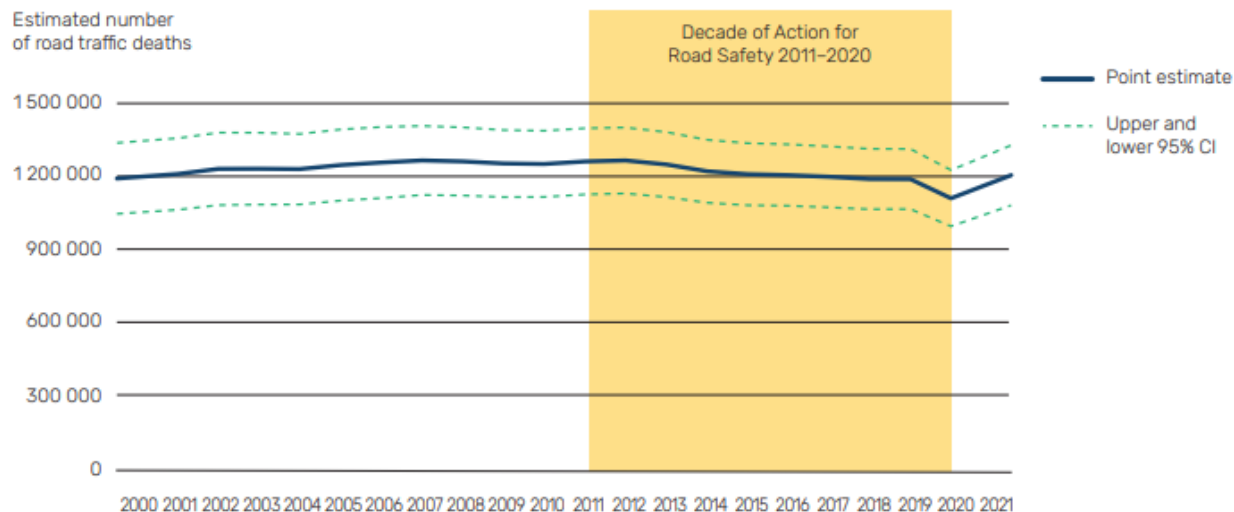
Costs

- Hospital doctor
- Rehabilitation
- Medicine
- Funerals
- Government

SITUAÇÃO GLOBAL



WHO estimated number of road traffic fatalities, 2000–2021



There were an estimated 1.19 million road traffic deaths in 2021; this corresponds to a rate of 15 road traffic deaths per 100 000 population.

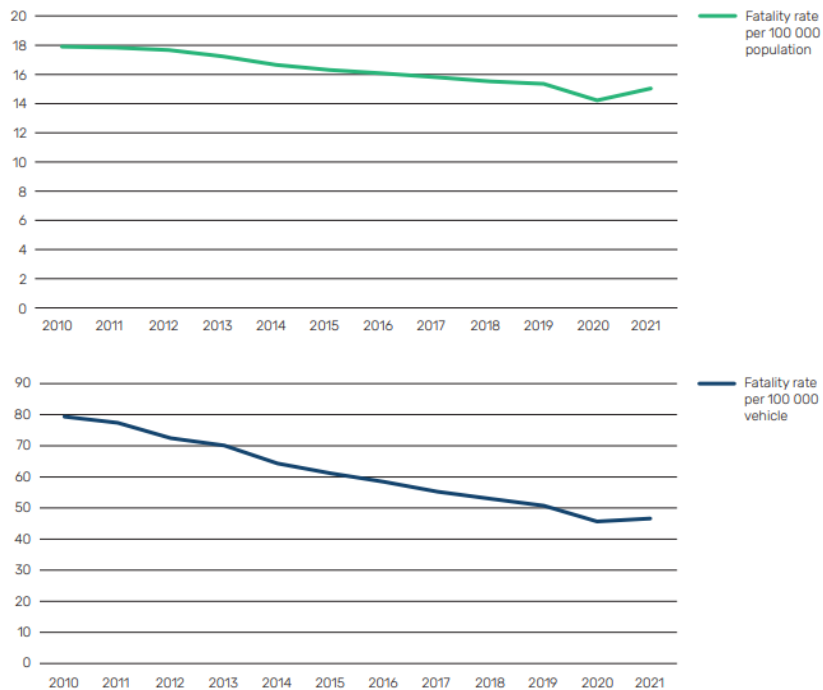
SITUAÇÃO GLOBAL



Rank	All ages	Ages 5–29 years
1	Ischaemic heart disease	Road Injury
2	Stroke	Tuberculosis
3	Chronic obstructive pulmonary disease	Diarrhoeal diseases
4	Lower respiratory infections	Interpersonal violence
5	Neonatal conditions	Self-harm
6	Trachea, bronchus, lung cancers	HIV/AIDS
7	Alzheimer's disease and other dementias	Lower respiratory infections
8	Diarrhoeal diseases	Maternal conditions
9	Diabetes mellitus	Drowning
10	Kidney diseases	Cirrhosis of the liver
11	Cirrhosis of the liver	Malaria
12	Road injury	Meningitis

Source: Adapted from: 11)

SITUAÇÃO GLOBAL



SITUAÇÃO GLOBAL



Nº mortes

	PAÍS	2016	2017	2018	2019
1	China	256.180	254.102	252.225	250.272
2	India	202.999	202.927	210.086	212.596
3	USA	41.555	41.550	41.053	41.694
4	Nigeria	39.802	40.325	41.008	41.693
5	Brazil	41.007	38.844	35.857	33.871
6	Ethiopia	27.326	28.702	30.105	31.564
7	Indonesia	31.766	31.347	31.012	30.668
8	Congo	26.529	27.009	27.709	30.256
9	Viet Nam	24.970	26.338	27.868	29.475
10	Pakistan	27.582	27.619	27.898	28.170

Mortes/100 mil hab.

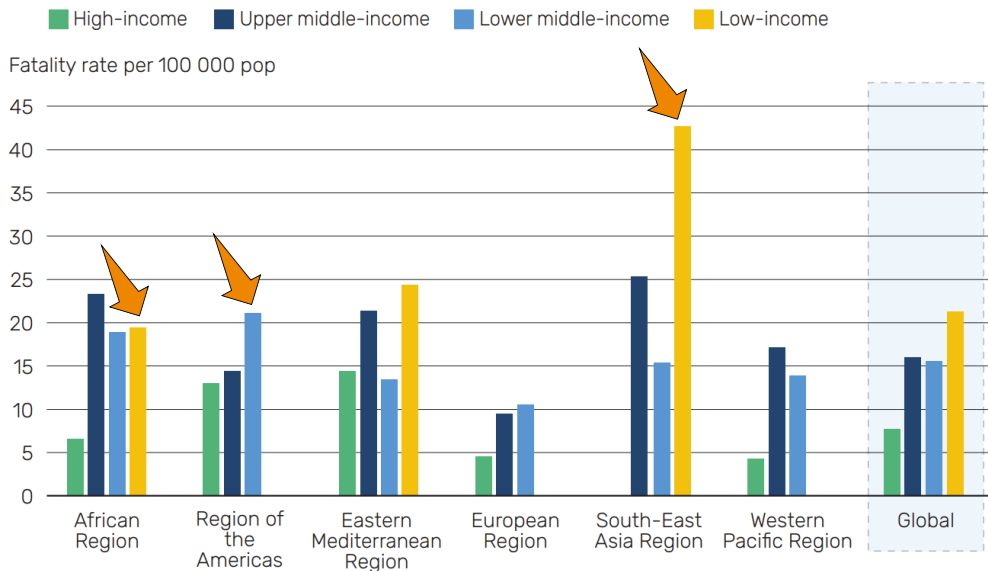
	PAÍS	2016	2017	2018	2019
1	Dominican Republic	35,43	46,3	53,46	64,6
2	Zimbabwe	39,92	40,05	40,64	41,22
3	Venezuela	35,64	37,77	38,22	39,02
4	Liberia	36,13	37	37,94	38,9
5	Eritrea	37,17	36,93	37,41	37,92
...	...	...	...	...	...
76	China	18,02	17,78	17,57	17,36
...	...	...	...	...	...
86	Brazil	19,89	18,69	17,12	16,05
...	...	...	...	...	...
89	India	15,33	15,16	15,53	15,56
...	...	...	...	...	...
110	USA	12,86	12,78	12,55	12,67

Fonte: OMS, analisado pelo OC Jefferson Guerra

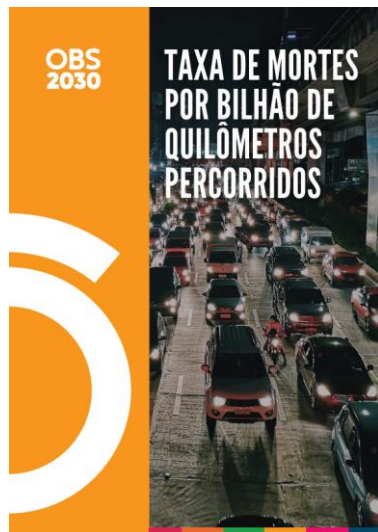
SITUAÇÃO GLOBAL



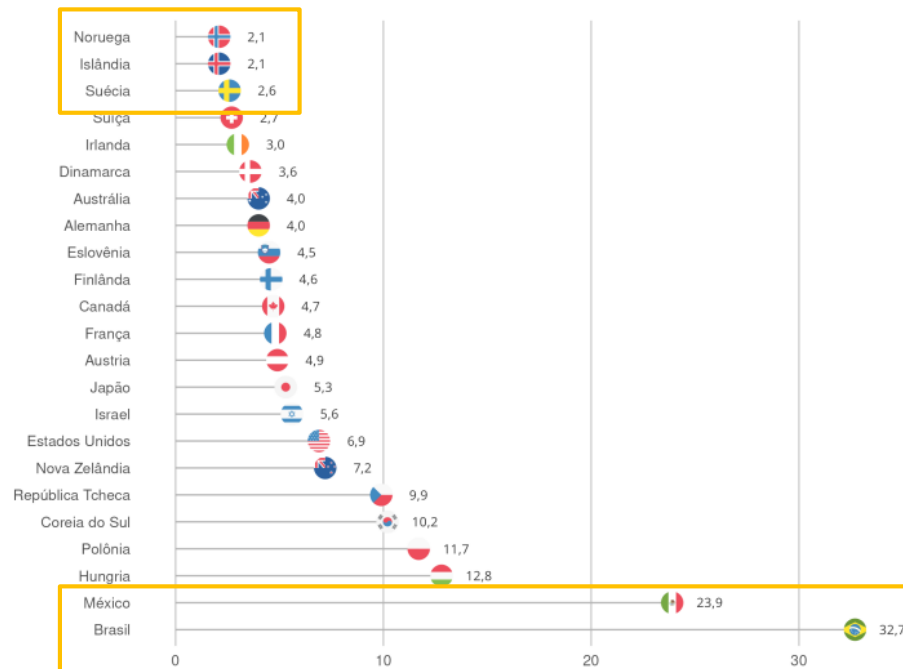
Road traffic fatality rate per 100 000 population by WHO region and country income level, 2021



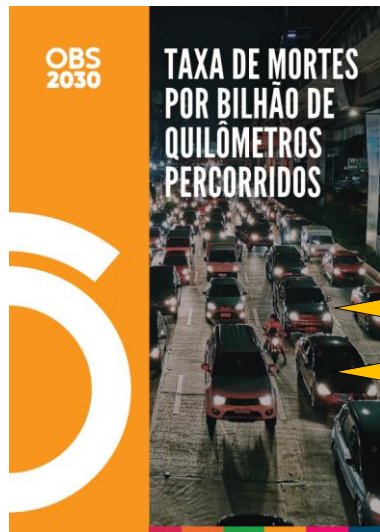
SITUAÇÃO GLOBAL



Mortes por bilhão de quilômetro em 2020



SITUAÇÃO GLOBAL



Taxa de mortes por bilhão de km percorrido em 27 países na primeira década de ações pela segurança no trânsito.

País	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Varição [†]
Alemanha	5,60	5,00	4,60	4,60	4,60	4,20	4,20	4,40	4,00	4,00	-28,57%
Austrália	5,60	5,60	5,00	4,80	4,90	5,20	5,00	4,30	4,60	4,40	-21,43%
Áustria	6,80	6,90	5,80	5,40	4,80	5,10	-	4,90	4,90	-	-27,94%
Bélgica	8,50	7,70	7,10	7,10	7,30	7,30	6,00	-	-	-	-29,41%
Canadá	6,50	5,90	5,60	5,10	5,10	5,10	4,80	4,90	4,30	4,70	-27,69%
Coreia do Sul	17,60	18,40	17,20	15,50	15,50	13,80	13,10	11,60	10,20	-	-42,05%
Dinamarca	4,90	3,40	3,90	3,60	3,40	3,90	3,20	3,10	3,60	-	-26,53%
Eslovênia	7,80	7,80	7,20	6,10	6,70	7,00	5,40	4,20	4,50	4,50	-42,31%
EUA	6,80	7,10	6,80	6,70	7,00	7,30	7,30	7,00	6,90	-	1,47%
Finlândia	5,40	4,70	4,80	4,20	4,90	5,10	4,70	4,70	4,20	4,60	-14,81%
França	7,00	6,50	5,80	5,90	5,90	5,80	5,70	5,40	5,30	4,80	-31,43%
Holanda	5,00	4,90	4,50	4,30	4,90	4,70	4,60	4,90	-	-	-2,00%
Hungria	-	-	-	-	-	-	-	-	12,80	-	0,00%

País	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Varição [†]
Irlanda	3,90	3,40	4,00	4,50	3,50	3,80	3,20	2,90	3,00	4,10	5,13%
Islândia	3,80	2,90	4,70	1,20	4,70	4,90	4,10	4,50	1,50	2,10	-44,74%
Israel	6,70	5,20	5,40	5,30	5,90	5,90	6,10	5,20	5,60	-	-16,42%
Japão	7,80	7,20	6,90	6,20	6,70	6,40	6,00	5,60	5,30	-	-32,05%
Malásia	14,70	13,40	-	-	-	-	-	-	-	-	-8,84%
México	-	-	-	30,40	27,50	26,30	26,30	24,00	23,90	-	-21,38%
Noruega	3,90	3,30	4,30	3,40	2,60	3,00	2,40	2,30	2,30	-	-41,03%
Nova Zelândia	7,10	7,70	6,30	7,10	7,40	7,20	7,90	7,70	7,20	-	1,41%
Polônia	-	-	-	-	-	-	-	11,70	11,70	-	0,00%
Reino Unido	3,90	3,60	3,50	3,60	3,40	-	-	3,30	-	-	-15,38%
República Tcheca	16,20	15,70	15,70	-	14,40	11,50	10,50	11,70	10,70	9,90	-38,89%
Suécia	3,80	3,60	3,40	3,40	3,20	3,30	3,00	3,80	2,60	2,60	-31,58%
Suíça	5,10	5,60	4,30	3,00	4,00	3,20	3,40	2,70	2,70	-	-47,06%
Brasil	51,40	49,29	40,01	44,27	38,47	34,76	35,04	32,46	29,75	32,70	-36,38%

[†] Com base no período disponível

SITUAÇÃO GLOBAL

OBS
2030

**TAXA DE MORTES
POR BILHÃO DE
QUILÔMETROS
PERCORRIDOS**

Número de mortes por bilhão de km percorrido ao longo de décadas, e sua respectiva redução percentual.

País	Taxa						Variação na década					
	1970	1980	1990	2000	2010	2020	1980	1990	2000	2010	2020	Variação ¹
Alemanha		37,3	20,0	11,3	5,2	4,0		-46,4%	-43,5%	-54,0%	-23,1%	-89,3%
Austrália	49,3	28,2	14,4	9,3	6,1	4,4	-42,8%	-48,9%	-35,4%	-34,4%	-27,9%	-91,1%
Áustria	109,0	56,3	27,9	15,0			-48,3%	-50,4%	-46,2%			-86,2%
Bélgica	104,6	50,0	28,1	16,4	9,6		-52,2%	-43,8%	-41,6%	-41,5%		-90,8%
Canadá			9,3	6,5	4,7					-30,1%	-27,7%	-49,5%
Coreia do Sul			49,5	18,7						-62,2%		-62,2%
Dinamarca	50,5	25,0	17,3	10,7	5,6		-50,5%	-30,8%	-38,2%	-47,7%		-88,9%
Eslovênia	166,7	96,1	65,1	26,7	7,7	4,5	-42,4%	-32,3%	-59,0%	-71,2%	-41,6%	-97,3%
EUA	29,5	20,9	12,9	9,5	6,8		-29,2%	-38,3%	-26,4%	-28,4%		-77,0%
Finlândia	20,6	16,3	8,5	5,1	4,6		-20,9%	-47,9%	-40,0%	-9,8%		-77,7%
França	90,4	44,0	25,7	15,1	7,1	4,8	-51,3%	-41,6%	-41,2%	-53,0%	-32,4%	-94,7%
Holanda	26,7	14,2	8,5	5,0			-46,8%	-40,1%	-41,2%			-81,3%
Hungria												

País	Taxa						Variação na década					
	1970	1980	1990	2000	2010	2020	1980	1990	2000	2010	2020	Variação ¹
Irlanda	44,3	28,4	19,2	12,6	4,5		-35,9%	-32,4%	-34,4%	-64,3%		-90,7%
Islândia		26,5	14,9	13,8	2,6	2,1		-43,8%	-7,4%	-81,2%	-19,2%	-92,1%
Israel	87,9	38,8	22,4	12,4	7,1		-55,9%	-42,3%	-44,6%	-42,7%		-91,9%
Japão	96,4	29,3	23,2	13,4	7,7		-69,6%	-20,8%	-42,2%	-42,5%		-92,0%
Malásia				26,3	16,2					-38,4%		-38,4%
México					23,9							0,0%
Noruega	41,7	19,3	12,0	10,5	4,9		-53,7%	-37,8%	-12,5%	-53,3%		-88,2%
Nova Zelândia				13,6	9,4					-30,9%		-30,9%
Polônia					19,6							0,0%
Reino Unido	37,3	21,9	12,7	7,3	3,7		-41,3%	-42,0%	-42,5%	-49,3%		-90,1%
República Tcheca	53,9	48,3	36,7	16,2	9,9		-10,4%	-24,0%	-55,9%	-38,9%		-81,6%
Suécia	35,3	16,4	12,0	8,5	3,2	2,6	-53,5%	-26,8%	-29,2%	-62,4%	-18,8%	-93,6%
Suíça	56,5	30,9	18,6	10,6	5,3		-45,3%	-39,8%	-43,0%	-50,0%		-90,6%
Brasil					55,1	32,7					-40,7%	-40,7%

¹ Com base no período disponível

Fonte: Os autores (2023), baseado em International Transport Forum (2022).

DOIS MUNDOS VIVENDO EM ÉPOCAS DIFERENTES...

	Taxa	País equivalente (ano)	Anos de atraso
Acre	32,54	 Suíça (1980)	40
Alagoas	73,20	 Eslovênia (1990)	30
Amapá	20,95	 Alemanha (1990)	30
Amazonas			
Bahia			
Ceará			
Distrito Federal			
Espírito Santo			
Goiás	33,57	 Suécia (1970)	50
Maranhão	54,44	 Áustria (1980)	40
Mato Grosso	35,57	 Suécia (1970)	50
Mato Grosso do Sul	36,53	 Alemanha (1980)	40



Aceitaríamos usar uma televisão de 40 anos atrás???

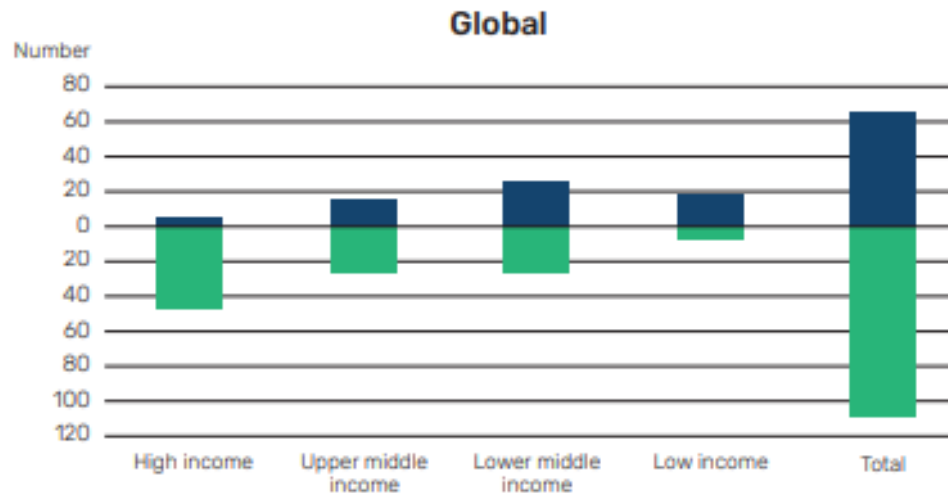
Mas aceitamos dirigir num trânsito com a insegurança de 40 anos atrás para os europeus!

Minas Gerais	28,65	 Irlanda (1980)	40
Pará	44,57	 Irlanda (1970)	50
Paraíba	54,80	 República Tcheca (1980)	40
Paraná	33,59	 Suécia (1970)	50
Pernambuco	50,54	 Bélgica (1980)	40
Piauí	72,03	 Eslovênia (1990)	30
Rio de Janeiro	28,73	 França (1990)	30
Rio Grande do Norte	32,86	 Suíça (1980)	40
Rio Grande do Sul			20
Roraima			40
Santa Catarina			40
São Paulo	20,95	 Alemanha (1990)	30
Sergipe	48,60	 Austrália (1970)	50
Tocantins	42,39	 Noruega (1970)	50
Brasil	32,70	 Suíça (1980)	40

SITUAÇÃO GLOBAL: RESULTADOS DA DÉCADA



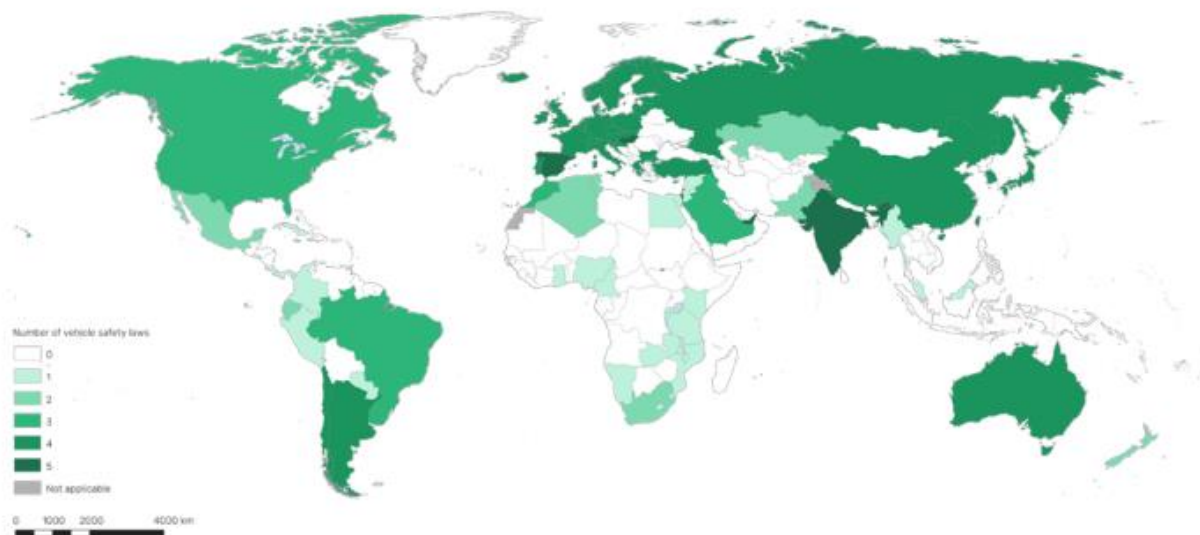
Number of countries where a change in total road traffic deaths has been observed, by region and country income level, 2010–2021⁴



SITUAÇÃO GLOBAL: LEGISLAÇÃO



Countries with legislation on “core” vehicle safety standards, 2022



SITUAÇÃO GLOBAL: LEGISLAÇÃO



WHO best practice criteria for legislation on the five key risk factors

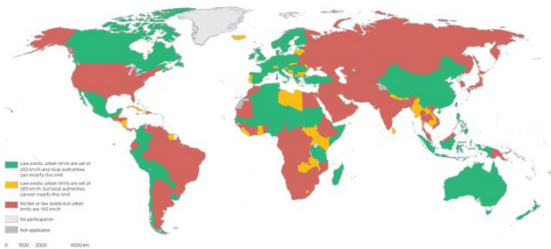


Risk Factor	WHO Best Practice Criteria
 Speeding	National law exists, urban limits are set at 50 km/h or lower, and local authorities can further modify this limit
 Drink driving	National law exists, alcohol levels are defined by BAC, alcohol limits per general driving population are ≤ 0.05 g/dl and for novice drivers ≤ 0.02 g/dl
 Motorcycle helmet use	National law exists and it covers all riders, on all road types, and all engine types, and the helmet must be fastened and meet a standard
 Seat-belt use	National law exists and it applies to all seating positions in vehicles
 Child restraint system use	National law exists, children up to the age of 10 years, or 135 cm in height, must use a child restraint system meeting a standard in addition to the prohibition of children of a particular age/height being prohibited from sitting in the front seats

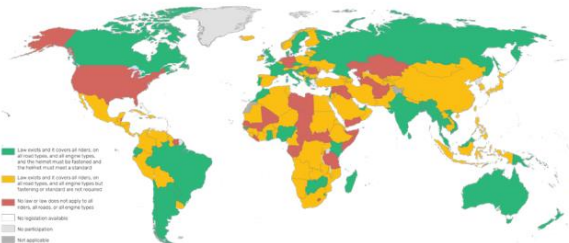
SITUAÇÃO GLOBAL: LEGISLAÇÃO



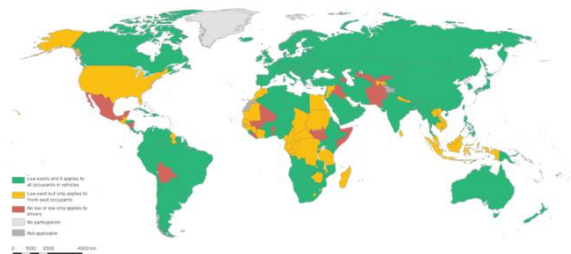
Speeding



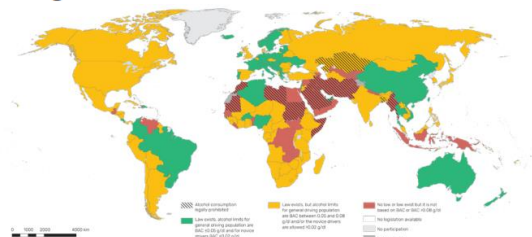
Motorcycle helmet use



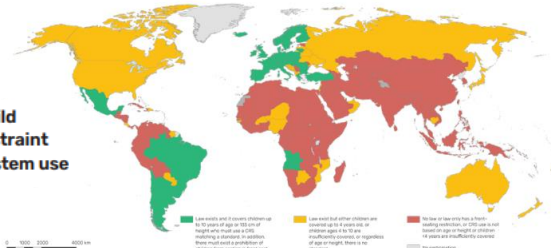
Seat-belt use



Drink driving



Child restraint system use



World Health Organization



EUROPA: ANÁLISE DE DADOS

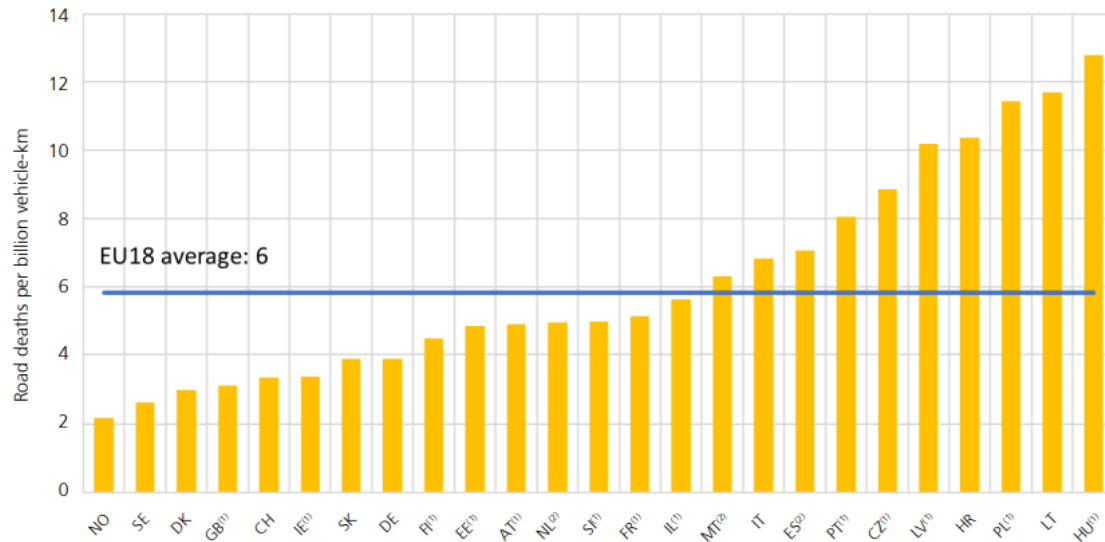
RANKING EU PROGRESS ON ROAD SAFETY

17th Road Safety Performance Index Report
June 2023



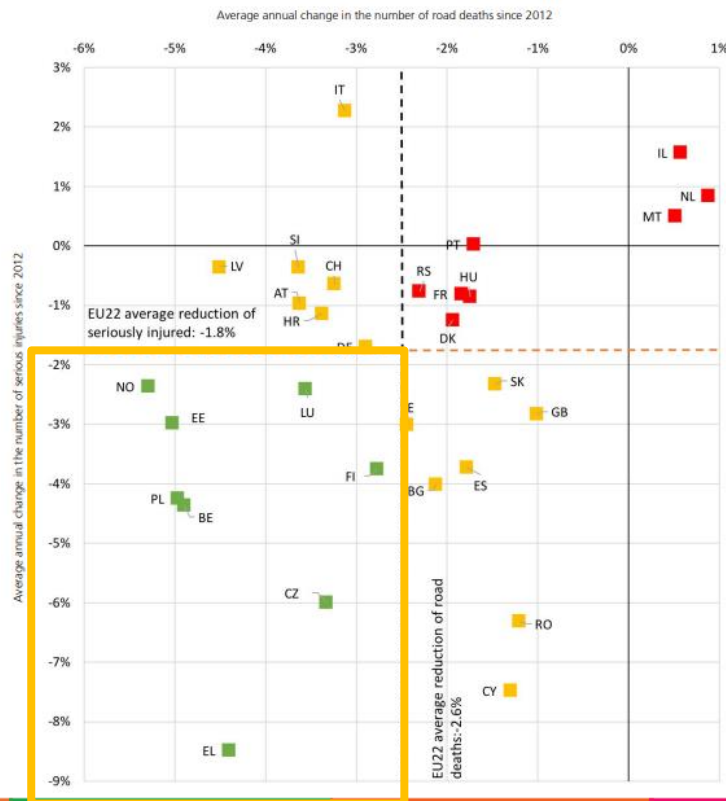
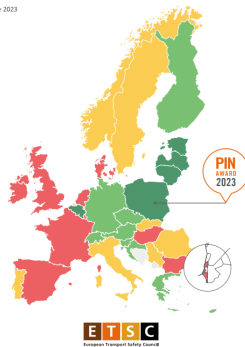
Road deaths per billion vehicle-km 2020-2022 average. Average for the latest three years for which both the road deaths and the estimated data on distance travelled are available.

⁽¹⁾2019-2021, ⁽²⁾2019-2020. EU18 average: EU27 excluding BE, BG, CY, ES, EL, LU, MT, NL and RO due to lack of data on vehicle distance travelled. Note: single cyclist deaths are included in the road death data used in this figure.



EUROPA: CONSIDERANDO OS FERIDOS GRAVES

RANKING EU PROGRESS
ON ROAD SAFETY
17th Road Safety Performance Index Report
June 2023

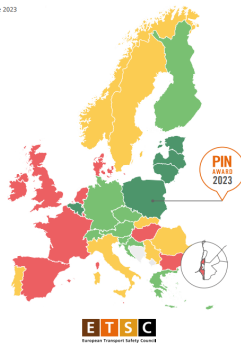


Estimated average annual change in the number of seriously injured according to the national definition over the period 2012-2022 for countries where data are available, plotted against the estimated average annual change in road deaths over the same period. The years covered vary: 2012-2021: CZ, DK, ES, IT, MT, RO, 2014-2020: FI, 2012-2020: NL, SE 2013-2022: IL, MAIS3+: IT, IL. EU22: EU27 excluding LT, and IE due to inconsistent trend data and FI, NL and SE due to lack of updated data for serious injuries.

EUROPA: INDICADORES INTERMEDIÁRIOS DO DESEMPENHO

RANKING EU PROGRESS ON ROAD SAFETY

17th Road Safety Performance Index Report
June 2023



	TRENDLINE PROJECT	SPEED	SPEED TARGET	SAFETY BELT	SAFETY BELT TARGET	PROTECTIVE EQUIPMENT	PROTECTIVE EQUIPMENT TARGET	ALCOHOL	ALCOHOL TARGET
AT	YES	YES	YES	YES	YES	YES	YES	YES	YES
BE	YES	YES	YES	YES	YES	YES	YES	YES	YES
BG	YES	YES	n/a	YES	n/a	YES	n/a	YES	n/a
CY	YES	YES	NO	YES	NO	YES	NO	YES	NO
CZ	YES	YES	YES	YES	YES	YES	YES	YES	YES
DE	YES	NO	NO	YES	NO	YES	NO	YES	NO
DK	YES	YES	NO	YES	NO	YES	NO	NO	n/a
EE	Observer	YES	YES	YES	YES	YES (bicycle)	YES	YES	YES
ES	YES	YES	NO	YES	NO	YES	NO	YES	NO
EL	YES	YES	YES	YES	YES	YES	YES	YES	YES
FI	YES	YES	NO	YES	NO	YES	NO	YES	NO
FR	YES	YES	n/a	YES	n/a	YES	n/a	YES	n/a
HR	YES	YES	n/a	YES	n/a	YES	n/a	YES	n/a
HU	YES	NO	NO	YES	NO	YES	NO	YES	NO
IE	YES	YES	tbd	YES	tbd	YES	tbd	YES	tbd
IT	YES	NO	tbd	YES	tbd	YES	tbd	YES	tbd
LU	YES	YES	n/a	YES	n/a	YES	n/a	YES	n/a
LV	YES	YES	n/a	YES	n/a	YES	n/a	YES	n/a
LT	YES	YES	n/a	YES	n/a	n/a	n/a	YES	n/a
MT	Observer	YES	tbd	YES	n/a	YES	tbd	NO	n/a
NL	YES	YES	tbd	YES	YES	NO	n/a	YES	n/a
PL	YES	YES	NO	YES	NO	YES	NO	YES	NO
PT	YES	YES	YES	YES	YES	YES	YES	YES	YES
RO	YES	NO	NO	NO	NO	NO	NO	NO	NO
SE	YES	YES	YES	YES	YES	YES	YES	YES	YES
SI	YES	YES	n/a	YES	n/a	YES (bicycle)	n/a	NO	n/a
SK	YES	YES	n/a	YES	n/a	YES	n/a	NO	n/a
UK	Not applicable	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
GB	Not applicable	YES	n/a	YES	n/a	YES	n/a	YES	n/a
CH	Observer	YES	NO	YES	NO	YES	NO	YES	n/a
IL	Not applicable	YES	YES (tbd)	YES	YES (tbd)	NO	YES (tbd)	YES	YES (tbd)
NO	Observer	YES	YES	YES	YES	YES (bicycle)	YES	YES	YES
RS	Not applicable	YES	YES	YES	YES	YES	YES	YES	YES



European Transport Safety Council

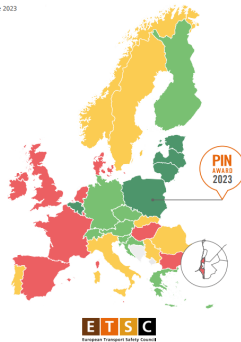
Progress towards collecting EU KPIs and setting KPI targets.

= the KPI data have been collected and submitted in the context of the Baseline project
 = the KPI data are being collected or will be collected in the near future
 = the KPI data are not being collected
 = under discussion
 = the information was not available at the time of going to press.

EUROPA: INDICADORES INTERMEDIÁRIOS DO DESEMPENHO

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ETSC
European Transport Safety Council

	DISTRACTION	DISTRACTION TARGET	VEHICLE SAFETY	VEHICLE SAFETY TARGET	INFRA- STRUCTURE	INFRASTRUCTURE TARGET	POST- CRASH CARE	POST-CRASH CARE TARGET
AT	YES	YES	YES	tbd	YES	YES	YES	tbd
BE	YES	YES	YES	n/a	YES	n/a	YES	n/a
BG	YES	tbd	YES	tbd	NO	NO	NO	NO
CY	YES	NO	YES	NO	YES	NO	YES	YES
CZ	YES	YES	YES	YES	YES	YES	YES	YES
DE	YES	NO	NO	NO	NO	NO	YES	NO
DK	YES	NO	NO	NO	NO	NO	NO	NO
EE	YES	YES	NO	NO	tbd	tbd	NO	tbd
ES	YES	NO	YES	NO	NO	NO	NO	NO
EL	YES	YES	YES	YES	NO	YES	YES	YES
FI	YES	NO	YES	NO	YES	NO	YES	NO
FR	YES	n/a	YES	n/a	NO	n/a	NO	n/a
HR	YES	n/a	YES	n/a	YES	n/a	YES	n/a
HU	YES	NO	NO	NO	tbd	NO	NO	NO
IE	YES	tbd	YES	tbd	NO	tbd	NO	tbd
IT	NO	tbd	YES	tbd	tbd	tbd	NO	tbd
LU	YES	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LV	YES	n/a	YES	n/a	YES	n/a	YES	n/a
LT	YES	n/a	YES	n/a	YES	n/a	YES	n/a
MT	YES	tbd	YES	NO	NO	n/a	YES	tbd
NL	YES	n/a	YES	n/a	YES	n/a	YES	YES
PL	YES	NO	NO	NO	NO	NO	NO	NO
PT	YES	YES	YES	YES	YES	YES	YES	YES
RO	NO	NO	NO	NO	NO	NO	NO	NO
SE	YES	NO	YES	YES	YES	YES	YES	NO
SI	NO	NO	NO	NO	NO	NO	NO	NO
SK	YES	n/a	YES	n/a	NO	n/a	NO	n/a
UK	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
GB	YES	n/a	n/a	n/a	NO	NO	n/a	n/a
CH	YES	NO	NO	NO	NO	NO	NO	NO
IL	YES	NO	NO	tbd	NO	NO	NO	NO
NO	NO	n/a	NO	n/a	NO	n/a	NO	n/a
RS	YES	YES	NO	n/a	NO	n/a	NO	n/a



European Transport Safety Council

Progress
towards
collecting
EU KPIs and
setting KPI
targets.

= the KPI data have been collected and submitted in the context of the Baseline project
 = the KPI data are being collected or will be collected in the near future
 = the KPI data are not being collected
 = under discussion
 = the information was not available at the time of going to press.

SITUAÇÃO GLOBAL: INDICADORES DO DESEMPENHO



ESRA3 methodology

ESRA3 Thematic report Nr. 1



Figure 3: Geographical coverage of the ESRA3 survey

SITUAÇÃO GLOBAL: INDICADORES DO DESEMPENHO



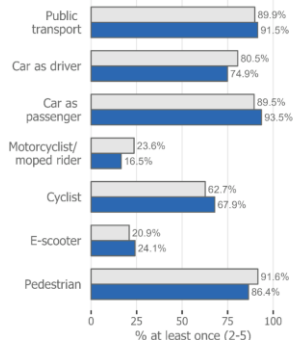
ESRA3 methodology

ESRA3 Thematic report Nr. 1



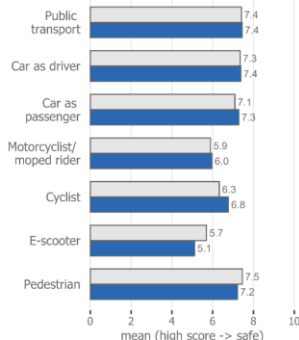
Mode of transportation

During the past 12 months, how often did you use the following transport modes (5-point scale from 1=never to 5=at least 4 days week)



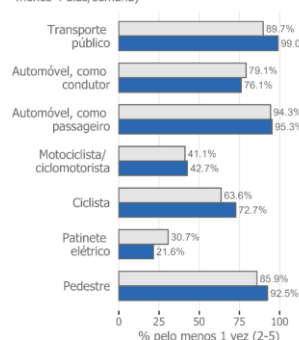
Perceived safety

How safe or unsafe do you feel when using the following transport modes (11-point scale from 0=very unsafe to 10=very safe)



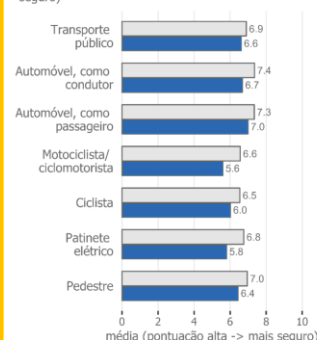
Meios de transporte

Durante os últimos 12 meses, com que frequência você utilizou os seguintes meios de transporte (escala de 5 pontos, sendo 1=nunca e 5=pelo menos 4 dias/semana)



Percepção de segurança

Quão seguro ou inseguro você se sente ao usar os seguintes meios de transporte (escala de 11 pontos, sendo 0=muito inseguro e 10=muito seguro)



Brasileiros e suecos têm praticamente a mesma percepção de segurança ao deslocar-se em cada modo!

SITUAÇÃO GLOBAL: INDICADORES DO DESEMPENHO



ESRA3 methodology

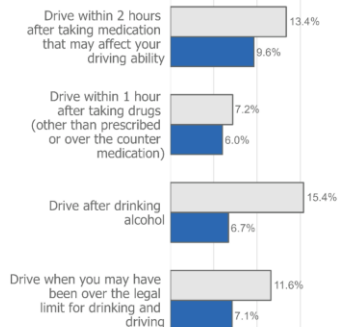
ESRA3 Thematic report Nr. 1



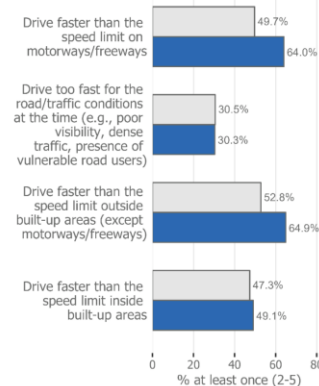
Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

DUI as a car driver



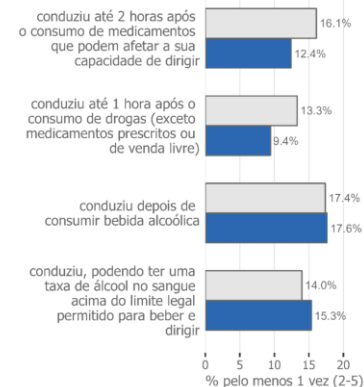
Speeding as a car driver



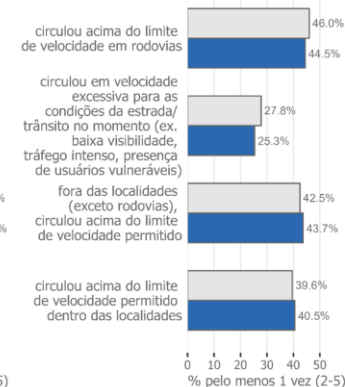
Comportamentos autodeclarados

Durante os últimos 30 dias, com que frequência ...? (escala de 5 pontos, sendo 1=nunca e 5=(quase) sempre)

Sob o efeito de álcool e drogas, como condutor de automóvel



Velocidade como condutor de automóvel



SITUAÇÃO GLOBAL: INDICADORES DO DESEMPENHO



ESRA3 methodology

ESRA3 Thematic report Nr. 1

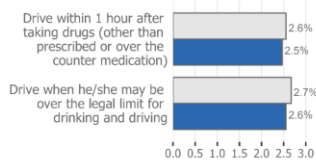


Personal acceptability

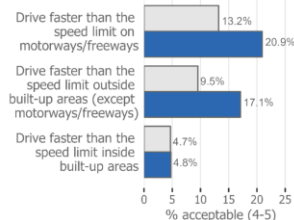
How acceptable do you, personally, feel it is to ...? (5-point scale from 1=unacceptable to 5=acceptable)

Car drivers

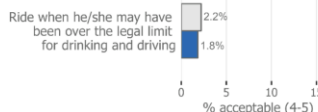
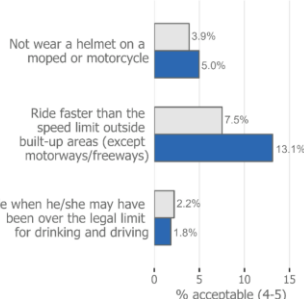
DUI



Speeding



Motorcyclists & moped riders

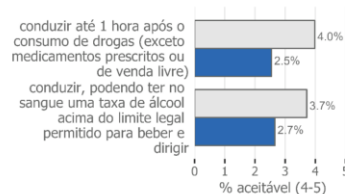


Aceitabilidade pessoal

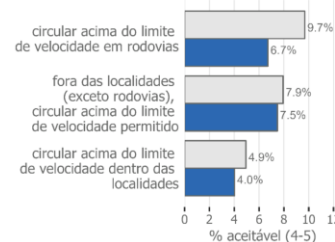
Quão aceitável você considera que ...? (escala de 5 pontos, sendo 1=inaaceitável e 5=aceitável)

Condutores de automóvel

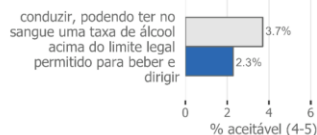
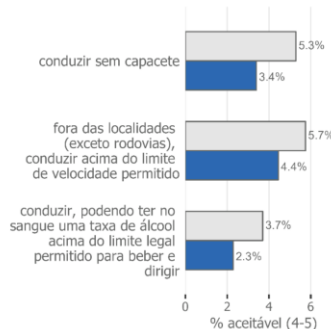
Álcool e drogas



Velocidade



Motociclistas & ciclomotoristas



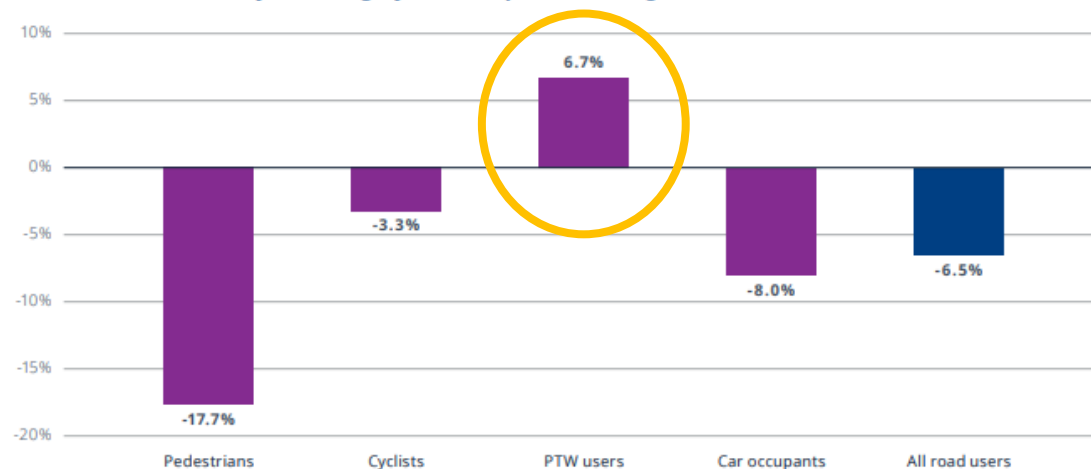
SITUAÇÃO GLOBAL



A mortalidade em motocicletas e similares também é um problema na Europa.



Evolution in road deaths by user category, 2022 compared to average for 2017-19

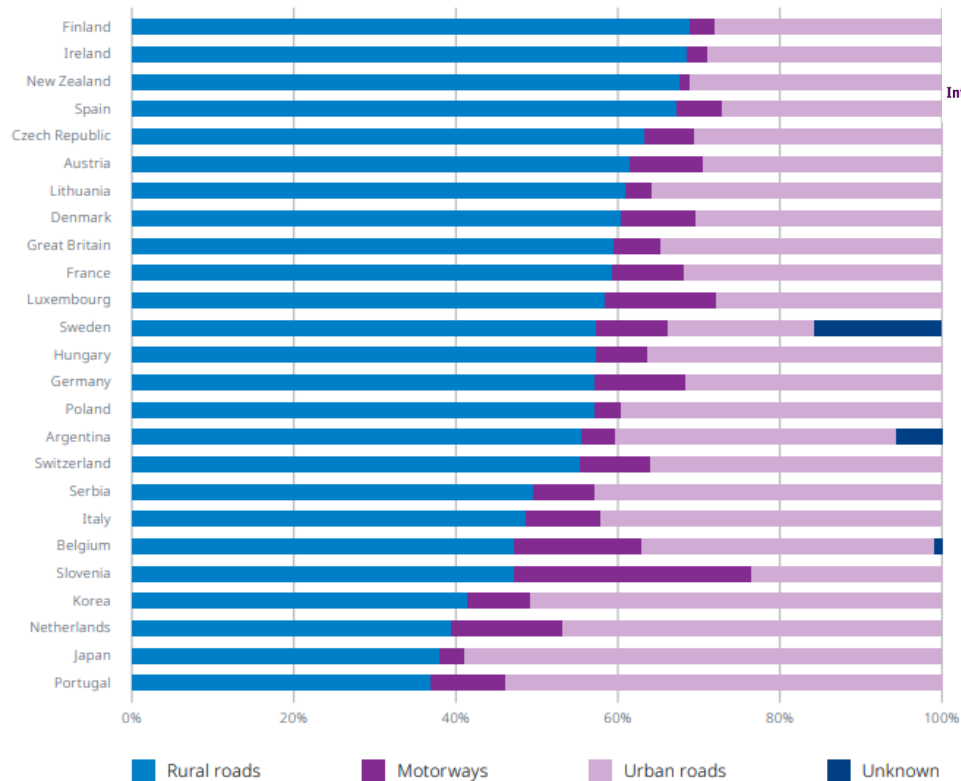


Note: Data include Argentina, Austria, Belgium, Canada, Chile, Colombia, Costa Rica, Czechia, Denmark, Finland, France, Germany, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, New Zealand, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

SITUAÇÃO GLOBAL



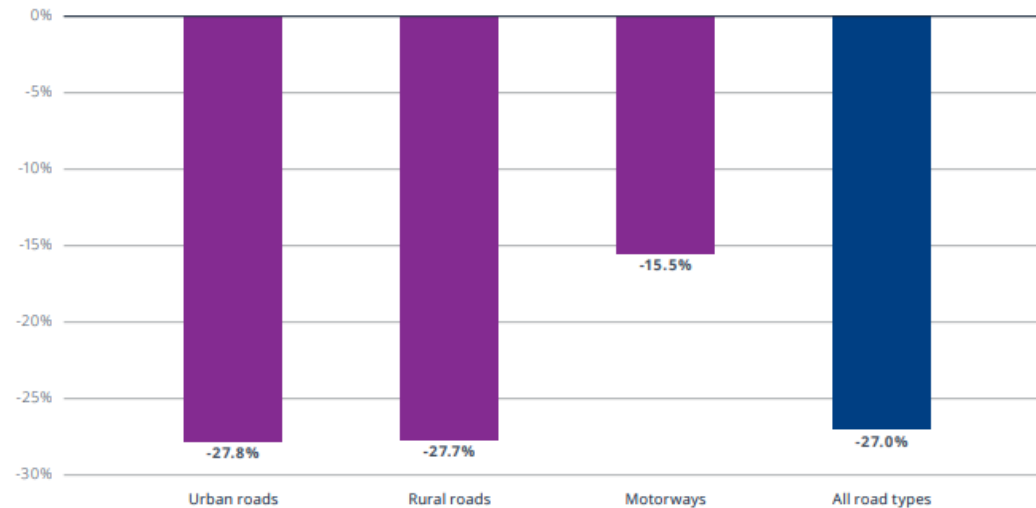
Road deaths by road type, 2022



SITUAÇÃO GLOBAL



Evolution in road deaths by road type, 2022 compared to 2012



Note: Data include Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Great Britain, Hungary, Ireland, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, New Zealand, Poland, Portugal, Serbia, Slovenia, Sweden, Switzerland.

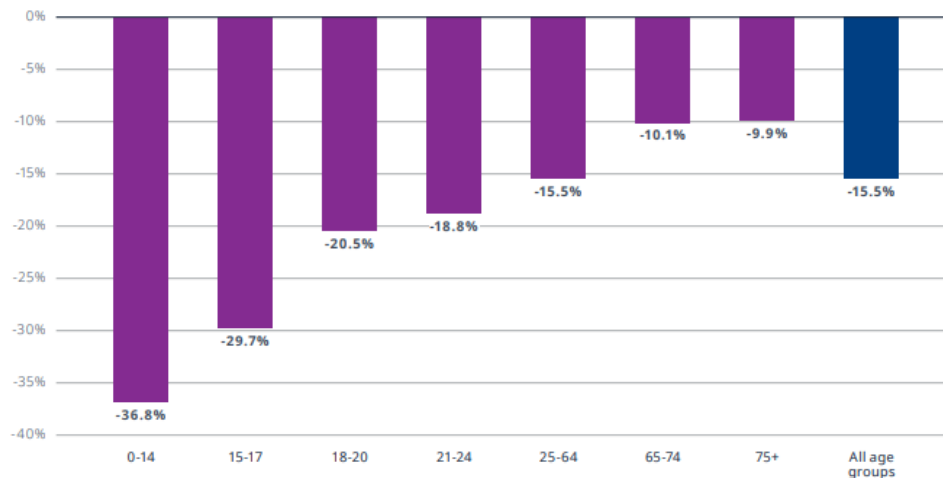
SITUAÇÃO GLOBAL



Envelhecimento da população e seus impactos sobre a segurança no trânsito



Evolution in road deaths by age group, 2022 compared to 2012



Note: Data include Austria, Belgium, Chile, Colombia, Czechia, Denmark, Finland, France, Germany, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, New Zealand, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

COMENTÁRIOS FINAIS



Alerta para o aumento da mortalidade - LMIC



Desafio de redução das mortes de ocupantes de motocicleta, bem como de outros usuários vulneráveis



A percepção do problema ainda é distorcida (subestimada) nos países de baixa e média renda



Importância das abordagens preventivas baseadas em indicadores intermediários



Necessidade de associação com outras agendas [ambiental e social]



Experiência internacional mostra que é possível reduzir drasticamente as taxas de mortes – lições aprendidas



Avançamos no discurso, mas precisamos avançar na prática!



Necessidade de lideranças locais engajadas



Situação global da segurança viária

Prof. Dr. Jorge Tiago Bastos

Universidade Federal do Paraná
Observatório Nacional de Segurança Viária

www.onsv.org.br

