

# International road safety policies relevant to the 2021-2030 ten-year period

## Executive Summary

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## List of Acronyms

<b>ADAS</b>	Advanced Driver Assistance Systems
<b>AEB</b>	Autonomous Emergency Braking
<b>AU</b>	Africa Union
<b>BIGRS</b>	Bloomberg Initiative for Global Road Safety
<b>BSM</b>	Blind Spot Monitoring
<b>CRS</b>	Child Restraint Systems
<b>DGT</b>	Dirección General de Tráfico
<b>EDWARD</b>	European Day Without A Road Dead
<b>ERSO</b>	European Road safety Observatory
<b>ERTRAC</b>	European Road Safety Research Advisory Council
<b>ESV</b>	Estrategia de Seguridad Vial
<b>ETSC</b>	European Traffic Safety Council
<b>ETSI</b>	European Telecommunications Standards Institute
<b>EU</b>	European Union
<b>EuroNCAP</b>	European New Car Assessment Programme
<b>EuroRAP</b>	European Road Assessment Programme
<b>FERSI</b>	Forum of European Road Safety Research Institutes
<b>FIA</b>	International Automobile Federation
<b>GRA</b>	Global Roadmap of Action
<b>GRSF</b>	Global Road Safety Facility
<b>GRSP</b>	Global Road Safety Partnership
<b>iRAP</b>	International Road Assessment Programme
<b>IRTAD</b>	International Traffic Safety Data and Analysis Group
<b>ISA</b>	Intelligent Speed Assistance
<b>ITF</b>	International Transport Forum
<b>ITS</b>	Intelligent Transport Systems
<b>KPI</b>	Key Performance Indicator
<b>LKA</b>	Lane Keep Assistance
<b>MAIS</b>	Maximum Abbreviated Injury Scale

<b>OCDE</b>	Organización para la Cooperación y el Desarrollo Económico
<b>ODS</b>	Objetivos de Desarrollo Sostenible
<b>OISEVI</b>	Observatorio Iberoamericano de Seguridad Vial
<b>OMS</b>	Organización Mundial de la Salud
<b>ONSV</b>	Observatorio Nacional de Seguridad Vial
<b>ONU</b>	Organización de las Naciones Unidas
<b>PIARC</b>	Asociación Mundial de la Carretera
<b>RTE-T</b>	Red TransEuropea de Transporte
<b>SRI</b>	Sistemas de Retención Infantil
<b>STI</b>	Sistemas de Transporte Inteligentes (ITS: Intelligent Transport Systems)
<b>SuM4All</b>	Sustainable Mobility for All
<b>SV</b>	Seguridad Vial
<b>UE</b>	Unión Europea
<b>UNECA</b>	UN Economic Commission for Africa
<b>UNECE</b>	UN Economic Commission for Europe )
<b>UNESCAP</b>	UN Economic and Social Commission for Asia and the Pacific

# 1

## Executive summary

This document aims to identify the strategies or plans relating to road safety for the 2021-2030 ten-year period, both by other countries and by different supranational organisations, which can provide information of interest for the development of the 2021-2030 Road Safety Strategy.

Firstly, the road safety strategies published by the international authorities to which Spain belongs, such as the United Nations and the European Union, have been taken into consideration.

Proposals for road safety objectives and strategies made by other international bodies, whether public or private, such as the World Bank (through its GRA initiative), OECD/ITF/IRTAD, ETSC, ERSO, FERSI, FIA, etc. have also been considered.

A total of **55 documents** produced by **21 international organisations** have been analysed, the most outstanding aspects of which are as follows:

- The United Nations (UN) considers the **Decade of Action for Road Safety Pillars** (UN, 2011) and its implementation through the **Five Pillars of Road Safety** to be **fully valid**. In 2015, the UN took one step further by including Road Safety as one of the main public health and development issues to be addressed in the 2030 Agenda as part of the **Sustainable Development Goals**. The commitment of Member States to this vision was reflected in the **Stockholm Declaration**, coinciding with the 3rd Global Ministerial Conference on Road Safety, held in Stockholm in February 2020.
- This UN's commitment has been updated in the draft resolution "Improving Global Road Safety" dated 18 August 2020, which proposes to **declare the 2021-2030 period as the Second Ten-Year Period of Road Safety Action**, with a **view to reducing the number of deaths and serious injuries** caused by traffic accidents **by 50%** during this period; and to **update the commitment to Target 3.6 of the SDG to this end**.
- As part of the **2017 Valletta Declaration**, the Member States of the European Union (EU) also recognised the validity of efforts to improve Road Safety made between 2011 and 2020, and committed to continuing with the ultimate goal of **Vision Zero for 2050**, with achievable goals during the 2021-2030 ten-year period, with the main objective for 2030 being **the reduction of the number of deaths and serious injuries in road accidents by half**. The European Commission's work to define a European road safety strategy for the next

decade has been reflected in the document: *EU road safety policy framework 2021-2030 Next steps towards "Vision Zero"*.

- The adoption of Vision Zero is already virtually universal, and not only in UN/WHO or EU documents. One of the clearest points in the vision that all road safety policies define for the next decade is: **No traffic or mobility victim is acceptable**, and interim goals in reducing the number of traffic-related deaths or injuries should not be seen as goals in themselves, although they only represent milestones on the way to achieving the ultimate goal: zero victims.
- As for approaches, both the "Safe System" (universal across European countries) and the "Five Pillars" of the WHO are also increasingly widespread. In fact, the UN/WHO documents arising from the 3rd Global Ministerial Conference on Road Safety mention both approaches as compatible and complementary. **It proposes a vision for the evolution of road safety based on an extended implementation of the five pillars, the adoption of the Safe System principles and the integration of road safety among the Sustainable Development Goals.**
- Another element that has emerged in recent years as a key to improving road safety is **technology applied to vehicles and roads**, as a means of reducing accidents caused by "human factors" (distraction, speeding, alcohol or drug consumption, etc.). In recent years, the downward trend in these factors has slowed and, in some user groups, started to increase again. In the short term, this means the full implementation of **ADAS systems**, in the medium term **connectivity** between vehicles and roads, and in the long term, a switch towards **automated driving**.

In terms of different countries' plans and strategies for the **next decade**, the **"Safe System"** approach is still present in European countries and Australia; furthermore, it is increasingly being taken up by other countries. More and more countries are also adopting the **WHO's "Five Pillars"** approach as a means of reducing their accident rates

Having analysed these documents, it has been concluded that the **road safety challenges** that need to be overcome in the coming years will be:

- To **truly engage all citizens in road safety** as one of the essential components of the Safe System approach; this is potentially the area that has been developed the least over the past decade, compared to the significant progress made in the other four components.
- Demographic change, especially in Europe, is reflected in an **ageing population**. This poses the challenge of safely meeting the mobility needs of the rising elderly population. This goal has been present in many of the strategies over the past decade, but its magnitude has continued to grow over time.
- The **safe integration of new forms of mobility into traffic**: urban micro-mobility (scooters, electric bicycles, etc.) and active mobility (pedestrians and cyclists). The Dutch strategy calls this: "heterogeneity in traffic".
- Placing special attention on the safety of **vulnerable road users**. This issue has been fully present in most of the strategies over the past decade, although it is growing in importance looking to the future, on account of the above two aspects in addition to others.

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- Integration of **technological advances that benefit road safety**, both in infrastructure and traffic monitoring and management systems (connectivity). and in vehicles (ADAS, connectivity, ITS, automatic driving, electric propulsion, etc.). The main concern here is to **properly integrate technology by ensuring that no new security risks are created.**
  - And other specific aspects present in most of the strategies over the past decade 2011-2020, but that remain pressing security concerns:
    - Road safety on **conventional roads.**
    - **Speeding.**
    - Accidents caused by **distractions**, especially by electronic devices
    - Driving under the influence of **alcohol and other drugs**, especially in the case of **repeat offenders**



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# 2

## Introduction

The purpose of this document is to identify strategies or plans related to road safety for the coming ten year period, running from 2021 to 2030, both by other countries and by different supranational bodies. Both those already published and others that are in an advanced state of development have been taken into consideration, as the information they can provide is considered to be of interest in the development of the 2021-2030 Road Safety Strategy.

The supranational plans analysed are high-level strategic documents. Therefore, their vision and approach, their strategic objectives, the lines of action proposed to achieve them and the monitoring indicators established have all been studied.

In the case of the national plans considered, many of them drill down to specific action plans, depending on the road safety and accident rate diagnosis in each country. To this end, in addition to the issues indicated in the previous paragraph, a compilation has been made of the main concrete measures proposed, in particular those that have proven to be effective in improving road safety.

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# 3

## Supranational strategies

The road safety strategies of the **international organisations to which Spain belongs** have been taken into account, and **Spain** is committed to adhering to them:

- The United Nations (**UN**), in its Decade of Action for Road Safety (UN, 2011) has indicated that reducing the expected number of road fatalities requires, among other aspects, the **development and implementation of sustainable road safety strategies and programmes**<sup>1</sup>. It is within this framework that the 2011-2020 Road Safety Strategy was prepared. In 2015, the UN took one step further by including Road Safety as one of the main public health and development issues to be addressed in the 2030 Agenda as part of the Sustainable Development Goals<sup>2</sup>. This UN's commitment has been updated in the draft resolution "Improving Global Road Safety" dated 18 August 2020<sup>3</sup>, which proposes to **declare the 2021-2030 period as the Second Ten-Year Period of Road Safety Action**, with a view to **reducing the number of deaths and serious injuries** caused by traffic accidents by 50% during this period.
- The **European Union (EU)** also recognises the need to **keep up the efforts to improve road safety made between 2011 and 2020**. This is reflected in the 2017 Valletta Declaration, in which EU Member States committed to continuing with the ultimate goal of Vision Zero by 2050, but with targets that can be achieved between 2021 and 2030<sup>4</sup>, the main goal for 2030 being to reduce the number of deaths and serious injuries in road accidents by half. The European Commission's work to **define a European road safety strategy for the next decade** is at a very advanced stage<sup>5</sup>.

Road safety strategies and proposals made by other international organisations, whether public or private, have also been considered, providing valuable information for the 2021-2030 Road Safety Strategy. Bodies such as the World Bank, through its GRA (Global Roadmap of Action) initiative, OECD/ITF/IRTAD, ETSC, ERSO, FERSI, FIA, etc.

1 Decade of Action for Road Safety 2011-2020", WHO 2011

2 2030 Agenda and the Sustainable Development Goals, UN 2015

3 A/74/L.86, General Assembly, Draft resolution "Improving global road safety", 18 August 2020

4 Valletta Declaration. EU ministerial conference on road safety. Valletta, 29 March 2017

5 EU road safety policy framework 2021-2030. EC, 7 February 2020.

In general, they agree with the UN/WHO and EU strategies mentioned above in pointing towards the same medium and long-term strategic vision: Vision Zero achievable through the application of the WHO's Five Pillars or the Safe System concept, or both.

### 3.1. Supranational strategies analysed

Organisation	Strategy/Plan
<b>UN</b>	1 Agenda 2030: Sustainable Development Goals
	2 Draft Resolution: Improving global road safety
	3 Mobilizing Sustainable Transport for Development
	4 New Urban Agenda
<b>WHO</b>	5 Global Plan for the Decade of Action for Road Safety 2011-2020
	6 Proposed indicators for voluntary World Goals for road safety
	7 Save LIVES. Package of technical road safety measures
	8 Speed control
	9 Global Status Report on Road Safety 2018
	10 Saving lives beyond 2020: Next steps (3rd World Conf.)
	11 Stockholm Declaration (3rd World Conf.)
	12 Global Framework Plan of Action for Road safety
<b>GRSP</b>	13 Road Map. Strategic Plan 2016-2020
<b>GRSP and VIAS</b>	14 Towards the 12 voluntary global targets for road safety
<b>World Bank</b>	15 GRSF Annual Report 2018
	16 GRA (Global Roadmap of Action): Toward Sustainable Mobility
	17 GRA: Toward Sustainable Mobility. Paper 5: Safety
<b>OECD-ITF</b>	18 Vision zero
	19 Ministerial Declaration on Transport Safety And Security
	20 Road Safety in European Cities. Performance Indicators and Governance Solutions
<b>OECD-IRTAD</b>	21 Road Safety Annual Report 2019
<b>EU</b>	22 Regulation (EU) 2019/2144 of the European Parliament and of the Council on vehicles as regards safety
	23 Directive (EU) 2019/1936 of the European Parliament and of the Council on Infrastructure Security Management
<b>EU</b>	24 European Road Safety Charter
	25 Policy orientations on road safety 2011-2020
	26 Best practices in road safety 2010
	27 Safer Roads for All. The EU Good Practices Guide
	28 Valletta Declaration
	29 Europe on the Move: Sustainable Mobility for Europe
	30 (& Annex. I: Strategic Action Plan on Road Safety)
	31 Preparatory work for an EU Road Safety Strategy
	32 EU road safety policy framework for 2021-2030
	33 European strategy on cooperative ITSs
	34 Toward automated mobility: EU strategy for the mobility of the future
	35 White Paper on Transport for 2050
	36 Urban Agenda for the EU

Organisation	Strategy/Plan
<b>ERSO</b>	37 Integration of Road Safety in Other Policy Areas: Synergies and Conflicts
<b>ETRAC</b>	38 Strategic Research Agenda (9 <sup>th</sup> EU Framework Programme) 39 Safe Road Transport Roadmap.Towards Vision Zero
<b>EuroNCAP</b>	40 2025 Roadmap: In pursuit of Vision Zero
<b>ETSC</b>	41 EU Strategic Action Plan on Road Safety 42 Road Safety Performance Index (PIN) Report 2019
<b>FERSI</b>	43 Towards an evidence-based national road safety programme
<b>FIA (Region I)</b>	44 Policy Position on EU General Safety Regulation
<b>OISEVI</b>	45 Benchmarking de la seguridad vial en América Latina
<b>UNESCAP</b>	46 Ministerial Conference on Transport (Moscow 2016) 47 Strengthening Regional Efforts to Improve Road Safety 48 Strategies to Tackle the Issue of Speed For Road Safety
<b>AU</b>	49 African Road Safety Charter
<b>UNECA</b>	50 Decade of Action for Road Safety 2011-2020.African Director Plan
<b>UNECE</b>	51 Sustainable Urban Mobility and Public Transport in UNECE Capitals
<b>Polis/Eurocities</b>	52 The new paradigm for safe city streets
<b>PIARC</b>	53 Road Safety Manual 54 The implementation of National Policies on the Insurance System:A challenge 55 Strategic Plan 2020-2023

### 3.2. Overview of the content of supranational strategies

Organisation	Strategy/Plan	Summary
UN	1 <b>Agenda 2030 for sustainable development</b> <a href="#">Website link</a>	In 2015, the UN General Assembly adopted Agenda 2030 for Sustainable Development, which consists of 17 global goals, each of which is divided into several more specific targets. Those relating to road safety or mobility are: <ul style="list-style-type: none"> <li>– 3.6 By 2020, halving the number of deaths and injuries caused by road traffic accidents worldwide.</li> <li>– 7.a By 2030, increase international cooperation to facilitate access to clean energy research and technology, including renewable sources, energy efficiency and advanced and cleaner fossil fuel technologies, and promoting investment in energy infrastructure and clean technologies.</li> <li>– 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.</li> </ul>
UN	2 <b>Draft resolution: Improving global road safety</b> <a href="#">Website link</a>	Declaration of the 2021-2030 period as the Second Decade of Action for Road Safety, with the aim of reducing road traffic deaths and injuries by 50%, and updating Target 3.6 of the SDG to this end.
UN	3 <b>Mobilising Sustainable Transport for Development</b> <a href="#">Downloadable PDF link</a>	Sustainable transport drives sustainable development, which is essential in meeting the needs of people in their personal and professional lives, while respecting the capacity of future generations to satisfy their needs. Transport is not an end in itself, but a means to providing people with access to what they need: jobs, markets, social interaction, education, as well as other services and amenities that contribute to a healthy and fulfilling life.  The report addresses global trends, including urbanisation, demographic changes and globalisation, as well as technological progress in digital connectivity and fuel solutions. It also places emphasis on the enormous opportunities that sustainable transport provides: saving hundreds of thousands of lives each year through improved road safety and reduced air pollution, and reduced carbon emissions.
UN	4 <b>New Urban Agenda</b> <a href="#">Downloadable PDF link</a>	The main goal of the Third United Nations Conference on Housing and Sustainable Urban Development (Habitat III) was to identify new challenges and strengthen the global political commitment to achieving sustainable urban development through the adoption of a "New Urban Agenda", which defines the parameters of 21st century cities. This is a strategic document, which countries can adhere to on a voluntary basis, which defines urbanisation as a powerful instrument for achieving sustainable development, both in developing and developed countries, including Spain, in order to achieve the objectives of Agenda 2030.

Organisation	Strategy/Plan	Summary
<p><b>WHO</b></p>	<p>5</p> <p><b>Global Plan for the Decade of Action for Road Safety 2011-2020</b>  <a href="#">Website link</a></p>	<p>This Plan seeks to serve as a guidance document for countries while facilitating the implementation of coordinated and concerted actions to achieve the goals and objectives of the Decade of Action for Road Safety 2011-2020 declared by the United Nations General Assembly in 2010.</p> <p>This Global Plan will be useful in supporting the development of local and national action plans while providing a framework for encouraging coordinated actions at regional and global levels. It has been designed for a wide target audience, in particular local and national governments, civil society and private companies that wish to adjust their activities to achieving the common objective, while maintaining a generic and flexible perspective, based on the needs of countries.</p>
<p><b>WHO</b></p>	<p>6</p> <p><b>Proposed indicators for voluntary global road safety targets</b>  <a href="#">Downloadable PDF link</a></p>	<p>The experience of countries that have succeeded in improving road safety demonstrates that setting targets and reporting on progress towards them based on the agreed indicators is useful. Therefore, although the 12 agreed targets define the specific goals to be achieved (as part of the implementation of the Global Plan for the Decade of Action for Road Safety 2011-2020), there is a need to establish related indicators that are harmonised with each of the targets and that provide a means of assessing progress.</p>
<p><b>WHO</b></p>	<p>7</p> <p><b>Save LIVES. Package of technical road safety measures</b>  <a href="#">Downloadable PDF link</a></p>	<p>Catalogue of evidence-based priority interventions that can be implemented to achieve SDG targets. The basic components of Save LIVES are speed control, leadership, infrastructure design and improvement, vehicle safety, traffic law enforcement and post-crash survival.</p>
<p><b>WHO</b></p>	<p>8</p> <p><b>Speed control</b>  <a href="#">Website link</a></p>	<p>Traffic injuries have been a major cause of death and injury worldwide for many years, despite most crashes being both predictable and avoidable. There is a significant body of evidence based on which interventions are effective in making public roads safer. The countries that have been most successful in this respect are those that have applied the "Safe System" approach. As part of this approach, it has been demonstrated that speeding is one of the most influential factors both in the number of accidents and, especially, in their severity and mortality. This WHO report therefore proposes a number of proven measures for reducing speed and compliance with speed limits.</p>

Organisation		Strategy/Plan	Summary
<b>WHO</b>	9	<b>Global status report on road safety 2018</b> <a href="#">Website link</a>	<p>The number of road traffic deaths continues to rise, reaching 1.35 million in 2016, while mortality rates in relation to the size of the world's population have stabilised in recent years. The progress made in several countries to stabilise the global risk of dying in road accidents has not come fast enough to offset for the population growth and rapid motorisation of transport that is taking place in many parts of the world. At this rate, the SDG target of halving traffic deaths by 2020 will not be met.</p> <p>However, this review of key risk factors shows that progress is being made to improve key road safety laws, to make infrastructure safer, to adopt vehicle standards and to improve access to post-crash care. Further progress will depend on future success in addressing the range of important challenges that remain.</p>
<b>WHO</b>	10	<b>Saving lives beyond 2020: Next steps. (3rd World Conf.)</b> <a href="#">Downloadable PDF link</a> <a href="#">Downloadable PDF link (Summary in Spanish)</a>	<p>Report containing recommendations from a group of academic experts (EAG: Expert Academic Group), commissioned by the Swedish Ministry for Transport as part of the 3rd Global Ministerial Conference on Road Safety held in Stockholm in February 2020.</p> <p>They propose a series of recommendations to be included in the Stockholm Declaration and for use by political, corporate and civic leaders and professionals worldwide. Their aim is to make progress with road safety with the ultimate goal of Vision Zero, based on an expanded implementation of the WHO Five Pillars, the full uptake of the Safe System concept, and the integration of road safety into the UN Sustainable Development Goals.</p>
<b>WHO</b>	11	<b>Stockholm Declaration (3rd World Conf.)</b> <a href="#">Downloadable PDF link</a>	<p>Final Declaration of the 3rd Global Ministerial Conference on Road Safety held in Stockholm in February 2020.</p> <p>The lessons learned from the Decade of Action for Road Safety 2011-2020 are recognised as the need to promote an integrated approach to road safety, such as the Safe System and Zero Vision approach, to seek sustainable and long-term safety solutions, and to strengthen national inter-sectoral collaboration, including engagement with NGOs and civil society as well as with business and industry that contribute to and influence the social and economic development of countries. It acknowledges that goal 3.6 of the SDG will not be achieved by 2020, and that significant progress can only be achieved through increased national leadership, global collaboration, implementation of evidence-based strategies and involvement of all relevant stakeholders, including the private sector, as well as additional innovative approaches. This is why a number of targets have been set with a view to achieving global goals by 2030.</p>
<b>UNRSTF</b>	12	<b>Global Framework Plan of Action for Road Safety</b> <a href="#">Downloadable PDF link</a>	<p>UNRSTF (United Nations Road Safety Trust Fund) document that seeks to guide low- and middle-income nations in their efforts to build a national road safety system that addresses all aspects of the problem, applying the concept of the Safe System; using the experience of Western countries in recent decades as an example.</p>

Organisation	Strategy/Plan	Summary
<b>GRSP</b>	<b>Strategic Plan 2016-2020</b> <a href="#">Downloadable PDF link</a>	<p>The Global Road Safety Partnership (GRSP) is an organisation sponsored by the World Bank and the International Red Cross, which brings together several public and private institutions around the world with the mission of reducing road deaths and injuries in low- and middle-income countries.</p> <p>The aim of this 2016-2020 Strategic Plan is to guide GRSP activities during the second half of the United Nations Decade of Action for Road Safety 2011-2020. It is also in line with the second half of the Red Cross Strategic Plan: Strategy 2020.</p>
<b>GRSP and VIAS</b>	<b>Towards the 12 voluntary global targets for road safety</b> <a href="#">Website link</a>	<p>A document developed by the Global Road Safety Partnership (GRSP), an organisation sponsored by the World Bank and the International Red Cross) and the VIAS Institute, as a guide for countries seeking to implement the WHO's 12 Voluntary Road Safety Targets for the 2021-2030 ten-year period. It is divided into three areas:</p> <ul style="list-style-type: none"> <li>- Importance of setting intermediate goals and associating them with appropriate KPIs for follow-up.</li> <li>- Management by objectives in three stages: <ol style="list-style-type: none"> <li>1. Actions: Implementing appropriate measures for a factor that contributes to safety</li> <li>2. Results: Expected improvement in the performance of that factor.</li> <li>3. Impact: Measurable improvement in the ultimate objective by the improvement obtained in that factor.</li> </ol> </li> <li>- Need for adequate data collection to carry out these actions.</li> </ul>
<b>World Bank</b>	<b>GRSF Annual Report 2018</b> <a href="#">Downloadable PDF link</a>	<p>Report on the activities carried out by GRSF (Global Road Safety Facility) throughout 2018 worldwide, in six aspects of Road Safety:</p> <ul style="list-style-type: none"> <li>- Safe infrastructures</li> <li>- R&amp;D in road safety.</li> <li>- Global management and leadership in road safety.</li> <li>- Capacity building.</li> <li>- Safe vehicles</li> <li>- Monitoring of and compliance with the rules.</li> <li>- Emergency medical services for post-accident care.</li> </ul>
<b>World Bank</b>	<b>GRA. Toward Sustainable Mobility</b> <a href="#">Downloadable PDF link</a>	<p>GRA is an ambitious and comprehensive effort led by the SUM4All coalition to identify the most relevant and impactful policy measures for achieving sustainable, adaptable mobility in each country's circumstances. It addresses the issues facing transport policy makers in achieving more sustainable mobility for their countries. It makes it possible to</p> <ul style="list-style-type: none"> <li>- Measure how far you are from achieving that ambition.</li> <li>- Learn about more than 180 policy measures that have been tested around the world.</li> <li>- Prioritise those that can generate the greatest impact and design a way forward.</li> </ul>

Organisation	17	Strategy/Plan	Summary
<b>GRA</b>	17	<b>GRA. Toward Sustainable Mobility. Safety</b> <a href="#">Downloadable PDF link</a>	Appendix to the GRA report specifically devoted to safety in the different modes of transport. In the case of road transport, it focuses on recommendations to improve road safety with the Safe System approach and the Zero Vision horizon.
<b>OECD-ITF</b>	18	<b>Towards Zero</b> <a href="#">Downloadable PDF link</a>	Summary of the report "Towards Zero: Ambitious targets for Road Safety and the Safe System Approach", the result of a three-year collaborative effort by an international group of safety experts representing 21 countries, under the aegis of the Joint Transport Research Centre of the International Transport Forum and the OECD. This summary document includes recommendations to help governments increase the scope for results by developing more systemic approaches to road safety. Worth particular mention are the institutional management changes needed in many countries to implement effective interventions as part of the need to adopt a strong focus on results; furthermore, it underlines the economic returns of road safety investments.
<b>OECD-ITF</b>	19	<b>Ministerial Declaration on Transport Safety &amp; Security</b> <a href="#">Downloadable PDF link</a>	Declaration signed by the Ministers of Transport of IRTAD member countries as part of the culmination of the "International Transport Forum" held in Leipzig, Germany, in May 2018. The Forum concluded that safety and protection are a fundamental concern for transport, both as the basis of citizens' right to travel without fear, and as a condition for reliable and efficient transport of goods.
<b>OECD-ITF</b>	20	<b>Road Safety in European Cities. Performance indicators and governance solutions</b> <a href="#">Downloadable PDF link</a>	More than three-quarters of the population of the European Union live in urban areas (UN, 2018) and more than 9,000 people died on urban roads in 2017 (European Commission, 2018). A growing number of local governments are adopting Vision Zero. This report compares road safety performance in 72 urban areas, mainly in Europe, and shows governance solutions adopted to improve urban road safety. There are considerable differences in the risk of death for road users between cities, and much can be learned from cities that have been successful in reducing this risk. However, counting deaths may not tell the full story of a city's road safety performance. Analysis of data relating to injuries caused by traffic accidents is also important. However, road traffic injuries are still notably underreported, and different metrics are used to rate their severity in different locations.
<b>OECD-IRTAD</b>	21	<b>Road Safety Annual Report 2019</b> <a href="#">Downloadable PDF link</a>	The IRTAD Road Safety Annual Report 2019 provides an overview of road safety performance in 41 countries. It summarises the most recent developments in road safety and provides comparative data on the main indicators. It also includes detailed analyses by type of users, age groups and road types. It sets out the process of accident data collection in IRTAD member countries, their current road safety strategies and objectives, and recent information on trends in each country in relation to speed, alcohol and drug use and other aspects of user behaviour. The number of road deaths decreased in most countries in 2018, according to preliminary data. However, these average figures hide large differences in terms of the development of road safety in different countries. The biggest reductions were achieved in Norway and Greece. Norway almost halved its number of road deaths from 208 to 107 between 2010 and 2017.

Organisation		Strategy/Plan	Summary
EU	22	<p><b>Regulation (EU) 2019/2144 of the European Parliament and of the Council on the approval of vehicles and their safety and protection systems</b>  <a href="#">Website link (EU)</a>  <a href="#">Downloadable PDF link (Official State Gazette)</a></p>	<p>European Union regulation making it compulsory to have advanced safety systems (ADAS) in new vehicles from 2022. It also defines the system for approving them by means of Delegated or Enforcement Instruments</p>
EU	23	<p><b>Directive (EU)2019/1936 of the European Parliament and of the Council on Infrastructure Security Management</b>  <a href="#">Downloadable PDF link (Official State Gazette)</a>  <a href="#">Website link (MITMA)</a></p>	<p>European Union Directive that will contribute more significantly to improving road safety throughout the European Union. In June 2020, the Ministry of Transport, Mobility and the Urban Agenda (MITMA) began the process of transposing this directive into Spanish law.</p>
EU	24	<p><b>European Road Safety Charter</b>  <a href="#">Website link</a></p>	<p>The largest civil society platform on road safety. To date, more than 3,800 public and private institutions have signed up to the Charter and have carried out road safety actions and initiatives aimed at their members, employees and the rest of civil society. These actions have strengthened road safety culture across Europe, improved public knowledge about the causes of accidents and helped to create preventive measures and solutions. The wide-ranging community of Charter members consists of businesses, associations, local authorities, research institutions, universities and schools. All of them receive authentic recognition and their actions are published on their website, with a view to teaching and inspiring others.</p>
EU	25	<p><b>Policy orientations 2011-2020</b>  <a href="#">Downloadable PDF link</a></p>	<p>Road safety is a major social issue. Despite the success of previous EU programmes, Europe's roads are still far from safe. In 2009, there were 35,000 deaths and more than 1.7 million injuries in road accidents. Road safety problems are common to all EU countries; therefore a coherent, comprehensive and integrated approach is needed, taking into account synergies with other policy goals. The European policy orientations on road safety through to 2020 aim to provide an overall governance framework and set ambitious targets to guide national and local strategies; following the principles set out below:</p> <ul style="list-style-type: none"> <li>– Achieving the highest level of road safety throughout Europe.</li> <li>– An integrated approach to road safety.</li> <li>– Subsidiarity, proportionality and shared responsibility</li> </ul>

Organisation		Strategy/Plan	Summary
EU	26	<p><b>Best practices in road safety 2010</b>  <a href="#">Downloadable PDF link</a></p>	<p>Project SUPREME consisted of collecting, analysing, summarising and publishing best practices in road safety from the Member States of the European Union, as well as Switzerland and Norway. This document compiles the results of the project for legislators and decision-makers throughout Europe, thus promoting the implementation of successful road safety strategies and measures. In this sense, the aim of the project is to contribute to achieving the EU's goal of reducing road accident victims by 50%, established in 2010, as set out in the document "Policy orientations on road safety 2011-2020".</p>
EU	27	<p><b>Safer Roads for All. The EU Good Practices Guide</b>  <a href="#">Downloadable PDF link</a></p>	<p>European roads remain the safest in the world: with 50 road deaths per million inhabitants, this is the lowest death rate of all regions in the world.</p> <p>The EU's success story can be attributed to many factors: making road safety a political priority; extensive cross-border cooperation for a true European road safety area; adoption of the "Safe System" approach and the "Vision Zero" perspective; target setting, data collection and continuous monitoring of results; and specific actions ranging from education and awareness campaigns to safety-focused legislative actions and technical vehicle regulations.</p> <p>It is in this spirit of collaboration that this new collection of best practices in road safety from the Member States of the European Union is being published.</p>
EU	28	<p><b>Valletta Declaration</b>  <a href="#">Downloadable PDF link</a></p>	<p>Conclusions of the Council of the European Union endorsing the declaration signed by the Ministers of Transport of the Member States of the European Union, who met in Valletta on 29 March 2017. The States have committed to maintaining their efforts to halve the number of deaths between 2011 and 2020, increasing this reduction further still between 2021 and 2030. It has also been emphasised that improvements in road safety should not be measured only by the number of deaths, but should also aim at reducing the number of serious injuries.</p>
EU	29	<p><b>Europe on the Move: Sustainable Mobility for Europe</b>  <a href="#">Downloadable PDF link</a></p>	<p>Following the Low Emission Mobility Strategy, the Commission adopted three 'Europe on the Move' mobility packages in 2017 and 2018. The latest 'Europe on the Move' package sets out a positive agenda and aims to enable all Europeans to benefit from safer traffic, cleaner vehicles and advanced technological solutions, while supporting the competitiveness of EU industry.</p> <p>The goals relating to road safety or mobility are</p> <ul style="list-style-type: none"> <li>— integrated policy for the future of road safety,</li> <li>— safety measures for vehicles and infrastructure,</li> <li>— the first CO2 emission standards for heavy duty vehicles,</li> <li>— forward-looking strategy on connected and automated mobility</li> </ul>
EU	30	<p><b>Annex: Strategic Action Plan, Road Safety</b>  <a href="#">Downloadable PDF link</a></p>	<p>Specific measures proposed for the fulfilment of the goals set out in the previous document.</p>

Organisation	Strategy/Plan	Summary
<p><b>EU</b></p>	<p>31</p> <p><b>Preparatory work for an EU Road Safety Strategy 2020-2030</b>  <a href="#">Website link</a></p>	<p>The EU has reaffirmed its ambitious long-term goal of moving towards the goal of zero deaths by 2050 ("Vision Zero"). This document sets out the Council's conclusions for moving forward on this path, which has been successfully pursued through the strategy currently in force: "Policy orientations on road safety 2011-2020".</p> <p>To this end, this study has focused on three aspects:</p> <ul style="list-style-type: none"> <li>• Establishing the state of road safety policy in Europe up until the end of 2017, based on the interim review carried out in 2015.</li> <li>• Considering current and future changes in mobility that may influence road safety.</li> <li>• Assisting in the preparation of the new EU strategy for 2020-2030.</li> </ul>
<p><b>EU</b></p>	<p>32</p> <p><b>EU road safety policy framework for 2021-2030</b>  <a href="#">Website link</a></p>	<p>By endorsing the March 2017 Valletta Declaration on Road Safety, in the Council's conclusions, EU transport ministers also set, for the very first time, a target for reducing not only the number of deaths, but also the number of serious injuries. To make progress towards these goals, in May 2018, through the "Europe on the move" package of measures, the European Commission presented a new approach to European Union (EU) policy on road safety, together with a medium-term strategic action plan. The aim of this working paper by the Commission's services is to set out how this new policy is being implemented in practice.</p>
<p><b>EU</b></p>	<p>33</p> <p><b>European strategy on cooperative ITS</b>  <a href="#">Downloadable PDF link</a></p>	<p>The coordinated and rapid deployment of cooperative, connected and automated vehicles in road transport requires urgent EU action. If achieved, the deployment of these vehicles will contribute significantly to improving road safety, increasing the efficiency of road transport and ensuring the competitiveness of the industry in the EU.</p>
<p><b>EU</b></p>	<p>34</p> <p><b>Toward automated mobility: EU strategy for the mobility of the future</b>  <a href="#">Downloadable PDF link</a></p>	<p>Mobility is now crossing a new (digital) frontier, with increasing automation and connectivity allowing vehicles to "talk" to one another, to road infrastructure and to other road users.</p> <p>The ambition is for Europe to take the lead worldwide in the deployment of connected and automated mobility through a substantial change that will reduce the number of fatalities on European roads and reduce harmful transport emissions and congestion. Existing EU legislation is already largely suitable for the marketing of automated and connected vehicles. Moreover, EU data protection rules are increasingly recognised on the world stage as they set data protection standards that are among the highest in the world, and will shape the digital revolution in line with European values. However, further regulatory changes will be necessary to build a harmonised, comprehensive and future-proof automation framework.</p>
<p><b>EU</b></p>	<p>35</p> <p><b>Transport White Paper</b>  <a href="#">Downloadable PDF link</a></p>	<p>Strategy paper setting out the Commission's vision for the future of the European Union's (EU) transport system. These targets are part of the Europe 2020 strategy and its flagship initiative for a resource-efficient Europe.</p> <p>It defines ten objectives that respond to serious challenges designed to guide policy actions and measure progress. The objectives include the phasing out of conventionally powered vehicles in cities by 2050 and a 50% shift in medium- and long-distance passenger and freight traffic from road to other modes by 2050. The success of the ten objectives will mean a 60% cut in CO2 emissions and a comparable reduction in oil dependency.</p>

Organisation	36	Strategy/Plan	Summary
<b>EU</b>	36	<b>Urban Agenda for the EU</b> <a href="#">Website link</a>	The Pact of Amsterdam, approved at the Informal Meeting of EU Ministers of Urban Development, held on 30 May 2016, embodies the long-awaited EU Urban Agenda. This has been proposed from a clearly operational perspective, oriented towards 3 specific goals: improving Community regulations, especially those with a direct impact on urban areas, the search for a more effective design and simpler management of EU financing instruments and, finally, the promotion of the knowledge exchange.
<b>ERSO</b>	37	<b>Integration of Road Safety in Other Policy Areas</b> <a href="#">Downloadable PDF link</a>	Road safety is a shared responsibility and requires a well-orchestrated and sustained contribution from various sectors. At the same time, the Safe System approach is well aligned with many other social objectives, in fields such as public health, sustainable mobility and occupational health and safety. The collateral benefits achieved with this approach strengthen the approaches taken by a wide variety of public interventions. In this way, road safety can help to meet a range of other social objectives; nevertheless, any potential conflicts must be identified and resolved. Useful synergies can be created and achieved and certain objectives can be met by integrating security into other policies.
<b>ERTRAC</b>	38	<b>Strategic Research Agenda. (9<sup>th</sup> EU Framework Programme)</b> <a href="#">Downloadable PDF link</a>	The Strategic Research Agenda (SRA) is ERTRAC's key document for preparing the next European Research Framework Programme. The document is divided into six chapters based on the new ERTRAC Vision, which provides long-term goals for the improvement of road transport by 2050. This approach is a way of anchoring research work to social needs. Compared to the previous version, this new SRA has the ambition of further analysing the benefits of innovation for end users. ERTRAC also wants to emphasise the importance of mobility and in particular road transport for society and the economy. Therefore, the possible impacts of the research topics are always taken into consideration
<b>ERTRAC</b>	39	<b>Safe Road Transport Roadmap. Towards Vision Zero</b> <a href="#">Downloadable PDF link</a>	In its vision for 2050, the European Road Transport Research Advisory Council (ERTRAC) sets long-term objectives for the improvement of road transport over the next three decades. However, the EU has currently reached a standstill in its efforts to improve road safety. The numbers of deaths and particularly injuries have remained almost constant since 2013. The overall scope of the roadmap is broad, covering all elements of the road transport system, all modes of road transport and all phases from preventive safety to post-crash safety. This document complements several other ERTRAC roadmaps, in particular the roadmap on connected and automated driving.
<b>EuroNCAP</b>	40	<b>2025 Roadmap: In Pursuit of Vision Zero</b> <a href="#">Downloadable PDF link</a>	Automated driving has huge safety potential as it helps to eliminate driver error. Euro NCAP will promote the rapid and safe deployment of this technology in vehicles by categorising the type and degree of assistance/automation offered, outside the main star-based system. At the same time, Euro NCAP will provide information to consumers to allay fears, in addition to maintaining realistic expectations about the degree of automation offered and the need for surveillance in cars where the level of automation is low or not universal. Finally, in terms of truck safety in cities, motorised two-wheelers and cyber-security, the roadmap sets out the projects that Euro NCAP can collaborate with, although it does not necessarily take the lead role.

Organisation	Strategy/Plan	Summary
<b>ETSC</b>	41 <b>EU Strategic Action Plan on Road Safety</b> <a href="#">Downloadable PDF link</a>	ETSC input in relation to the EC document: "EU Road Safety Policy Framework 2021-2030 Next steps towards VISION ZERO". In particular, it sets out a series of performance indicators (KPIs) for the lines of action proposed by the EU, which coincide with the Safe System approach.
<b>ETSC</b>	42 <b>Road Safety Performance Index (PIN) Report 2019</b> <a href="#">Downloadable PDF link</a>	25,047 people lost their lives on the EU's roads in 2018, down 1% compared to 2017. The EU has collectively reduced the number of road deaths by just 4% over the past five years. Progress has been made over a longer period, but not enough to reach the 2020 target (halving the number of deaths recorded in 2010). Since 2010, EU countries have achieved an overall reduction in road deaths of 20.7%, equivalent to an average annual reduction of 2.8%. An annual reduction of 6.7% between 2010 and 2020 would have been needed to achieve the 2020 target through steady progress made in terms of annual percentage. This reduction was not achieved and the goal is now out of reach. The EU would need to reduce the number of road deaths by 20.6% in 2019 and 2020 to reach the target, which is very unlikely to occur.
<b>FERSI</b>	43 <b>Towards an evidence-based national road safety programme. A two-stage approach</b> <a href="#">Downloadable PDF link</a>	Proposal of FERSI (Forum or European Road Safety Research Institutes) for the implementation of Road Safety Strategies in two stages: 1. Evidence-based diagnosis (statistics and studies). 2. Actions ("Therapy") to resolve the problems detected, using evidence of their effectiveness and cost-efficiency ratio.
<b>FIA</b>	44 <b>Position on EU Safety Regulation</b> <a href="#">Downloadable PDF link</a>	By reviewing the General Safety Regulation, the European Union has expressed its goal of improving road safety by updating its technical and legal framework to incorporate new safety technologies. FIA Region I (Europe, Middle East and Asia) welcomes the EU's ambitious safety targets and encourages the use of proven safety technologies as a standard for all vehicles, in particular: Active vehicle safety: <ul style="list-style-type: none"> <li>— The mandatory introduction of autonomous emergency braking and lane keeping systems.</li> </ul> Assistance systems in passenger cars: <ul style="list-style-type: none"> <li>— The installation of seat belt reminders on all seats in M1 cars and N1 light commercial vehicles.</li> </ul> Passive vehicle safety: <ul style="list-style-type: none"> <li>— The adoption of the new standard for the pole test (UN Regulation No. 135) in crash tests for passenger cars</li> <li>— Improved protection against rear-end collisions in heavy vehicles</li> </ul>

Organisation		Strategy/Plan	Summary
<b>ITF-OISEVI</b>	45	<b>Benchmarking road safety in Latin America</b> <a href="#">Downloadable PDF link</a>	<p>Road safety is a major problem in Latin America and substantial action is required to reduce the number of road casualties. There is a high road mortality rate (deaths per 100,000 inhabitants) in the ten countries compared to the European Union average.</p> <p>In the absence of specific policy interventions, unless there is significant investment and strong leadership, the number of road deaths will grow in Latin America over the next decade. Motorisation has increased in all countries and has significantly increased exposure to transit-related risks.</p> <p>While adequate legislation exists in all countries, speeding, driving under the influence of alcohol, and the limited use of seat belts and helmets by motorbike users are common problems in all ten countries. Addressing these problems and reducing the number of fatalities and serious injuries on the roads will require considerable efforts</p>
<b>UNESCAP</b>	46	<b>Ministerial Conference on Transport (Moscow 2016)</b> <a href="#">Downloadable PDF link</a>	<p>The Ministerial Conference recommends ESCAP to endorse the Ministerial Declaration on Sustainable Transport Connectivity in Asia and the Pacific, including the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017-2021).</p> <p>It highlighted the key role of transport in implementing the Agenda 2030 for Sustainable Development in light of its particular functions in providing people, industry and agriculture with access to economic and social opportunities and in combating climate change. It considered transport as a facilitator in achieving the Sustainable Development Goals. To this end, it reiterated the importance of integrated intermodal transport systems in achieving sustainable transport connectivity in the region.</p>
<b>UNESCAP</b>	47	<b>Strengthening Regional Efforts to Improve Road Safety</b> <a href="#">Downloadable PDF link</a>	<p>Road traffic accidents kill more than 730,000 people a year in the Asia-Pacific region. One of the targets of Sustainable Development Goal 3 is to halve road deaths and injuries by 2020. However, current progress means that it will be virtually impossible for the region to achieve this target. The two main causes of accidents in the region are negligence and failing to adhere to rules, followed by speeding and drink-driving.</p>
<b>UNESCAP</b>	48	<b>Strategies to Tackle the Issue of Speed for Road Safety</b> <a href="#">Downloadable PDF link</a>	<p>There is a direct correlation between vehicle speeds and the likelihood of physical harm to people, and the likelihood of accidents, injury and death increases as vehicle speeds increase. Furthermore, vulnerable road users, i.e. pedestrians, cyclists and motorcyclists, are at high risk of serious or fatal injuries in crashes, even at low speeds, because they are poorly protected.</p> <p>A safe speed is a speed at which it is appropriate not only to the use/type and quality of the road, but also to a country's vehicle fleet and the type and combination of road users. Speed management, therefore, includes setting speed limits that reflect these considerations and reduce the likelihood of death or injury in the event of a crash (known as survival speed limits), as well as preventing speed limit violations (speeding).</p>

Organisation	Strategy/Plan	Summary
<b>AU</b>	49 <b>African Road Safety Charter</b> <a href="#">Downloadable PDF link</a>	Declaration of Principles for Member States of the African Union to commit to drastically improving road safety, in line with the United Nations/World Health Organisation Decade of Action for Road Safety 2011-2020 Particular concern has been expressed over the fact that accident and death rates in Africa are extraordinarily high and the majority of victims are pedestrians, cyclists and motorcyclists, and in particular children and young people. In fact, road accidents cost almost 2% of the GDP of these countries.
<b>UNECA</b>	50 <b>Decade of Action 2010-2020. African Director Plan</b> <a href="#">Downloadable PDF link</a>	A plan to develop the goals and objectives of the Decade of Action for Road Safety 2011-2020 in Africa, a continent handicapped by significant differences between countries when it comes to road safety.
<b>UNECE</b>	51 <b>Sustainable Urban Mobility and Public Transport in Unece Capitals</b> <a href="#">Downloadable PDF link</a>	Study published in 2015 by UNECE. The first part analyses the relationship between the need for urban mobility and public transport, and its impact on sustainability and pollution, in a theoretical way, and the second part applies this to the region's capitals, with a list of the specific circumstances in each of them. Chapter 4 sets out the conclusions of the analysis presented in chapter 2, and provides a number of recommendations (point 4.2) for consideration by the authorities on how to further improve urban transport and mobility.
<b>POLIS</b>	52 <b>The new paradigm for safe city streets</b> <a href="#">Downloadable PDF link</a>	Declaration of principles of European organisations POLIS (Cities and regions for Transport Innovation) and EUROcities concerning the role that cities have to play in enhancing road safety, and the specific aspects that this represents in the urban environment, where there is a much greater association between different modes of transport and different types of users, many of whom are particularly vulnerable. The document includes a series of principles considered necessary for solid and effective action for road safety, within the application of the Safe System approach to the urban environment.
<b>PIARC</b>	53 <b>Road Safety Manual</b> <a href="#">Downloadable PDF link</a>	Manual designed to be a comprehensive, state-of-the-art international reference document that can help all countries meet key objectives. The aim is to guide the management of the safe planning, design, operation and use of the road network in low-, middle- and high-income countries. This highlights effective management and policy frameworks, technical references and provides general guidance on managing interventions to achieve results.

Organisation		Strategy/Plan	Summary
<b>PIARC</b>	54	<p><b>The implementation of national policies on the Insurance System</b>  <a href="#">Website link (Registration required)</a></p>	<p>The United Nations and other international organisations have recognised that the Safe System approach is an essential element in improving road safety. The PIARC Road Safety Manual describes the key elements of the Safe System Method and reinforces its principles.</p> <p>This report contributes to global road safety by summarising national safety system policies and implementation in relation to the Safe System Approach. The report also highlights measures that can be taken by both low-income and middle- and high-income countries to accelerate progress towards the outcomes of the Insurance System.</p>
<b>PIARC</b>	55	<p><b>Strategic Plan 2020-2023</b>  <a href="#">Downloadable PDF link</a></p>	<p>The Strategic Plan sets out the principles that will guide the Partnership throughout the 2020-2023 cycle. The document is divided into two sections:</p> <p>Section 1: Strategic principles of the Association, key aspects and organisational principles. This base will serve as a guideline throughout the working period; it will be reviewed at the end of the cycle to ensure that the Association is aligned both with the strategic challenges faced by its members and the overall issues of concern in the road and transport sectors.</p> <p>Section 2: Business Plan, based on Strategic Themes and Terms of Reference for the technical bodies to implement the objectives. The Association is concerned with ensuring that the Business Plan responds to the rapid political and technical changes arising from the natural dynamism of the transport sector.</p>

### 3.3. Summary of the proposed Vision and Strategic Objectives

The wide range of documents analysed provides a fairly general overview of the current approach to security policies worldwide, their long-term vision, the goals set for achieving them and the specific lines of action for carrying them out; especially in the areas and countries that perform strongest in this field.

Furthermore, having considered relevant documents from the past 10 years, an analysis can be performed on the progress made by these policies over time, and the main issues for the future, which is, after all, the goal pursued by the Road Safety Strategy for 2021-2030.

In this sense, both documents proposed in the time frame of the current Road Safety Strategy, i.e. between 2011 and 2020, and those that pose the challenges or have even already established strategies for the 2021-2030 period have been analysed. The time frame of the current ESV coincides with the WHO's Decade of Action for Road Safety 2011-2020, and most of the supranational documents analysed, published on those dates, correspond to that same time frame, when the WHO's approaches were not directly adhered to. And for this very reason, most documents that look towards the future do so in the context of the coming decade.

This evolution over time is analysed more clearly by structuring the list of documents analysed depending on the "decade of action" to which they refer, and within each of them, their chronological order based on the date of publication; as is the case of the table on page 25. This allows us to distinguish between documents prepared during the decade of action now coming to an end (marked in grey in the table) and those that look towards the next decade of action (marked in blue in the table). The table also includes data on the long-term vision and strategic approach of each of them.

#### 3.3.1. Vision proposed in the documents analysed

With regard to the vision, the following has been seen:

- During the 2020s, **"Vision Zero"** has been taken up by a majority of countries. The UN/WHO and the EU have all signed up to this initiative. However, no mention is made of it in documents referring to geographical areas such as Africa, Asia or Latin America where, given road safety performance figures in recent years, although a vision and specific objectives for improvement are clearly defined, Vision Zero seems excessively utopian.
- Furthermore, in the second half of the decade, following the publication of Agenda 2030 by the UN, compliance with the SDG, particularly those in terms of road safety and sustainable mobility, already appears as a vision in certain documents.
- This relationship between road safety and sustainability also appears in other documents published during the decade, although they do not explicitly mention the SDG.
- In documents looking towards the next decade, the adoption of Vision Zero is already virtually universal, not only in UN/WHO or EU documents (the EU proposal is in fact entitled Next steps towards "Vision Zero", document #32). One of the clearest points in the vision that all road safety policies define for the next decade is: **No traffic or mobility victim is**

**acceptable**, and interim goals in reducing the number of traffic-related deaths or injuries should not be seen as goals in themselves, although they only represent milestones on the way to achieving the ultimate goal: zero victims.

- All UN/WHO documents for the coming decade refer to the two visions: Vision Zero and the achievement of the SDG. The vast majority of others reflect this relationship between security and sustainability, even if there is no explicit mention of the SDG. This is another key point in the vision for road safety policies over the coming decade: **for transport and mobility to be sustainable, they must be safe.**

In terms of the approach taken by different policies to achieve this long-term vision, certain progress has been made over time leading up to the approaches for the coming decade:

- In the decade prior to 2020, the **“Safe System”** approach has been taken up by the majority. In addition to being adopted across the EU, it has been taken up by other authorities.
- The UN/WHO and regional bodies of the UN have identified the implementation of the **“Five Pillars”** of the Decade of Action for Road Safety 2011-2020 as a means of achieving road safety.
- All UN/WHO documents for the coming decade are supported by the “Five Pillars”. However, the most recent documents, those corresponding to the 3rd Global Ministerial Conference on Road Safety held in Stockholm in February 2020 (documents 9 and 10), both mention them as compatible and complementary approaches: Building “Vision Zero” from the WHO’s “Five Pillars”, incorporating the adoption of the “Safe System” approach for their implementation.
- Another element that has emerged in recent years as a key to improving road safety is **technology applied to vehicles and roads**, as a means of reducing accidents caused by “human factors” (distraction, speeding, alcohol or drug consumption, etc.). In recent years, the downward trend in these factors has slowed and, in some user groups, started to increase again. This emphasis on technology means:
  - In the short term: The full deployment of **ADAS systems**.
  - In the medium term, **connectivity** between vehicles and roads.
  - And in the long term: a trend towards **automated driving**.

## Vision and approach of the supranational strategies analysed

Organisation	Strategy/Plan	Year of publication	Decade of action	Vision Zero	SDG	Sustainable development	Five Pillars	Safe System
EU	European Road Safety Charter	2004	2020			YES		YES
OECD-ITF	Towards Zero	2008	2020	YES				YES
EU	Best practices 2010	2010	2020	YES				YES
UNECA	African Director Plan	2011	2020	YES			YES	
EU	Policy orientations 2011-2020	2011	2020	YES				YES
EU	Transport White Paper	2011	2020	YES		YES		YES
WHO	Global Plan for 2011-2020	2011	2020				YES	YES
UNECE	Urban Mobility and Public Transport	2015	2020			YES		
PIARC	Road Safety Manual	2015	2020					YES
UNESCAP	Ministerial Conference 2016	2016	2020			YES	YES	
EU	Urban Agenda for the EU	2016	2020	YES		YES		YES
GRSP	Strategic Plan 2016-2020	2016	2020	YES				
AU	African Road Safety Charter	2016	2020					
EU	The EU Good Practices Guide	2017	2020	YES				YES
ITF-OISEVI	Road Safety Benchmarking in Latin America	2017	2020					
UNESCAP	Strengthening Regional Efforts	2018	2020		YES	YES		YES
WHO	Global Status Report 2018	2018	2020		YES	YES		YES
OECD-ITF	Declaration on Transport Safety & Security	2018	2020		YES	YES		YES
B. Worldwide	GRSF Annual Report 2018	2018	2020	YES				
ERSO	Integration of Road Safety in Other Policy Areas	2018	2020	YES		YES		YES
UN	Agenda 2030 for sustainable development	2015	2030	YES	YES	YES		
EU	EU strategy for cooperative ITS	2016	2030	YES		YES		YES
UN	Sustainable Transport for Development	2016	2030	YES	YES	YES		
WHO	Indicators for World Road Safety Goals	2016	2030	YES			YES	YES
EU	Valletta Declaration	2017	2030	YES		YES		YES

Organisation	Strategy/Plan	Year of publication	Decade of action	Vision Zero	SDG	Sustainable development	Five Pillars	Safe System
UN	4 New Urban Agenda	2017	2030	YES	YES	YES		
WHO	7 Save Lives Package	2017	2030	YES			YES	YES
WHO	8 Speed control	2017	2030	YES	YES	YES		YES
EuroNCAP	40 2025 Roadmap: Vision Zero	2017	2030	YES				
EU	30 Europe on the Move: Annex 1: Road Safety	2018	2030	YES		YES		YES
EU	31 Preparatory work: EU Strategy	2018	2030	YES		YES		YES
EU	34 Toward automated mobility	2018	2030	YES		YES		YES
FIA	44 Position on EU Safety Regulation	2018	2030	YES				YES
ERTRAC	38 Strategic Research Agenda	2018	2030	YES		YES		YES
UNRSTF	12 Global Framework Plan of Action, Road Safety	2018	2030	YES	YES	YES	YES	YES
UNESCAP	48 Strategies to tackle the Issue of Speed	2019	2030					YES
POLIS	52 The New Paradigm for Safe City Streets	2019	2030	YES		YES		YES
PIARC	54 Application of Safe System policies	2019	2030		YES			YES
OECD-ITF	20 Road Safety in European Cities	2019	2030	YES				
OECD-IR-TAD	21 Road Safety Annual Report 2019	2019	2030	YES				
B. Worldwide	16 GRA. Toward Sustainable Mobility	2019	2030	YES		YES		YES
B. Worldwide	17 GRA. Toward Sustainable Mobility, Safety	2019	2030	YES				YES
ETSC	41 EU Strategic Action Plan on Road Safety	2019	2030	YES		YES		YES
ETSC	42 Road Safety PIN Report 2019	2019	2030	YES				YES
FERSI	43 Two-stage approach	2019	2030	YES				YES
ERTRAC	39 Safe Road Transport Roadmap	2019	2030	YES		YES		YES
EU	32 EU policy framework for 2021-2030	2019	2030	YES		YES		YES
PIARC	55 Strategic Plan 2020-2023	2020	2030			YES		YES
WHO	10 Expert Group (3rd World Conf)	2020	2030	YES	YES	YES	YES	YES
WHO	11 Stockholm Declaration (3rd World Conf)	2020	2030	YES	YES	YES	YES	YES
GRSP	14 Toward the 12 voluntary targets	2020	2030				YES	
UN	2 Improving global road safety	2020	2030	YES	YES	YES	YES	YES

### 3.3.2. Strategic objectives proposed in the documents analysed

The strategic objectives proposed by the different strategies analysed, and placing a focus on those projected over the coming decade, are in line with Vision Zero adopted by all of them.

How these objectives should be achieved to meet the vision is clearly defined in the World Bank's GRA initiative (*GRA. Toward Sustainable Mobility. Paper 5: Safety*, document #17)

- **Establish a main long-term strategic objective.** In this case, **Vision Zero for 2050**. Setting a long-term objective is important to avoid losing sight of the fact that interim achievements are not acceptable as goals in themselves, but only as milestones on the way to the only really acceptable goal: zero deaths and injuries.
- **Establish intermediate quantitative objectives.** For example: half of all deaths and injuries in 2020: As a milestone on the road to Vision Zero, but without losing sight of the fact that interim achievements are not objectives in themselves.
- **Establish key safety indicators**, so that progress towards interim objectives can be monitored. The use of the number of deaths and injuries as the only indicator of safety has proved to be clearly insufficient, as a short-term reduction in this indicator does not necessarily reflect a long-term trend. Therefore, it is not only necessary to establish **results-based indicators**, but also **performance indicators** (KPIs, or *Key Performance Indicators*) in relation to the development of actions to be carried out to achieve the objectives. Therefore, it will be possible to really track the correlation between actions carried out and their results in improving road safety. In other words, applying the **“Management by Objectives”** method to road safety improvement policies.

To effectively put this into practice, FERSI proposes the implementation of the Road Safety Strategies in two stages (*Towards an evidence-based national road safety programme. A two-stage approach*, document #43):

- Evidence-based **diagnosis** (statistics and studies):
  - Based on real and reliable data on accidents and their causes.
  - Establish performance indicators (KPIs) to measure progress
- **Actions** (“Therapy”) to resolve the problems detected, using evidence of their effectiveness and cost-efficiency ratio:
  - Identify the most appropriate actions or combinations of actions to resolve the problems.
  - Measure their efficiency by means of expected costs and benefits.
  - Monitor the implementation of the measures and their effect on road safety, adjusting them if necessary

Based on these premises, and in order to make progress towards Vision Zero over the coming decade, the most relevant strategic objectives proposed are as follows:

- **UN:** The **SDG goals** relating to road safety and sustainable mobility:

- Goal 3.6. Traffic accidents: By 2020, halving the number of deaths and injuries caused by road traffic accidents worldwide.
- Goal 11.2. Public transport: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.
- Goal 7.A. Research and investment in clean energy: By 2030, increase international cooperation to facilitate research and access to technology, clean, renewable energy, less fossil fuels, etc.
- **UN:** The **Second Decade of Action for Road Safety**, with the aim of reducing the number of deaths and injuries caused by road accidents by 2030
- **WHO:** The **Five Pillars** of Road Safety
  - Pillar 1: Road safety management.
  - Pillar 2: Safer roads and mobility.
  - Pillar 3: Safer vehicles.
  - Pillar 4: Safer road users.
  - Pillar 5: Post-accident response.
- **EU:** Concerning **road safety** in general (*EU road safety policy framework for 2021-2030. Next steps towards Vision Zero*, document #32):
  - The **“Vision Zero”** mentality must become more ingrained than it has been to date, both among policy makers and society in general (in particular, companies and institutions that require their employees or partners to be on the move, must integrate road safety into their value chains: suppliers, customers, employees, etc.)
  - Implement the **“Safe System”** across the EU.
  - We must be prepared for **new trends**, such as the phenomenon of **distractions** caused by mobile devices. Some **technological advances**, primarily in the areas of connectivity and automation, will generate new opportunities for road safety by reducing the scope for human error. However, new machines are not yet as good as their human counterparts and, at least in the transition phase, new risks are emerging.
  - **Automation, as well as the collaborative economy and the constant evolution of new forms of personal mobility** also offer new opportunities to combat traffic congestion, especially in urban areas. While these transport options are interesting and more environmentally friendly, we must also ensure that they are safe.
  - Towns and cities in particular are well positioned to develop **synergies between safety and sustainability measures**: for example, less car use in cities combined with safer environments for pedestrians and cyclists will reduce CO<sub>2</sub> emissions, improve air quality, decrease traffic congestion and help create a more active and healthy population (although

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without losing sight of the fact that, in terms of road safety, this requires greater efforts to protect vulnerable users, in this case pedestrians and cyclists).

- Enable **access to safe and affordable mobility** for all members of society, in particular disabled people and the elderly, and place a greater emphasis on the gender aspects of road safety.
- **EU:** Concerning **short-term technological progress: the full integration of ADAS** that have been proven to be fully efficient (*Regulation (EU) 2019/2144*, document #21):
  - Implementation schedule through to 2024 based on vehicle types.
- **EU:** Concerning **medium-term technological advances: connectivity** between vehicles and roads (*European Strategy on Cooperative ITS*, document #33):
  - Priorities for the implementation of cooperative ITS services
  - Security of communications for cooperative ITS
  - Privacy and data protection guarantees
  - Communication technologies and frequencies
  - Interoperability at all levels
  - Assessment of compliance
  - Legal framework
  - International cooperation
- **EU:** Concerning **long-term technological progress:** automated driving (*Toward automated mobility. EU strategy for the mobility of the future*, document #34):
  - EU reinforcement of technologies and infrastructure for automated mobility:
  - Substantial investments will be required to develop the relevant technologies, to create the necessary infrastructure support and to ensure the uptake of automated mobility across society.
  - Ensure an internal market for the safe adoption of automated mobility: To ensure legal certainty, to encourage investment in the relevant technologies and to protect citizens against the new risks posed by driverless vehicles.
  - Anticipate the effects of automated mobility on society and the economy.

### 3.4. Summary of Proposed Numerical Objectives

As indicated in the chapter above, establishing numerical objectives, both in terms of results and performance, is necessary to really trace the correlation between actions carried out and the fulfilment of the objectives and their final results in the improvement of road safety.

#### 3.4.1 Results-based objectives proposed in the documents analysed:

- **Vision Zero:** by 2050.
- **UN: SDG, goals 3.6:** By 2020, halving the number of deaths and injuries caused by road traffic accidents worldwide. Updated to 2030 by the draft resolution: Improving global road safety.
- **WHO: By 2030,** all vehicles manufactured and sold will be equipped with the appropriate safety levels.
- **EU: By 2030,** halve the number of deaths in the EU compared to the 2020 benchmark.
- **EU: By 2030,** halve the number of people seriously injured in the EU compared to the 2020 benchmark.

#### 3.4.2. Performance objectives in the documents analysed:

- **WHO** (Voluntary targets):
  - Pillar 1. Goal 1: By 2020, all countries will have a comprehensive, multi-sectoral national road safety action plan in place with time-bound targets.
  - Pillar 1. Goal 2: By 2030, all countries will have signed up to one or more of the core United Nations legal instruments on road safety.
  - Pillar 2. Goal 3: By 2030, all new roads will meet the technical standards for all users that take into account road safety, or have a rating of three stars or more.
  - Pillar 2. Goal 4: By 2030, more than 75% of journeys on existing roads will be on roads that meet technical standards for all users that take road safety into consideration.
  - Pillar 3. Goal 5: By 2030, 100% of new vehicles (defined as manufactured, sold or imported) and used vehicles will meet very high safety standards, such as the United Nations Regulations or the Global Technical Regulations recommended as priority, or national performance requirements recognised as equivalent.
  - Pillar 4. Goal 6: By 2030, halve the proportion of vehicles travelling faster than the maximum speed set and achieve a reduction in injuries and deaths from speeding.
  - Pillar 4. Goal 7: By 2030, increase the proportion of motorcyclists using standardised helmets correctly to nearly 100%.
  - Pillar 4. Goal 8: By 2030, increase the proportion of motor vehicle occupants using seat belts or standardised child restraints to nearly 100%.

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- Pillar 4. Goal 9: By 2030, halve the number of road traffic injuries and deaths due to alcohol-impaired driving, and/or achieve a reduction in those caused by other psychoactive substances
  - Pillar 4. Goal 10: By 2030, all countries will have national laws restricting or prohibiting the use of mobile phones while driving.
  - Pillar 4. Goal 11: By 2030, all countries will have enacted regulations on driving time and rest periods for professional drivers, and/or will have adhered to international regulations.
  - Pillar 5. Goal 12: By 2030, all countries will have set and achieved national targets to minimise the time delay between a road traffic accident and the provision of emergency care by professionals.

### 3.5. Summary of proposed indicators

In line with the preceding chapter, with a view to measuring the degree of progress with the different objectives, both in terms of results and performance, the corresponding indicators have been established:

- The result-based indicators make direct reference to the reduction of the road accidents: number of deaths or serious injuries, either in global terms or broken down by groups, users, types of road, etc. They therefore correspond to the results-based objectives set out in the chapter 3.4.1.
- Key performance indicators (KPI) refer to the degree of compliance with the lines of action or specific measures implemented to achieve the goals.

The main benchmark key performance indicators (KPIs) for the next decade are those proposed in three of the documents analysed:

- *EU Road Safety Policy Framework 2021-2030* (document #32).
- *WHO: Proposed indicators for voluntary Global Road Safety Targets* (document #6), with the aim of measuring progress towards the 12 voluntary targets proposed by the WHO at an international level.
- *GRSP and VIAS: Towards the 12 Voluntary Global Targets for Road Safety* (document #14), with the same objective as the document above, but at a national level.

All these KPIs are summarised in the two tables below:

### EU: Key Performance Indicators for Road Safety (KPIs)

	Key Topic	Key Performance Indicator (KPI)
1	Speed	Percentage of vehicles travelling within the speed limit
2	Seat belts and CRS	Percentage of vehicle occupants wearing seat belts and child restraints correctly
3	Protective equipment	Percentage of users (of two-wheeled motor vehicles and bicycles) who correctly use helmets and other protective equipment (such as gloves or protective elements for their torso, back, arms or legs).
4	Alcohol	Percentage of drivers who drive within the legal blood alcohol limit
5	Distractions	Percentage of drivers who do not manually handle a mobile phone (or other portable device).
6	Safe vehicles	Percentage of new passenger cars with a EuroNCAP safety rating equal to or higher than a predefined threshold (This threshold will be defined later).
7	Infrastructures	Percentage of distance travelled on roads with a safety rating above a predefined threshold (This threshold will be defined later).
8	Post-accident care	Time, in minutes and seconds, between the emergency call after an accident in which people were injured and the arrival of the emergency services at the scene

## WHO: Proposed performance indicators for the 12 Voluntary Global Goals (at an international level)

Pillar and Goal	Performance Indicator
Pillar 1. Goal 1	<ul style="list-style-type: none"> <li>Number of countries that have published a national action plan with time-bound targets for reducing deaths and injuries.</li> </ul>
Pillar 1. Goal 2	<ul style="list-style-type: none"> <li>Number of countries that have signed up to each United Nations legal instrument on road safety</li> </ul>
Pillar 2. Goal 3	<ul style="list-style-type: none"> <li>Number of countries with technical standards for roads that take into account the safety of all users, have a rating equivalent to three or more stars, or comply with the relevant United Nations conventions</li> <li>Number of countries where all new roads take into account the safety of all users, have a rating equivalent to three or more stars, or comply with relevant United Nations conventions.</li> <li>Number of countries carrying out assessments or audits on new roads using systematic approaches such as IRAP.</li> <li>Number of countries with technical standards for roads that take into account the safety of all users, have a rating equivalent to three or more stars, or comply with the relevant United Nations conventions</li> <li>Number of countries where all new roads take into account the safety of all users, have a rating equivalent to three or more stars, or comply with relevant United Nations conventions.</li> <li>Number of countries carrying out assessments or audits on new roads using systematic approaches such as IRAP.</li> </ul>
Pillar 2. Goal 4	<ul style="list-style-type: none"> <li>Number of countries with technical standards for roads that take into account the safety of all users, have a rating equivalent to three or more stars, or comply with the relevant United Nations conventions</li> <li>Number of countries carrying out inspections on existing roads using systematic approaches such as iRAP.</li> <li>Number of countries that have made improvements to existing road infrastructure to meet the prescribed standard.</li> </ul>
Pillar 3. Goal 5	<ul style="list-style-type: none"> <li>Number of countries with technical standards for vehicles that meet very strict standards, such as UN Regulations or Global Technical Regulations recommended as priority, or equivalent national standards.</li> <li>Number of countries carrying out regulatory vehicle inspections using systematic approaches such as IRAP.</li> <li>Number of countries that have changed regulations on the export of used vehicles.</li> </ul>
Pillar 4. Goal 6	<ul style="list-style-type: none"> <li>Number of countries that have halved the number of vehicles travelling faster than the maximum speed and have succeeded in reducing speed-related injuries and deaths.</li> <li>Number of countries with legislation setting appropriate speed limits in accordance with the principles of safety systems.</li> <li>Number of countries applying speed limits.</li> <li>Number of countries compiling data on speed limit violations</li> </ul>
Pillar 4. Goal 7	<ul style="list-style-type: none"> <li>Number of countries where the proportion of motorcyclists using standardised helmets correctly is 100% or close to this figure.</li> <li>Number of countries that have legislation requiring motorcyclists to wear a helmet fastened properly, which meets appropriate standards, such as Regulation 22 or an equivalent national standard</li> <li>Number of countries regulating the production/import of helmets.</li> <li>Number of countries enforcing legislation on the use of helmets.</li> <li>Number of countries compiling data on helmet use.</li> </ul>

Pillar and Goal	Performance Indicator
Pillar 4. Goal 8	<ul style="list-style-type: none"> <li>• Number of countries where the proportion of motor vehicle occupants using seat belts or standardised child restraint systems is 100% or close to this figure.</li> <li>• Number of countries with legislation requiring that all motor vehicle occupants wear seat belts.</li> <li>• Number of countries that have legislation requiring, as appropriate, the use of child restraints that meet appropriate standards, such as Regulation No. 44 or 129 [and Regulation No. 145] or an equivalent national standard.</li> <li>• Number of countries enforcing the use of seat belts.</li> <li>• Number of countries enforcing the use of child restraint systems.</li> <li>• Number of countries compiling data on seat belt use.</li> <li>• Number of countries compiling data on the use of CRS.</li> </ul>
Pillar 4. Goal 9	<ul style="list-style-type: none"> <li>• Number of countries that have adequate legislation on driving under the influence of alcohol or other psychoactive substances with provisions allowing law enforcement authorities to test and measure the levels of alcohol and psychoactive substances.</li> <li>• Number of countries enforcing legislation on the use of alcohol or psychoactive substances by drivers.</li> <li>• Number of countries compiling data on the consumption of alcohol or psychoactive substances by drivers</li> </ul>
Pillar 4. Goal 10	<ul style="list-style-type: none"> <li>• Number of countries with legislation prohibiting the use of mobile phones when driving.</li> <li>• Number of countries with legislation restricting the use of mobile phones when driving.</li> <li>• Number of countries enforcing legislation on the use of mobile phones when driving.</li> <li>• Number of countries compiling data on mobile phone use when driving.</li> </ul>
Pillar 4. Goal 11	<ul style="list-style-type: none"> <li>• Number of countries with legislation on driving time and rest periods for professional drivers.</li> <li>• Number of countries that perform checks on the working hours of drivers i) at companies, and ii) on the road.</li> </ul>
Pillar 5. Goal 12	<ul style="list-style-type: none"> <li>• Number of countries that have defined and achieved targets on the time delay between a road traffic accident resulting in a major injury and the provision of emergency care by professionals.</li> <li>• Number of countries compiling data on the time interval between a road traffic accident and the provision of emergency care by professionals, as necessary.</li> </ul>

## GRSP and VIAS: Proposed performance indicators for the 12 Voluntary Global Goals (at a national level)

Pillar and Goal	Performance Indicator
Pillar 1, Goal 1	<ul style="list-style-type: none"> <li>• % of National Plan Actions that have been successfully completed.</li> <li>• % of National Plan Goals that have been achieved.</li> </ul>
Pillar 1, Goal 2	<ul style="list-style-type: none"> <li>• Number of international agreements ratified and implemented at a national level.</li> </ul>
Pillar 2, Goal 3	<ul style="list-style-type: none"> <li>• % of km of new roads with a rating of three stars or more for all users.</li> <li>• % of different types of users who consider new roads to be safe.</li> </ul>
Pillar 2, Goal 4	<ul style="list-style-type: none"> <li>• % of km travelled on existing roads with three stars or more for all users.</li> <li>• % of different types of users who consider existing roads to be safe.</li> </ul>
Pillar 3, Goal 5	<ul style="list-style-type: none"> <li>• % of vehicles in the fleet that meet very high safety standards.</li> </ul>
Pillar 4, Goal 6	<ul style="list-style-type: none"> <li>• % of drivers who respect speed limits.</li> <li>• % of drivers who report exceeding speed limits in the last 30 days.</li> <li>• % of drivers who consider it is acceptable to exceed speed limits.</li> </ul>
Pillar 4, Goal 7	<ul style="list-style-type: none"> <li>• % of motorcyclists who correctly use a standardised helmet.</li> <li>• % of motorcyclists who declare that they always wear a helmet.</li> <li>• % of motorcyclists who consider it acceptable not to wear a helmet.</li> </ul>
Pillar 4, Goal 8	<ul style="list-style-type: none"> <li>• % of drivers who wear their seat belts correctly.</li> <li>• % of passengers who wear their seat belts correctly.</li> <li>• % of children correctly protected using CRS appropriate to their age and size.</li> <li>• % of drivers and passengers who declare that they always wear a seat belt.</li> <li>• % of drivers who declare that they always secure children using CRS in their car.</li> </ul>
Pillar 4, Goal 9	<ul style="list-style-type: none"> <li>• % of drivers who comply with alcohol limits.</li> <li>• % of drivers who report exceeding the blood-alcohol limits in the preceding 30 days.</li> <li>• % of drivers who report using drugs before driving in the preceding 30 days.</li> </ul>
Pillar 4, Goal 10	<ul style="list-style-type: none"> <li>• % of drivers who manually use their mobile phone when driving.</li> <li>• % of drivers who report using their phone to make calls in the preceding 30 days.</li> <li>• % of drivers who report using the phone for text messaging in the preceding 30 days.</li> </ul>

Pillar and Goal	Performance Indicator
Pillar 4. Goal 11	<ul style="list-style-type: none"> <li>• % of professional drivers who meet the legal requirements of their licence.</li> <li>• % of professional drivers who comply with driving and rest times.</li> </ul>
Pillar 5. Goal 12	<ul style="list-style-type: none"> <li>• % of accidents with serious injuries where medical care arrived within a certain amount of time (national target)</li> <li>• % of the injured people who received the necessary professional medical assistance in time, either at the scene of the accident, during transport or at a hospital.</li> </ul>

### 3.6. General summary of the content of road safety strategies, plans or programmes of the countries analysed

#### EUROPE

Country	Strategy/Plan	Summary
<b>GERMANY</b>	1 <b>Federal Road Safety Programme 2011-2020</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>The 2011-2020 federal road safety programme was launched in the last quarter of 2011. Its main objective is to provide safe, environmentally friendly and sustainable mobility to all road users in Germany. It contains a wide range of road safety measures aimed at users, vehicles and infrastructure.</p> <p>The programme addresses new challenges such as demographic change and the mobility of the elderly. At the same time, it aims to safeguard the efficiency of Germany's road network. The programme reflects recent technological developments in vehicles such as driver assistance systems, cooperative vehicle systems and new engine concepts. In these areas, the main focus is on ensuring that the development of vehicle technology does not create new safety risks. Activities also focus on rural roads and reducing the number of deaths and serious injuries.</p>
<b>AUSTRIA</b>	2 <b>Road Safety Programme 2011-2020</b> <a href="#">Website link</a> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>Reduction of the number of serious injuries on Austrian roads to make Austria one of the five safest countries in Europe.</p>
<b>BELGIUM</b>	3 <b>National Road Safety Strategy 2011-2020</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>Adoption of the European target of halving the number of deaths by 2020. Therefore, less than 420 deaths per year.</p>
<b>DENMARK</b>	4 <b>Traffic Safety Action Plan 2013-2020</b> <a href="#">Downloadable PDF link</a> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>The plan is aligned with the EU's target of halving the number of deaths by 2020 compared to the 2010 benchmark. This reduction in Denmark means no more than 120 deaths per year, 1,000 serious injuries and 1,000 minor injuries by 2020. The plan includes 10 areas of action and defines performance indicators for each of them.</p>
<b>SLOVENIA</b>	5 <b>National Road Safety Programme 2013-22</b> <a href="#">Downloadable PDF link</a> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>The priorities addressed in the National Road Safety Programme 2013-2022 are: education and training of drivers; preventive actions and media campaigns for vulnerable road users, such as pedestrians, children, the elderly and cyclists; measures against the main causes of death on the roads (speed and alcohol).</p>
<b>FINLAND</b>	6 <b>Resolution on Road Safety (15 Dec 2016)</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>The plan is aligned with the EU's target of halving the number of deaths by 2020 compared to the 2010 benchmark. In Finland, this means less than 137 deaths per year (or less than 2.4 per 100,000 inhabitants) and less than 5,750 injuries by 2020. It also has a more ambitious long-term goal: less than 100 deaths per year by 2025.</p>

Country	Strategy/Plan	Summary
FRANCE	<p data-bbox="343 1736 359 1758">7</p> <p data-bbox="438 1444 462 1691"><b>Action Plan 2018-2020</b> <a href="#">Downloadable PDF link (IRTAD Report)</a></p> <p data-bbox="518 1467 542 1691"><b>Mobility Law (2019)</b> <a href="#">Website link (in French)</a></p>	<p data-bbox="343 268 510 1131">The French government's current target is to reduce the number of road deaths to less than 2,000 by 2020, in line with the European Commission's goal of halving the number of deaths by 2020. To achieve this goal, the following have been identified as key priorities: reducing fatalities among young people, new drivers and drivers of two-wheeled vehicles, and addressing the main factors contributing to accidents: speed and driving under the influence of alcohol or drugs.</p> <p data-bbox="526 268 574 1131">In 2017, France signed the Valletta Declaration, adopting the goal of halving the number of deaths and serious injuries in the EU by 2030 compared to the 2020 benchmark.</p> <p data-bbox="590 268 670 1131">In December 2019, the French National Assembly passed a new Mobility Law with a view to improving daily travel for all citizens throughout all territories through easier, less expensive and cleaner transport.</p>
GREECE	<p data-bbox="705 1736 721 1758">8</p> <p data-bbox="790 1176 813 1691"><b>National Road Safety Strategic Plan 2011-2020</b> <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p data-bbox="705 268 782 1131">The strategic plan adopts the European objective of reducing the number of road deaths by 50% between 2010 and 2020. It seeks to achieve the development of a strong road safety culture, and has been developed by correcting the shortcomings identified in previous plans:</p> <ul data-bbox="798 268 893 1131" style="list-style-type: none"> <li>– Lack of an integrated road safety policy.</li> <li>– Lack of a central authority to manage and monitor road safety throughout the country.</li> <li>– The programmes have been implemented poorly, with no monitoring or assessment.</li> </ul> <p data-bbox="909 268 957 1131">The strategic plan consists of six pillars: road safety education, road safety enforcement, safe road users, safe road infrastructure, safe vehicles and post-crash management.</p>
HUNGARY	<p data-bbox="986 1736 1002 1758">9</p> <p data-bbox="1029 1288 1053 1691"><b>Transport Safety Strategy 2011-2020</b> <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p data-bbox="986 268 1093 1131">The current Hungarian transport safety strategy covers the period from 2011 to 2020. It includes a road safety target to reduce the number of road deaths by 50% between 2011 and 2020. It also set an interim target of less than 518 road deaths in 2016, which was not met.</p> <p data-bbox="1109 268 1125 1131">The new road safety action programme for the period after 2020 is in preparation.</p>
IRELAND	<p data-bbox="1152 1736 1168 1758">10</p> <p data-bbox="1204 1198 1228 1691"><b>Government Road Safety Strategy 2013-2020</b> <a href="#">Downloadable PDF link</a> <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p data-bbox="1152 268 1228 1131">The Government's Road Safety Strategy has set a target of reducing road deaths on Irish roads to 25 per million people (i.e. 124 deaths or less) (2.5 per 100,000) by 2020. This is necessary to reduce the gap between Ireland and the safest countries.</p> <p data-bbox="1244 268 1356 1131">The strategy sets out comprehensive goals and identifies 144 specific actions. In 2020, the government will start to prepare its next Road Safety Strategy, lasting for ten years. This work will be carried out simultaneously with an assessment of the current strategy.</p>

Country		Strategy/Plan	Summary
<b>ICELAND</b>	11	<b>Traffic Safety Plan 2011-2022</b> <a href="#">Downloadable PDF link (ERSO Report)</a>	Iceland is one of the countries with the best road safety records in Europe. In 2011, the Icelandic Parliament agreed on a new Road Safety Plan for the period running from 2011 to 2022, with the main goals of achieving accident figures similar to those of the leading countries, and constantly reducing the number of deaths and serious injuries (5% per year).
<b>ITALY</b>	12	<b>National Road Safety Plan: Horizon 2020</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	Halve the number of road deaths by 2020, in line with the EU's target.
<b>LITHUANIA</b>	13	<b>National Traffic Safety Development Programme 2018-2030</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	The main objective of this plan is to drastically reduce the number of deaths and serious injuries on the road and railways; with the long-term goal of Vision Zero.
<b>LUXEMBOURG</b>	14	<b>Road Safety Action Plan 2019-2023</b> <a href="#">Downloadable PDF link (in French)</a>	<p>The Luxembourg government employs the Vision Zero framework to shape its road safety policy. Thus, the government adopted the National Road Safety Charter in 2015 with the long-term goal of zero deaths and serious injuries on Luxembourg's roads.</p> <p>Luxembourg adopted the European Union (EU) target of halving the number of annual road deaths by 2020, using 2010 as a benchmark. The goal was defined by analysing the reasons and circumstances for which fatal and serious accidents occur.</p> <p>In May 2019, the Minister of Mobility and Public Works presented a new road safety action plan for the 2019-2023 period.</p> <p>The action plan confirms 11 challenges and includes 31 security measures in total.</p>
<b>NORWAY</b>	15	<b>National Transport Plan 2018-2029</b> <a href="#">Downloadable PDF link</a> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>The National Transport Plan for 2018-29 includes a new target of no more than 350 deaths and serious injuries by 2030; with intermediate targets of no more than 550 deaths and seriously injuries by 2022 and 500 by 2024</p> <p>The deployment of the actions is reflected in the medium term through multi-annual Action Plans. The current action plan is the National Plan of Action for Road Safety 2018-2021, which sets out 136 specific measures, grouped into 13 priority areas. Behind these measures is a wide range of different participants. The key players are the Norwegian Public Roads Administration (NIPRA), the Traffic Police, the Norwegian Department for Health, the Norwegian Department for Education and Training, county administrations, seven municipalities in large cities and the Norwegian Road Safety Council. Other parties, including the Norwegian Labour Inspection Authority, the Norwegian Correctional Service and a number of other non-governmental organisations have committed to implementing measures.</p>

Country	Strategy/Plan	Summary
<b>NETHERLANDS</b>	<p>16.1</p> <p><b>Road Safety Strategic Plan (SPV 2008-2020)</b>  <a href="#">Downloadable PDF link</a>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>The Strategic Plan for Road Safety 2008-2020 (SPV) was developed by the then Ministry for Transport and received Parliament's backing. The SPV is based on three pillars: cooperation, an integrated approach and sustainable safety. In 2012, the strategic plan was revised, after four years of evolution, by SWOV (the Dutch Road Safety Research Institute). The Road Safety Policy Stimulus Initiative contains additional measures aimed at improving road safety for cyclists, older road users, infrastructure and road users in general.</p> <p>The targets defined in the SPV for 2020 are a maximum of 500 road deaths and a maximum of 10,600 road injuries MAIS2+</p>
	<p>16.2</p> <p><b>Road Safety Strategic Plan 2030 (SPV2030)</b>  <a href="#">Website link (in Dutch)</a></p>	<p>In February 2020, the "Startakkoord Agreement" was signed between national, regional and local authorities for the Strategic Road Safety Plan 2030 (SPV 2030).</p> <p>This plan describes the joint action of road authorities and other traffic professionals to drastically reduce the number of road victims. To achieve this, a structural emphasis is placed on road safety at a national level in the form of national, regional and local implementation programmes, consisting of joint agendas to identify the main risks in the traffic system.</p>
<b>POLAND</b>	<p>17</p> <p><b>National Road Safety Programme 2013-2020</b>  <a href="#">Downloadable PDF link</a>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>In 2013, the National Road Safety Council (KRBRD) adopted the National Road Safety Programme for the 2013-20 period, developed by the KRBRD Secretariat and experts from government agencies. It is based on the Vision Zero approach.</p> <p>The 2013-2020 targets include a 50% reduction in road deaths and a 40% reduction in serious injuries by 2020, compared to 2010 levels. In early 2016, an interim report was published estimating that Poland was on track to meet its mortality target, but not its injury target. Achieving this goal would require the adoption and implementation of new and effective measures.</p>
<b>PORTUGAL</b>	<p>18</p> <p><b>National Strategic Plan for Road Safety (PENSE 2020)</b>  <a href="#">Downloadable PDF link (in Portuguese)</a></p>	<p>In June 2017, Portugal published the "Plano Estratégico Nacional de Segurança Rodoviária (PENSE 2020)", with the aim of adopting the road safety policies defined by the EU ("Policy orientations on road safety 2011-2020") and the United Nations ("Decade of Action for Road Safety 2011-2020"), led by the WHO. The vision for 2020 was "Achieving a humanised road transport system", and the main strategic goal was to make road safety a priority for all Portuguese citizens.</p> <p>As part of its preparation, the plans of three countries were taken into consideration: Australia, Norway and Switzerland.</p>

Country		Strategy/Plan	Summary
<b>UNITED KINGDOM</b>	19	<p><b>Road Safety Statement 2019. “A Lifetime of Road Safety”</b>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>In July 2019, the Department of Transport published the 2019 Road Safety Declaration, entitled “A Lifetime of Road Safety”. The document sets out the Department’s action plan for the coming two years and focuses on its priority road user groups: young road users, rural road users, motorcyclists and vulnerable road users (especially the elderly). The document describes additional actions for safer vehicles, safer speed and safer infrastructure in line with the principles of the Safe System approach. In total, the Declaration sets out 74 different actions towards which the Department will work.</p>
<b>CZECH REPUBLIC</b>	20	<p><b>National Road Safety Strategic Plan 2011-2020</b>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>The main objective of the National Strategic Plan for Road Safety for 2011-2020 is to reduce the mortality rate (deaths per 100,000 inhabitants) to the European average. This corresponds to an approximately 60% reduction in deaths in 2020 compared to 2009. The second objective is a 40% reduction in the number of seriously injured. Interim targets have been set for the number of fatalities and serious injuries for each year up to 2020. Despite being on track until 2013, the interim targets between 2014 and 2018 were not met. In view of this unfavourable development, a thorough review of the national strategy is under way. The main objectives have not been changed; however, new secondary objectives have been introduced.</p>
<b>SERBIA</b>	21	<p><b>National Strategy for Road Traffic Safety 2015-2020</b>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>The national strategy includes a number of targets, including a 50% reduction in the number of road deaths, serious injuries to children and injuries between 2011 and 2020, a 50% reduction in the total annual social and economic costs of road accidents and no child road deaths by 2020.</p>
<b>SWEDEN</b>	22	<p><b>Action Plan For Safe Road Traffic 2019-2022</b>  <a href="#">Website link</a>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>The basis for all road safety work in Sweden is VISION ZERO. There is no road safety strategy in the traditional sense; however, during 2015 and 2016, the Ministry of Enterprise re-launched its commitment to Vision Zero. The current interim targets were adopted by the Swedish Parliament in 2009 and specify that the number of road deaths should be halved between 2007 and 2020; and the number of serious injuries should be reduced by a quarter. The interim EU-level target to halve the number of road deaths between 2010 and 2020 would require Sweden to make its target stricter; to a maximum of 133 road deaths in 2020; however, no decision has been taken to adjust the Swedish target to this level. The Swedish Transport Administration has drawn up an action plan for safe road traffic for 2019-2022 together with the authorities and relevant stakeholders. The plan includes a total of 111 measures designed to increase road safety. Among other aspects, the measures address specific priority areas for action, such as appropriate speed, driving while sober and safe cycling.</p>

Country		Strategy/Plan	Summary
<p><b>SWITZERLAND</b></p>	<p>23</p>	<p><b>Via Sicura (2012)</b>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>On 15 June 2012, the Swiss Federal Council adopted the Swiss road safety action programme entitled "Via Sicura". A series of security measures have been progressively deployed from 2013. Although the programme did not set any quantitative targets, the Federal Roads Office (FEDRO) has proposed setting a target of no more than 100 deaths and 2,500 serious injuries per year by 2030.</p> <p>An evaluation of "Via Sicura" was completed in 2017. The evaluation concluded that, three years after the entry into force of the first measures, "Via Sicura" had had a positive impact on road safety. Four measures in particular contributed to this positive outcome: the alcohol ban for new and professional drivers; the mandatory use of daytime running lights for motor vehicles; legislation punishing extreme speeding violations and certain infrastructure measures implemented in 2016.</p>

## ASIA

Country		Strategy/Plan	Summary
<b>ISRAEL</b>	24	<b>National Road Safety Plan 2019-2030</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	The main objective of this plan is to reduce the risk of road deaths to no more than five deaths per billion vehicle kilometres.
<b>JAPAN</b>	25	<b>10<sup>th</sup> Traffic Safety Programme 2016-2020</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	The tenth road safety programme was launched in March 2016 and covers the period running from 2016 to 2020. It is based on reducing the impact of accidents, in particular on the elderly and children, and for the prevention of accidents involving pedestrians and cyclists, through the use of new technologies; in-depth analysis of traffic and accident data and community involvement.
<b>SOUTH KOREA</b>	26	<b>8<sup>th</sup> National Safety Transport Plan 2017-2021</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	Reduce the number of road fatalities to less than 2,700 per year; to come in line with the average safety levels of OECD countries.

## AFRICA

Country		Strategy/Plan	Summary
<b>MOROCCO</b>	27	<b>Road Safety Strategy 2017-2026</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	The current road safety strategy covers the period running from 2017 to 2026 and is based on five pillars: pedestrians, motorbikes, single-vehicle accidents, children and professional transport. It aims to reduce accidental deaths by 20% from 2015 to 2021 and 50% by 2026.
<b>NIGERIA</b>	28	<b>National Road Safety Strategy (NRSS 2016-2020)</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	Nigeria's Road Safety Strategy (NRSS 2016-20) was approved by the Federal Executive Council and endorsed by the National Economic Council, which includes all State Executives (Governors) of the Federation. It is based on the United Nations Plan for the Decade of Action for Road Safety and its five strategic pillars. The main goal, based on the UN Decade of Action target, is to halve the projected number of deaths by 2020 compared to the 2010 benchmark. To achieve this goal, intermediate targets have been set. By 2018, one of FRSC's corporate objectives is to improve compliance and rescue services with the aim of reducing road accidents by 15% and fatalities by 30%.

Country	Strategy/Plan	Summary
<b>SOUTH AFRICA</b>	29 <b>National Road Safety Strategy 2016-2030</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>The current road safety strategy covers the period running from 2016 to 2030. The goal is to reduce deaths and injuries by 50% from the 2010 benchmark by 2030. To do so, it has adopted the WHO's 5 road safety pillars.</p> <p>The deployment of the strategy has been divided into short, medium and long term phases:</p> <ul style="list-style-type: none"> <li>- In the short term, it is expected that a strong approach to safety management will be adopted. This phase includes the creation of credible institutions to improve the behaviour of road users.</li> <li>- In the medium term, the aim is to reduce accidents and injuries and their consequences on society.</li> <li>- The long-term goal is to become one of the leading countries in road safety.</li> </ul>

## AMERICA

Country	Strategy/Plan	Summary
<b>ARGENTINA</b>	30 <b>Federal Road Safety Plan 2016-2026</b> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>Argentina updated its road safety strategy in 2016, covering a ten-year period and setting a target of a 30% reduction in the number of people killed or seriously injured by 2026. The strategy focused on strengthening institutional coordination at different levels of government, traffic law enforcement, road safety and education campaigns, safer vehicles and infrastructure and post-crash response; taking the UN Decade of Action for Road Safety and its five pillars as a reference. Since its creation, the approach of the ANSV (National Road Safety Agency) has been to create a national driver's licence, a national education plan, a national monitoring plan and the development of the National Road Safety Observatory. However, as Argentina is a federal country, provinces are empowered to accept or reject recommendations made by the national government through the ANSV.</p>
<b>CANADA</b>	31 <b>Road Safety Strategy (RSC) 2025</b> <a href="#">Website link</a> <a href="#">Downloadable PDF link (IRTAD Report)</a>	<p>The Road Safety Strategy (SSR) 2025 was launched by the Council of Ministers responsible for Transport and Road Safety in early 2016. The aim remains to decrease trends in terms of deaths and serious injuries over a five-year period, comparing moving averages over several years, with the established benchmark period.</p> <p>The new plan places a greater emphasis on vehicle technologies and road infrastructure. Canada has adopted the Vision Zero approach as a goal.</p> <p>A database of proven and promising road safety initiatives has been maintained as part of the strategy and each jurisdiction is encouraged to develop its own road safety plan based on regional needs and conditions.</p>

Country	Strategy/Plan	Summary
<b>CHILE</b>	<p data-bbox="295 1234 319 1697"><b>National Road Safety Strategy 2020-2030</b></p> <p data-bbox="323 1312 347 1697"><a href="#">Downloadable PDF link (IRTAD Report)</a></p> <p data-bbox="308 1731 331 1765">32</p>	<p data-bbox="218 268 357 1133">Chile announced the National Road Safety Agreement in September 2018, which establishes priority actions and the framework for action for the National Road Safety Strategy 2020-2030. The overall goal of the new strategy is to reduce traffic deaths by 30% by 2030 compared to the average for the period between 2011 and 2019.</p> <p data-bbox="368 268 424 1133">The National Agreement document prioritises 11 issues and includes 42 associated action measures to be carried out during 2019 to address road safety in Chile.</p>
<b>COLOMBIA</b>	<p data-bbox="531 1283 555 1697"><b>National Road Safety Plan 2011-2021</b></p> <p data-bbox="560 1469 584 1697"><a href="#">Downloadable PDF link</a></p> <p data-bbox="588 1312 612 1697"><a href="#">Downloadable PDF link (IRTAD Report)</a></p> <p data-bbox="560 1731 584 1765">33</p>	<p data-bbox="451 268 536 1133">Colombia's current road safety strategy, the National Road Safety Plan 2011-21, is based on the United Nations policy ("Decade of Action for Road Safety 2011-2020") led by the WHO; and therefore on its Five Strategic Pillars</p> <p data-bbox="547 268 632 1133">The main objective of the strategy is to reduce the number of road deaths by 26% between 2011 and 2021. It also includes a series of interim road safety indicators in specific areas: pedestrians, motorcyclists and alcohol and drugs.</p> <p data-bbox="643 268 699 1133">The Colombian government is working on the next road safety strategy, which will cover the 2022-2030 period and will be based on the Safe System Approach.</p>
<b>UNITED STATES</b>	<p data-bbox="890 1350 914 1697"><b>DOT Strategic Plan 2018-2022</b></p> <p data-bbox="919 1312 943 1697"><a href="#">Downloadable PDF link (IRTAD Report)</a></p> <p data-bbox="903 1731 927 1765">34</p>	<p data-bbox="722 268 861 1133">In 2010, the Department of Transportation (DOT) announced that reducing road deaths was one of its high priority goals. Three agencies work together to address multiple aspects of road safety: the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA).</p> <p data-bbox="873 268 957 1133">NHTSA's strategic plan extends from 2016 to 2020 and focuses its mission on the strategic objectives of Security, Proactive Vehicle Security, Automated Vehicles, Human Factors and Organisational Excellence.</p> <p data-bbox="968 268 1107 1133">In February 2018, DOT announced its Strategic Plan for 2018-2022. The plan reiterated the principle of safety as DOT's primary strategic and organisational objective, and plans to mitigate risks and encourage infrastructure and behavioural change by using a data-driven Safe System approach to identify risks, improve standards and programs, and evaluate effectiveness.</p>
<b>MEXICO</b>	<p data-bbox="1158 1234 1182 1697"><b>National Road Safety Strategy 2011-2020</b></p> <p data-bbox="1187 1312 1211 1697"><a href="#">Downloadable PDF link (IRTAD Report)</a></p> <p data-bbox="1171 1731 1195 1765">35</p>	<p data-bbox="1125 268 1181 1133">Mexico's current road safety strategy, the National Strategy for Road Safety 2011-21, is based on the United Nations policy led by the WHO and its Five Pillars Strategy.</p> <p data-bbox="1192 268 1248 1133">Its main objective is to reduce the number of road deaths by 50% between 2010 and 2020.</p>

Country	Strategy/Plan	Summary
<b>URUGUAY</b>	<p>36</p> <p><b>National Road Safety Strategy 2011-2020</b>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>In 2011, Uruguay adopted a road safety strategy (2011-20), signing up to the United Nations Decade of Action for Road Safety. It is based on its five pillars: strengthening road safety management; safer infrastructure; safer vehicles; road user behaviour; and post-crash care. The main goal of the strategy is to reduce the number of deaths between 2010 and 2020 by 50%.</p>

## OCEANIA

Country	Strategy/Plan	Summary
<b>AUSTRALIA</b>	<p>37</p> <p><b>National Road Safety Strategy (NRSS) 2011-2020</b>  <a href="#">Downloadable PDF link</a>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>The 2011-2020 National Road Safety Strategy is firmly based on the principles of the Safe System and forms part of the vision that no person should be killed or seriously injured on Australia's roads. As a step towards this long-term vision, the strategy includes a 10-year plan to reduce the annual number of deaths and serious injuries on Australian roads by at least 30 percent.</p> <p>The strategy sets out high-level instructions and interventions to drive improvements in road safety, focusing on the main areas where there is evidence that sustained and coordinated efforts can lead to major gains. There is also a focus on measures that may not yield results for some time but will lead to long-term improvement.</p>
<b>NEW ZEALAND</b>	<p>38.1</p> <p><b>Road Safety Strategy 2010-2020. "Safer Journeys"</b>  <a href="#">Website link</a>  <a href="#">Downloadable PDF link (IRTAD Report)</a></p>	<p>"Safer travel" is New Zealand's Road Safety Strategy for 2010-2020. The vision of the strategy is a safe road system that is increasingly free from death and serious injury, and introduces the Safe System approach in New Zealand. This strategy does not include a general fatality target, but involves several secondary targets and performance indicators. Specific measures have been implemented through two-year Action Plans.</p> <p>A mid-term assessment of the current Safer Journeys strategy was carried out in 2015. It concluded that although it was a sound, well-developed and professionally recognised road safety strategy, it suffered from a lack of measurable targets, and highlighted the need for better coordination between road safety agencies.</p>
	<p>38.2</p> <p><b>Road Safety Strategy 2020-2030. "Road to Zero"</b>  <a href="#">Website link</a></p>	<p>The New Zealand Government's new road safety strategy for the period 2020-2030; "Road to Zero"; introduces the "Vision Zero" approach to road safety philosophy, setting a long-term goal of eliminating road deaths.</p> <p>The strategy will include measurable objectives, and the monitoring of results and performance indicators. As in the case of the previous strategy, specific measures to achieve these goals will be carried out through two-year Action Plans, the first of which is the "Road to Zero" Action Plan 2020-2022.</p>

### 3.7. Summary of the proposed Vision and Strategic Objectives

As in the case of the chapter on supranational strategies, analysing the plans and strategy documents of many countries worldwide gives us a fairly general view of the current approach to security policies, their long-term vision, the goals set for achieving them and the concrete lines of action for carrying them out, especially in the areas and countries that best perform in this field.

Furthermore, having considered relevant documents from the past 10 years, an analysis can be performed on the progress made by these policies over time, and on the main problems and challenges for the future in the short and medium term; this is one of the goals pursued under the Road Safety Strategy for 2021-2030.

In this sense, it has been possible to analyse both plans that have been developed within the same time frame as the current Road Safety Strategy, i.e. 2011-2020, and others that also cover the coming years. Furthermore, in some countries, such as Spain, strategies are already being considered to tackle the next decade, between 2021 and 2030, and some of these have already made them public, such as the strategies drawn up by the Netherlands, Luxembourg and Norway.

Since the decade that ending coincides with the WHO's Decade of Action for Road Safety 2011-2020 (document #5) and with the European Union's policy orientations 2011-2020 (document #25), it is not surprising that the strategies of most of the countries analysed, and particularly those in Europe, coincide with this time frame.

Likewise, the plans and strategies that look to the future do so based on the EU Road Safety Policy Framework for 2021-2030 (document #32), in the case of European countries; and on the renewed commitment by the WHO to the Five Pillars of Road Safety; recently expressed in the Stockholm Declaration, as part of the 3rd World Conference on Road Safety (document #11) and in the draft UN resolution to declare a new Decade of Action for Road Safety 2021-2030 (document #2). Both approaches present their specific strategic goals for 2030, and in the long term in Vision Zero for 2050.

This evolution over time is analysed more clearly, as was the case of the supranational documents, when placing the list of documents analysed in chronological order, as shown in the table on page 52. The table has been ordered firstly by the target year for each strategy and then by the year of publication. This means it is possible to distinguish between strategies that were designed for the current decade of action (marked in grey in the table) and those that are geared towards the next decade of action (marked in blue in the table). The table also contains data on the long-term vision and strategic approach of each country, and the basic data on accidents in each country (per 100,000 inhabitants in the most recent year for which data is available and their variation in the current decade of action), which will be useful for further analysis.

And although it is not the subject of this document, the current Spanish Road Safety Strategy 2011-2020 has also been included in the table as a benchmark.

**Vision and approach of the road safety strategies, plans and programmes in the countries analysed**

Country	Year of publication	Target year	Accident rate		VISION and FOCUS				GOALS			
			Deaths/100,000 h (1)	Variation over the decade	Vision Zero	Five Pillars	Safe System	Goal of the strategy	Other interim goals	Sub-goal		
<b>NETHERLANDS</b>	2008	<b>2020</b>	3.6 <sup>(2)</sup>	-1.7%	YES		YES	YES	YES		YES	YES
<b>NEW ZEALAND</b>	2010	<b>2020</b>	7.7	0.5%			YES					YES
<b>ITALY</b>	2010	<b>2020</b>	5.5	-19.2%	YES		YES	YES (EU)				YES
<b>URUGUAY</b>	2011	<b>2020</b>	15.1	-5.0%		YES						
<b>MEXICO</b>	2011	<b>2020</b>	12.8 <sup>(2)</sup>	-4.2%		YES		YES	YES			
<b>GREECE</b>	2011	<b>2020</b>	6.5	-41.9%	YES		YES	YES (EU)	YES		YES	
<b>HUNGARY</b>	2011	<b>2020</b>	6.4	-14.5%	YES		YES	YES (EU)	YES		YES	
<b>CZECH REPUBLIC</b>	2011	<b>2020</b>	6.2	-18.0%	YES			YES	YES		YES	
<b>BELGIUM</b>	2011	<b>2020</b>	5.3	-9.9%	YES		YES	YES (EU)				
<b>AUSTRIA</b>	2011	<b>2020</b>	4.6	-25.9%	YES		YES	YES (EU)	YES		YES	
<b>AUSTRALIA</b>	2011	<b>2020</b>	4.6	-9.3%	YES		YES	YES				
<b>GERMANY</b>	2011	<b>2020</b>	4.0	-10.2%	YES		YES	YES (EU)	YES		YES	YES
<b>SPAIN</b>	2011	<b>2020</b>	3.9	-27.1%	YES		YES	YES (EU)	YES		YES	YES
<b>POLAND</b>	2013	<b>2020</b>	7.5	-5.4%	YES			YES				
<b>DENMARK</b>	2013	<b>2020</b>	3.0	-32.9%	YES		YES	YES (EU)				YES
<b>IRELAND</b>	2013	<b>2020</b>	2.9	-32.5%				YES				YES
<b>SERBIA</b>	2015	<b>2020</b>	7.8	-17.3%				YES				YES
<b>NIGERIA</b>	2016	<b>2020</b>	21.5 <sup>(2)</sup>	N/A			YES	YES		YES	YES	
<b>PORTUGAL</b>	2016	<b>2020</b>	6.6 <sup>(2)</sup>	-28.0%			YES	YES				
<b>FINLAND</b>	2016	<b>2020</b>	4.2	-14.0%	YES		YES	YES				
<b>JAPAN</b>	2016	<b>2020</b>	3.5	-28.5%				YES				
<b>FRANCE</b>	2018	<b>2020</b>	5.0	-18.6%	YES		YES	YES (EU)				
<b>COLOMBIA</b>	2011	<b>2021</b>	13.6 <sup>(2)</sup>	29.8%		YES		YES				
<b>SOUTH KOREA</b>	2017	<b>2021</b>	7.3	-31.3%				YES			YES	

Country	Year of publication	Target year	Accident rate		VISION and FOCUS				GOALS		
			Deaths/100,000 h (1)	Variation over the decade	Vision Zero	Five Pillars	Safe System	Goal of the strategy	Other interim goals	Sub-goal	
<b>ICELAND</b>	2011	<b>2022</b>	4.7 <sup>(3)</sup>	N/A				YES	YES	YES	
<b>SLOVENIA</b>	2013	<b>2022</b>	4.4	-34.1%	YES		YES	YES			
<b>UNITED KINGDOM</b>	2019	<b>2021</b>	2.8 <sup>(2)</sup>	-2.6%			YES			YES	
<b>UNITED STATES</b>	2018	<b>2022</b>	11.4 <sup>(2)</sup>	12.5%			YES	YES			
<b>SWEDEN</b>	2019	<b>2022</b>	3.2	20.0%	YES		YES	YES			
<b>LUXEMBOURG</b>	2019	<b>2023</b>	6.0	12.5%	YES		YES	YES			
<b>CANADA</b>	2016	<b>2025</b>	5.0 <sup>(2)</sup>	-17.7%	YES		YES	YES	YES		
<b>ARGENTINA</b>	2016	<b>2026</b>	12.3	0.0%		YES		YES		YES	
<b>MOROCCO</b>	2017	<b>2026</b>	9.9	-1.4%				YES	YES		
<b>NORWAY</b>	2018	<b>2029</b>	2.0	-48.1%	YES		YES	YES	YES	YES	
<b>SWITZERLAND</b>	2012	<b>2030</b>	2.7	-28.7%				YES		YES	
<b>SOUTH AFRICA</b>	2016	<b>2030</b>	22.4	-7.5%		YES		YES	YES		
<b>LITHUANIA</b>	2018	<b>2030</b>	6.7 <sup>(2)</sup>	-35.8%	YES		YES	YES			
<b>ISRAEL</b>	2019	<b>2030</b>	3.6	-15.7%				YES			
<b>CHILE</b>	2020	<b>2030</b>	10.5	-5.6%	YES	YES	YES	YES	YES		
<b>NETHERLANDS</b>	2020	<b>2030</b>	3.6	-1.7%	YES		YES	YES		YES	
<b>NEW ZEALAND</b>	2020	<b>2030</b>	7.7	0.5%	YES		YES	YES		YES	

<sup>(1)</sup> All data on deaths correspond to 2018, unless when another year is expressly indicated by means of notes (2) or (3).

<sup>(2)</sup> Data from 2017.

<sup>(3)</sup> Data from 2015.

### 3.7.1. Vision and approach proposed in the documents analysed

With regard to the vision, the following has been seen:

- In the decade up to 2020, most **European countries** have already adopted **“Vision Zero”** and have set out their strategies for the decade, adopting the EU's guidelines: “Zero Vision” through the “Safe System” approach. Most of these countries had low accident rates, or have achieved them over the past ten years. It has also been adopted by Australia (which reports similar accident figures to those reported by EU countries).
- In documents geared towards the next decade, “Vision Zero” is still present in EU countries, but **it has also been taken up by countries in other areas**. This is the case of Canada and Chile, reporting the best accident figures in their respective regions; as well as New Zealand. All three are planning to further improve their accident figures in the coming years through the “Safe System” approach and with a long-term view to “Vision Zero”.

In terms of the approach taken by different policies to achieve this long-term vision, certain progress has been made over time leading up to the approaches for the coming decade:

- In the decade prior to 2020, the **“Safe System”** approach has been taken up by the majority. It was fully endorsed by the vast majority of European countries, in line with the EU's approach, as a means of moving towards “Vision Zero”. Australia also adopted this approach.
- Other countries outside Europe adopted the UN/WHO **“Five Pillars”** approach, which led to a significant reduction in the number of accidents on their roads over the decade.
- In the strategies for the **next decade**, the **“Safe System”** approach is still present in European countries and Australia; but it is also increasingly being adopted by a growing number of countries in other areas, such as Canada and Chile, as mentioned above, in addition to the United States and New Zealand.
- In other geographical regions, and more countries are also adopting the **WHO's “Five Pillars”** approach as a means of reducing their road accident rates in the coming years. This is the case of Argentina, Colombia, Mexico, Uruguay and South Africa.

### 3.7.2. Strategic objectives proposed in the documents analysed

The main strategic objective of all the documents analysed is, of course, the **reduction of accidents and deaths on the roads**.

As indicated in chapter 3.3.2, the way in which targets should be set to achieve this reduction involves the following three steps:

- Establish a main long-term strategic objective (Strategy Vision).
- Establish interim quantitative objectives (Goals of the strategy).

- Establish key safety indicators so that progress towards interim objectives can be monitored, both in terms of results and performance indicators (KPIs). In other words: adopt the “Management by Objectives” approach.

The first step, the **long-term objective**, depends on the current situation in each country:

- For countries that currently perform well in this regard and **have adopted “Vision Zero”**, this is their main long-term goal: zero deaths and injuries by 2050.
- For countries with worse accident figures, “Vision Zero” seems unrealistic, so they generally set themselves the long-term objective of **achieving the values recorded by the best performing countries**.

As for **interim objectives**, the main one, in all cases, is to set a **target for reducing mortality within a given time frame**. This is reflected in the table above, in the column “Goal of the strategy”:

- In the decade coming to an end, both the countries that adopted the EU orientations and those that followed the WHO’s “Five Pillars”, shared the goal of **achieving a 50% reduction in the number of deaths by 2020 compared to 2010**.
- In other countries, which start the new decade with worse accident figures, the 50% reduction seems too ambitious, and some need to meet other shorter-term road safety management objectives. Even so, they have all set sufficiently ambitious **reduction targets** based on their particular situation.
- Some countries in both groups have also set **targets for reducing the number of serious injuries**, not just deaths. Furthermore, depending on the most pressing road safety problems in each case, many established **partial sub-targets on specific issues**, such as speeding, alcohol and drugs, motorists, etc., for the corresponding performance indicators, in addition to the main indicator of the total number of deaths and injuries. (Similar to Spain’s ESV 21-30 with the 13 indicators it sets out).
- Some countries went further and set **shorter-term interim targets**, within the strategy period, to monitor their progress with the main objective of the strategy for reducing accidents. This is reflected in the table above, in the column “Other interim objectives”. It can be seen that almost all those who acted in this way **have achieved a significant reduction in their accident figures over the past decade**. This is the case, for example, of Norway, Greece and Austria in Europe and in Canada and South Korea further afield.

Thirdly, with regard to the more operational objectives of each of the strategies (with their corresponding monitoring indicators), there is a **significant difference between some countries and others** depending on their accident situation and, most importantly, their capacity and organisation when it comes to road safety management.

Countries that have adopted the “Safe System” approach this decade generally organise their objectives (and consequently their specific lines or action plans) based on the elements of the approach. The same applies to the “Five Pillars” for countries adopting the WHO approach.

However, the “Five Pillars” can be used to organise the most representative operational objectives of all the strategies analysed:

- **1. Road Safety Management:**
  - Improve communication, cooperation and collaboration between all stakeholders on road safety management.
  - Cooperation between administrations and civil society.
  - Integrated approach to the traffic system.
  - Legal improvements, and improvements with sanctions enforcement and management systems, depending on the situation in each country.
  - Adoption of a general road safety law, in countries where no such legislation was in place.
  - Creation of a national road safety agency, in countries where no such agency existed.
  - Development of a National Road Safety Observatory, in countries in which no such organisation existed.
  - Improvements in procedures for obtaining driver's licenses.
  - Creation of a single national driving licence, in countries where there was no such licence.
  - Introduction of automatic speed control, in countries where there was no such controls.
  - Improvements in the collection and analysis of accident data.
- **2. Safe users:**
  - Involve all citizens in improving road safety.
  - Emphasis on road training and education. Information and awareness campaigns.
  - Road safety in the workplace and on the way to work.
  - Protect all road users, especially the most vulnerable.
  - Reduction of the accident rate for cyclists and pedestrians in particular.
  - Introduction of legislation including alcohol interlocking devices.
- **3. Safe infrastructure**
  - Reduction of accidents on conventional roads.
  - Improvements in signposting and road design.
  - In general, improvements in infrastructure, depending on the situation in each country.
- **4 Safe vehicles:**
  - New technologies: ADAS, connected vehicles, ITS, etc.
  - Anticipating new technologies at the service of road safety.
- **5 Post-accident care:**

- Comprehensive care for accident victims
- Improvement of response times and quality of care for victims, depending on the situation in each country.
- In general, reduce the impact of accidents.

Finally, when looking in particular at the objectives reflected in the **strategies analysed, which look towards the next decade of action**, we can see that we will face the following challenges:

- **To truly engage all citizens in road safety** as one of the essential components of the Safe System approach; this is potentially the area that has been developed the least over the past decade, compared to the significant progress made in the other four components.
- Demographic change, especially in Europe, is reflected in an **ageing population**. This poses the challenge of safely meeting the mobility needs of the rising elderly population. This goal has been present in many of the strategies over the past decade, but its magnitude has continued to grow over time.
- **The safe integration of new forms of mobility into traffic**, in particular urban micro mobility (scooters, electric bicycles, etc.) and active mobility (pedestrians and cyclists) This is the problem known in the Dutch strategy as: "heterogeneity in traffic".
- Placing special attention on the safety of **vulnerable road users**. This issue has been fully present in most of the strategies over the past decade, although it is growing in importance looking to the future, on account of the above two aspects in addition to others: the elderly and new modes of mobility.
- Integration of **technological advances that benefit road safety**, both in infrastructure and traffic monitoring and management systems (connectivity). and in vehicles (ADAS, connectivity, ITS, automatic driving, electric propulsion, etc.). The main concern here is to properly integrate technology by **ensuring that no new security risks are created**.
- And other specific aspects present in most of the strategies over this decade, but that remain pressing security concerns:
  - Road safety on conventional roads.
  - Speeding.
  - Accidents caused by distractions, especially by electronic devices
  - Driving under the influence of alcohol and other drugs, especially in the case of repeat offenders

### 3.8. Summary of Proposed Numerical Objectives

The numerical targets represent the quantification of interim targets referred to in chapter 3.7.2. If we look at those that feature in the strategies over the next decade, we can find the following:

- **Norway:**

- By 2022: less than 550 deaths and serious injuries in road accidents per year
- By 2024: less than 500 deaths and serious injuries in road accidents per year
- By 2030: less than 350 deaths and serious injuries in road accidents per year

- **Lithuania:**

- By 2030: Reduce the number of deaths by 50% compared to 2017.

- **Switzerland:**

- By 2030: less than 100 traffic accident related deaths per year.
- By 2030: less than 2,500 traffic accident related serious injuries per year.

- **Israel:**

- By 2030: Reduce the risk of road deaths to no more than five deaths per billion vehicle kilometres.

- **Chile:**

- By 2030: Reduce the number of deaths by 30% compared to the average benchmark for 2011-2019.

- **Morocco:**

- By 2021: Reduce the number of deaths by 20% compared to 2015
- By 2026: Reduce the number of deaths by 50% compared to 2015

- **South Africa:**

- By 2030: Reduce the number of deaths by 50% compared to 2010.

- **New Zealand:**

- By 2030: 40% reduction in the number of deaths and serious injuries.

### 3.9. Summary of proposed indicators

In line with the preceding chapter, with a view to measuring the degree of progress with the different objectives, the corresponding indicators have been established.

When looking at the strategies for the next decade, there are several sets of very-detailed indicators that are fully aligned with the objectives to be subject to monitoring:

- Performance indicators proposed by Norway in the *National Plan of Action for Road Safety 2018-2021* (document #15).
- Results-based and performance indicators proposed by Sweden in its management by objectives approach, as referenced in the EU document: *Preparatory Work for an EU Road Safety Strategy* (document #22).
- Performance indicators proposed by the United Kingdom.
- Results-based and performance indicators proposed by New Zealand in the *Road Safety Strategy 2020-2030* (document #38.2).

#### Norway: Proposed performance indicators

Pillars	Performance indicators
1. Road safety management.	Number of municipalities approved as "safe municipalities".
2. Safe users	% of vehicles found to be speeding.
	% of drivers or passenger seat occupants wearing a seat belt.
	% of heavy goods vehicle drivers wearing seat belts.
	% of children under 3 years of age travelling in suitable seats in the opposite direction to the direction of travel.
	% of vehicles with a driver's blood alcohol level of more than 0.02%.
	% of vehicles being driven by a person exceeding the legal limits for drug use.
	% of children (0-14 years) travelling with suitable CRS based on their height and weight.
	Risk of death or serious injury to drivers aged 18-19, per km driven.
	Risk of death or serious injury to drivers over 75 years of age, per km driven.
	Risk of death or serious injury to pedestrians over 75 years of age, per km walked.
	Risk of death or serious injury to a motorbike or moped driver, per km travelled.
	% of cyclists wearing helmets.
	Number of pedestrians wearing reflective clothing at night.
3. Safe vehicles	Percentage of motor vehicle traffic involving vehicles with autonomous emergency braking systems (AEB).
	Percentage of motor vehicle traffic involving vehicles that have a lane departure warning system.
	Percentage of HGVs with a GVWR of more than 7,500 kg that pass their MOT without serious flaws.

Pillars	Performance indicators
4. Safe infrastructure	Percentage of motor vehicle traffic on national roads with a speed limit of 70 km/h or more driven on roads with middle barriers.
	Number of kilometres of national roads with a speed limit of 70 km/h or more that have been assessed and that meet the minimum standards set out in the NTP to avoid serious accidents caused by vehicles coming off the road.
	Number of kilometres of national and local roads adapted for pedestrians and cyclists.

### Sweden: Proposed performance indicators (management by objectives)

Performance indicators
Total number of deaths on roads.
Total number of serious injuries on roads.

### Sweden: Proposed performance indicators (management by objectives)

Performance indicators
% of traffic within speed limits on the national road network.
% of traffic within speed limits on the municipal road network.
% of traffic driven by sober individuals (within the legal alcohol limits)-.
% of front passenger occupants in vehicles wearing seat belts.
% of cyclists wearing helmets.
% of moped drivers who wear helmets correctly.
% of new cars with the highest EuroNCAP rating.
% of motorbikes fitted with ABS.
% of traffic on roads with a speed limit of 80 km/h or less and with a middle barrier.
% of crossings for pedestrians, bicycles and mopeds on the main municipal roads that are classed as safe.
% of municipalities that carry out proper maintenance on roads for pedestrians and cyclists.

### United Kingdom: Proposed performance indicators

Performance indicators
Percentage of traffic complying with speed limits on national roads.
Percentage of traffic complying with speed limits on local roads.
Percentage of drivers who do not drive after consuming alcohol or drugs.
Percentage of car occupants wearing seat belts/CRS.
Proportion of drivers who do not use a telephone in their car (handheld or hands-free).
Percentage of new cars with the highest Euro NCAP safety rating.
Percentage of roads with adequate iRAP safety rating.
Percentage of cases in which emergency medical services arrive at the scene of an accident in 18 minutes or less.

## New Zealand: Proposed performance indicators

Area of focus	Performance indicators
1. Infrastructure and speed.	Number of accidents involving fatalities and serious injuries due to head-on collisions or coming off the road.
	Number of accidents involving fatalities and serious injuries at intersections.
	Number of accidents involving fatalities and serious injuries in which speed was a contributing factor.
	Number of accidents involving fatalities and serious injuries where the speed limit did not comply with the Safe System.
	Number of accidents involving fatalities and serious injuries involving a vulnerable user.
	Number of insurance claims related to walking and cycling injuries.
2. Vehicle safety	Number of accidents involving fatalities and serious injuries involving a vehicle with a low safety rating
	Number of accidents involving fatalities and serious injuries related to motorbikes.
	Number of insurance claims related to motorbike injuries.
3. Work-related road safety	Number of accidents involving fatalities and serious injuries involving a person travelling to/from work.
	Number of accidents involving fatalities and serious injuries involving a person travelling as part of the work.
	Number of accidents involving fatalities and serious injuries involving a heavy goods vehicle.
	Number of accidents involving fatalities and serious injuries at road construction sites.
	Number of accidents involving fatalities and serious injuries in which fatigue was a contributing factor.
	Percentage of fatalities and serious work-related injuries involving motor vehicles.

Area of focus	Performance indicators
4. User behaviour	Number of accidents involving fatalities and serious injuries related to alcohol and/or drugs.
	Number of accidents involving fatalities and serious injuries in which fatigue was a contributing factor.
	Number of accidents involving fatalities and serious injuries in which distraction was a contributing factor.
	Number of vehicle occupant deaths in which restraint systems were not used.
	Number of accidents involving fatalities and serious injuries related to motorbikes.
	Number of unlicensed or disqualified drivers involved in an accident resulting in fatalities and serious injuries.
	Number of new drivers involved in an accident resulting in fatalities and serious injuries.
5. System management	Percentage of the industry satisfied with their access to the relevant information for road safety decision-making.
	Percentage of local governments satisfied with the support they received from central government transport agencies.

## New Zealand: Proposed performance indicators

Area of focus	Performance indicators
1. Infrastructure and speed.	Percentage of VKT (vehicles per kilometres travelled) on roads with a speed limit of more than 80 km/h with a middle barrier.
	Percentage of VKT in the rural network with an equivalent rating of 3 stars or more.
	Percentage of high-risk intersections treated to operate within the limits of the Insurance System.
	Kilometres of road network adapted for safe use by pedestrians and cyclists.
	Kilometres of road network on which safety adaptations have been made for motorcyclists.
	Perceived safety for walking and cycling (through rural, urban, city centres and around schools).
	Percentage of the road network where speed limits comply with safe and appropriate speed.
	Percentage of the road network where speed limits comply with the Safe System.
	Percentage of traffic travelling within the speed limits (by rural and urban centres).
	Average speed of vehicles (by rural and urban centres).
	Percentage of the general public who understand the risk associated with speed.
	Percentage of the general public who agree that they are likely to be caught driving above the legal speed limit.
	Percentage of the road network covered by automated security cameras.
	Percentage of the general public who agree that security cameras are an important factor in reducing the number of deaths on the road.

Area of focus	Performance indicators
2. Vehicle safety	Percentage of vehicles considered as having a high safety rating.
	Percentage of the general public that understands vehicle safety information.
	Percentage of the general public who agree that it is important to have a vehicle with a high safety rating.
	Percentage of motorbikes over 125 cc equipped with ABS.
3. Work-related road safety	Number of organisations with health and safety plans in place that recognise road safety as a critical health and safety issue.
	Percentage of the sector satisfied with their access to relevant data on work-related road safety travel.

Area of focus	Performance indicators
4. User behaviour	Percentage of drivers affected by alcohol.
	Percentage of drivers affected by drugs.
	Percentage of drivers who use mobile phones when driving.
	Percentage of car occupants wearing a seat belt or child restraint system.
	Percentage of the general public who agree that they are likely to be caught for engaging in risky behaviour.
	Involvement in a motorbike accident after participating in an approved motorbike training course.
	Number of driver's licenses issued for each type.
	Proportion of learner drivers who have been issued with a licence for automatic vehicles.
	Proportion of automatic vehicle drivers who have obtained a full licence.
5. System management	Percentage of the general public who understand and support the Vision Zero approach.
	Percentage of the general public showing acceptance of road safety interventions.
	Percentage of individuals who have completed an approved training course on the Safe System who then demonstrated a better understanding of the Safe System.
	Percentage of road infrastructure projects that have undergone a road safety audit or safe system assessment.
	Percentage of indicators that can be measured, tracked and reported on annually.



# 4

## Conclusions of supranational documents

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### 4.1. Problem Identification

#### 1) **Diagnosis:**

Figures and details on the state of Road Safety.

#### 2) **Determining causes:**

Negligence, failure to abide by the rules: speed, alcohol, drugs, distractions, etc.

### 4.2. Proposed Solutions

Principles, objectives and predominant approaches for their achievement:

#### 1) **Establishing principles:**

Achieving maximum security (Policy orientations document).

#### 2) **Setting quantifiable Road Safety Goals and Targets**

- Vision Zero. 2025: Zero Deaths.  
(EU road safety policy framework for 2021-2030. Next steps towards Vision Zero)
- Towards Zero. 2030: Reduce the number of people seriously injured in the EU compared to 2020.
- UN. Sustainable Development Goals (SDG)
  - Goal 3.6. Traffic accidents: 50% reduction in deaths and serious injuries.
  - Goal 11.2. Public transport.
  - Goal 7.A. Research and investment in clean energy.
- WHO. 2030: All vehicles manufactured and sold are equipped with the appropriate levels of safety.

- General Sustainable Development.
- Sustainable Urban Development.
- Sustainable Mobility.
- WHO: 12 Voluntary Commitments.

3) **Predominant approaches to** the achievement of road safety objectives and goals

- Preventive Solutions
- Safe System (EU)
- 5 Pillars (WHO):
  - Pillar 1: Road safety management.
  - Pillar 2: Safer roads and mobility.
  - Pillar 3: Safer vehicles.
  - Pillar 4: Safer road users.
  - Pillar 5: Post-accident response.
- Governance Frameworks.
- Recommendations.
- Proposals.
- Guides, Catalogues, Manuals.
- Orientations.
- Definition of Areas of Action (Groups, Topics, Areas).
- International Best Practices.
- Interventions.
- Effective Road Safety Measures.
- Actions.
- Initiatives.
- Activities.

### 4.3. Design of road safety strategies. Proposals

1) **FERSI** (*Towards an evidence-based national road safety programme. A two-stage approach*)

- Evidence-based **diagnosis** (statistics and studies):
  - Based on real and reliable data on accidents and their causes.
  - Establish performance indicators (KPI's) to measure progress.

- **Actions** (“Therapy”) to resolve the problems detected:
  - Using evidence of its effectiveness and cost-efficiency ratio:
  - Identify the most appropriate actions or combinations of actions to resolve the problems.
  - Measure their efficiency by means of expected costs and benefits.
  - Monitor the implementation of the measures and their effect on road safety, adjusting them if necessary.
  - Establish performance indicators (KPI's) to measure progress.

## 2) **GRA** (*Toward Sustainable Mobility. Annex 1: Safety*)

- **Definition of Objectives:**
  - Main long-term strategic objective.
  - Interim quantitative objectives.
- **Key safety indicators:**
  - Performance indicators.
  - Key performance indicators (KPI ).

## 4.4. Notable new trends

### 1) **EU, in the short term:** Connectivity between vehicles and roads.

(European strategy on cooperative ITS)

- Priorities for the implementation of cooperative ITS services.
- Security of communications for cooperative ITS.
- Privacy and data protection guarantees.
- Communication technologies and frequencies.
- Interoperability at all levels.
- Assessment of compliance.
- Legal framework.
- International cooperation.

### 2) **EU, in the long term:** Automated driving.

(EU strategy for the mobility of the future)

- EU reinforcement of technologies and infrastructure for automated mobility.
- Ensuring an internal market for the safe adoption of automated mobility
- Ensure legal certainty.
- Anticipate the effects of automated mobility on society and the economy.



# 5

## Conclusions of road safety strategies, plans and programmes in IRTAD countries

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### 5.1. Road Safety Context

- **Countries with the lowest death rate per 100,000 inhabitants (2018) (\*)**  
Norway (2.0) / Switzerland / UK / Ireland / Denmark / Sweden / Japan / Israel / **Spain (3.9)**
  - **Countries with the lowest death rate per 100,000 vehicles (2017) (\*)**  
Norway (0.3) / Switzerland / Sweden / UK / Japan / Iceland / Finland / **Spain (0.5)**
- (\*) Source: IRTAD Road Safety Annual Report 2019

### 5.2. Horizon of Road Safety Strategies, Plans or Programmes

- **Predominant period:** 2011-2020
- **Oldest:** HUNGARY: 2001-2020
- **Horizon 2021:** SOUTH KOREA
- **Horizon 2022:** USA, SLOVENIA, ICELAND
- **Horizon 2023:** LUXEMBOURG
- **Horizon 2025:** CANADA
- **Horizon 2026:** MOROCCO
- **Horizon 2029:** NORWAY
- **Horizon 2030:** CHILE, ISRAEL, NEW ZEALAND, NETHERLANDS, SOUTH AFRICA

### 5.3. Strategic highlights

- **NORWAY**
  - High-risk road users: young and new drivers, the elderly and disabled people, pedestrians and cyclists, motorbikes and mopeds
  - Intoxication: alcohol and drugs.

- Heavy goods vehicles and connected vehicles/STIs
- **NETHERLANDS**
  - 3 Pillars: Cooperation, Comprehensive Approach and Sustainable Safety.
  - Star Agreement for the new Plan 2020-2030.
- **PORTUGAL**
  - Inspired by plans in Australia, Norway and Switzerland.
  - THINK 2020: Programme for the protection of pedestrians and the fight against traffic accidents.
- **UNITED KINGDOM**
  - Priority user groups: Young people, motorcyclists, the elderly.
  - Vehicles, infrastructure and safe speed.
- **JAPAN**
  - Use of technology.
  - In-depth analysis of traffic and accident data.
  - Community participation.
- **CANADA**
  - Emphasis on vehicle technology, road infrastructure, databases and proven road safety actions.
- **USA**
  - Proactive vehicle safety.
  - Automated vehicles.
  - Human factors.
  - Organisational excellence.

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#### 5.4. Areas of action and groups

426 measures have been collected, divided into 20 groups (Areas of action/Groups)

- **Groups with most measures:**
  - Behavioural regulations: 58 measures. 28 countries.
  - Inter-city infrastructure: 46 measures. 21 countries.
  - Communication: 34 measures. 17 countries
  - Motorcyclists. 32 measures. 17 countries
  - Education and training: 30 measures. 18 countries.

- Cyclists: 23 measures. 13 countries.
- Children, young people and the elderly: 22 measures. 13 countries
- General regulations: 22 measures. 13 countries
- Urban infrastructure. 21 measures. 14 countries.
- Cities. 21 measures
- Data: 21 measures. 12 countries.

- **Groups with fewer measures:**

- Repeat offenders: 3 measures. 3 countries.
- PMV: 4 measures. 4 countries.
- Autonomous vehicle: 8 measures. 6 countries.
- Pedestrians: 10 measures. 9 countries.
- Victims and post-accident care. 11 measures. 9 countries.

- **Countries with more measures in one group:**

- HUNGARY: Behavioural regulations (6)
- LUXEMBOURG: Motorcyclists (6)
- AUSTRALIA: Behavioural regulations (5)
- JAPAN: ADAS (5)
- NORWAY: Communication (5), research (5), cyclists (5), children, young people and the elderly (5)
- MEXICO: Infrastructure (5)
- CANADA: ADAS (4)
- CHILE: Motorcyclists (4)
- MOROCCO: Post-accident measures for victims (3)
- UNITED KINGDOM: Communication (3)
- NEW ZEALAND: Communication (3)
- CANADA: Autonomous vehicles (3), Collaborative plans (3)
- USA: Collaborative plans (3)

## 5.5. Factors worth particular attention

The most outstanding factors are presented below, considered as being of the greatest interest in the preparation of the ESV 2021-2030. An exhaustive list is provided in Appendix I.

- **BEHAVIOURAL REGULATIONS**

- FINLAND and GREECE: Value of the sanctions depending on the income level of the offender.

- **SPEED**

- AUSTRALIA: Review of speed limits on high-risk roads.  
Increase of the maximum limit to 40 km/h in areas with a high concentration of pedestrians and cyclists.
- GERMANY: Preliminary studies to implement 30 km/h in cities.
- NORWAY: 2018: Completion of work on new speed limit criteria
- JAPAN: Extension of the 30 km/h zones
- IRELAND: Maximum speed of 30 km/h in areas with a high concentration of vulnerable people.
- UNITED KINGDOM: Report to implement a 20 mph limit.

- **DATA**

- FRANCE: Dynamic population simulation models to obtain projections of deaths on roads.

- **RESEARCH**

- NORWAY: Creation of the “Inter-Agency-Forum” to evaluate road safety research.  
Promotion of multidisciplinary investigation of traffic accidents.
- UNITED KINGDOM, SWEDEN and PORTUGAL Research and promotion of ISO39001 as a system for road safety

- **COMMUNICATION**

- IRELAND: “Drunken Pedestrian” campaign to plan trips back home at night.  
“Track Research” to assess how deep campaigns go.
- PORTUGAL: EuroNCAP classification in advertising messages for new vehicles.  
Guidelines for establishing campaign assessment metrics and objectives.
- UNITED KINGDOM: “Drink-Driving” data collection website.
- CANADA: Educational website on autonomous and connected vehicle technologies.

- **EDUCATION AND TRAINING**

- IRELAND: Virtual reality programme at driving schools for young people between the ages of 15 and 17.
- NORWAY: Courses for older pedestrians.
- NETHERLANDS: Driving tests from the age of 17. If successful, they are allowed to drive when accompanied by an experienced driver (2todrive).
- SWITZERLAND: Driving is allowed from the age of 17 (from 2021).  
Drivers aged under 20: on a trial basis for at least 1 year until they obtain their definitive licence.
- SWEDEN: E-learning about Vision Zero for professional drivers.

- **CYCLISTS**

- SOUTH KOREA: Drafting of a law on the use of helmets by cyclists.
- CZECH REPUBLIC: Mandatory use of bicycle helmets.
- SWEDEN: National Cycling Strategy.

- **MOTORBIKE RIDERS**

- NORWAY: Measures for motorbike riders over 65 years old.  
Professional advice for the purchase of helmets and safety equipment.
- URUGUAY: Mandatory certificate of professional training for all workers on motorbikes.

- **VEHICLES**

- GERMANY: Incentives to implement “turn-off” assistants to help visualise blind spots on trucks.
- NIGERIA: Implementation of speed limitation devices on commercial vehicles.

- **AUTONOMOUS VEHICLES**

- CANADA: Review of regulatory standards for autonomous and connected vehicles.
- GERMANY: Law on autonomous driving (2017)

- **INFRASTRUCTURES**

- UNITED KINGDOM: Safer Roads Fund (£100M). Improvement of more dangerous sections of “A” roads.
- SWEDEN: New Infrastructure Plan 2018-2029.

- **VICTIMS POST-ACCIDENT RESPONSE**

- NORWAY: Training of the entire population, over the course of their entire lives, in first aid.







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