

Rethinking Mobility for Sustainability, Safety and Inclusion – 18 May



www.unitar.org/roadsafety

unroadsafetyweek.org



*“The need for the United Nations Road Safety Strategy is clear: **road crashes** are a **leading cause of death and serious injury** to United Nations personnel, just as it is for people across the world. In line with the Decade of Action for Road Safety 2011-2020, established by the General Assembly, this strategy aims to guide United Nations bodies in working together to change old thinking and develop a **new approach towards safer journeys**. The United Nations must be led by example as the international community strives to meet the road safety targets in the **Sustainable Development Goals**. I look forward to working with all to implement this strategy, mobilize investments in road safety, and, most of all, to save lives.”*

António Guterres
Secretary-General, United Nations
January 2018





UN Actions

On August 31, 2020, the United Nations General Assembly (GA) adopted a resolution (A/74/299), focusing on road safety. The resolution specifically recognizes the Department of Safety and Security (UNDSS) for its role in executing the UN Road Safety Strategy, which aims to reduce road traffic crashes and fatalities.

The resolution includes the following key provisions:

- Endorses the Stockholm Declaration.
- Proclaims a Second Decade of Action for Road Safety 2021 – 2030, with a goal to reduce deaths and injuries by 50% by 2030.
- Requests for the World Health Organization (WHO), the UN system, and other stakeholders to prepare a plan of action for the Second Decade.
- Agrees to convene a high-level meeting of the UNGA on road safety no later than the end of 2022.

References: <https://www.un.org/en/safety-and-security/road-safety>





UN Actions

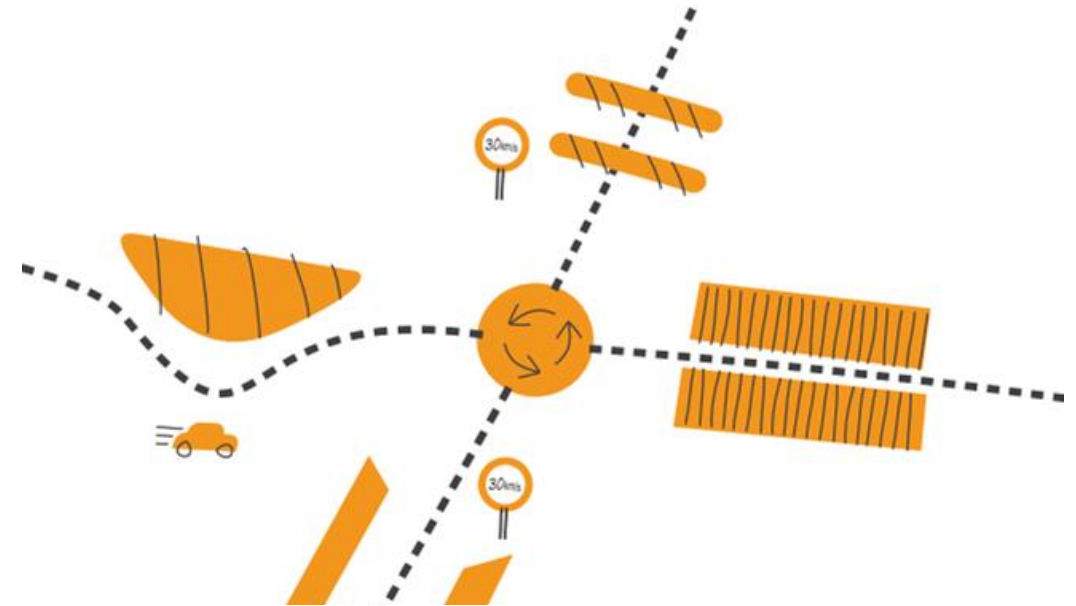
Why the UN Road Safety Strategy is important to UNDSS?

In line with the Global Decade of Action for Road Safety (2011-2020) and SDG 3.6, the objective of the Strategy is to reduce the number of road crashes by 50 percent by 2030.

For the first time, a multi-sectoral and holistic approach to road safety management has been implemented in the UN. The Strategy manages the interaction between speed, vehicles, road-user behaviour and road infrastructure.

The five pillars of the Strategy includes; Road safety management, Safer vehicles, Safer road users, Post-crash response, and, Safer driving environments.

Since the Strategy was launched in 2019, it has contributed to the efforts to reduce the number of deaths and serious injuries resulting from road traffic crashes.



ROAD SAFETY-RELATED SUSTAINABLE DEVELOPMENT GOALS AND TARGETS



SDG GOAL 3: Ensure healthy lives and promote well-being for all at all ages

TARGET 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents

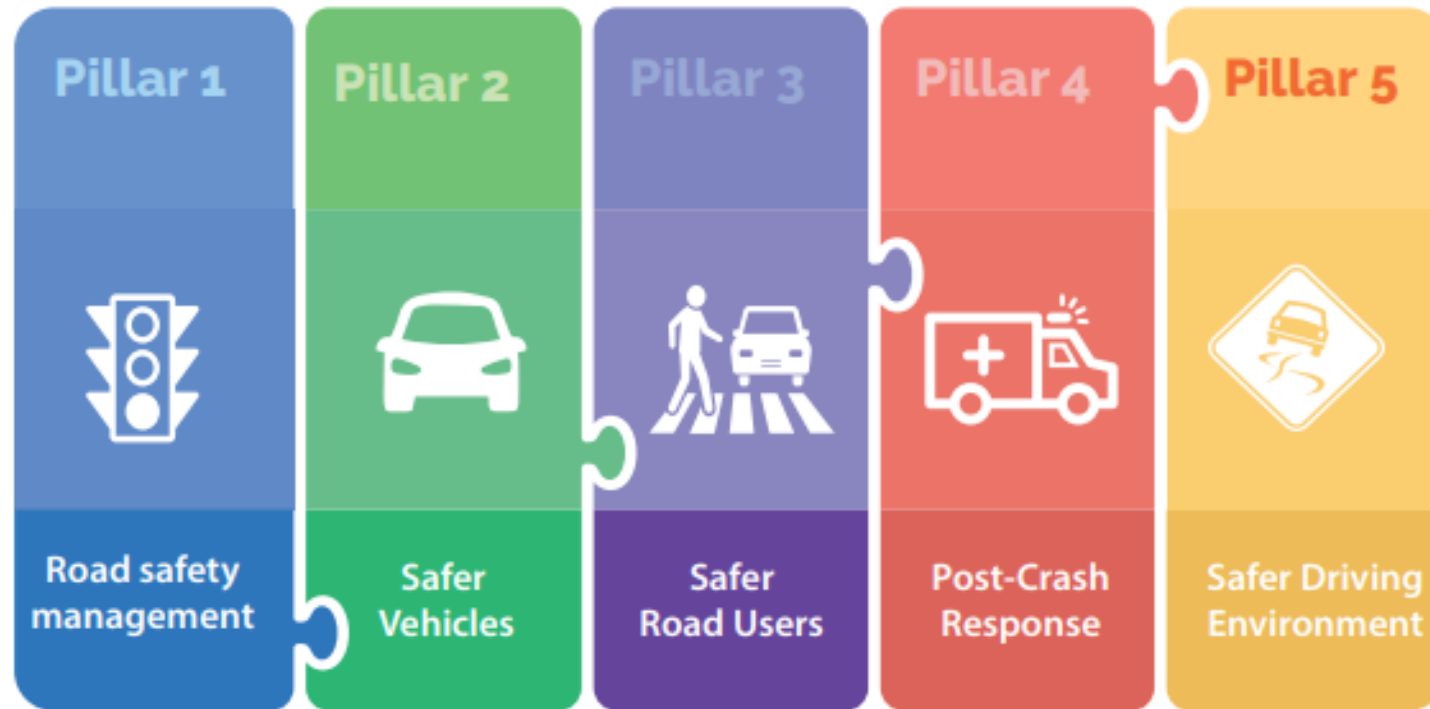


SDG GOAL 11: Make cities and human settlements inclusive, safe, resilient and sustainable

TARGET 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



Pillars of the Global Plan for the Decade of Action for Road Safety 2011–2020



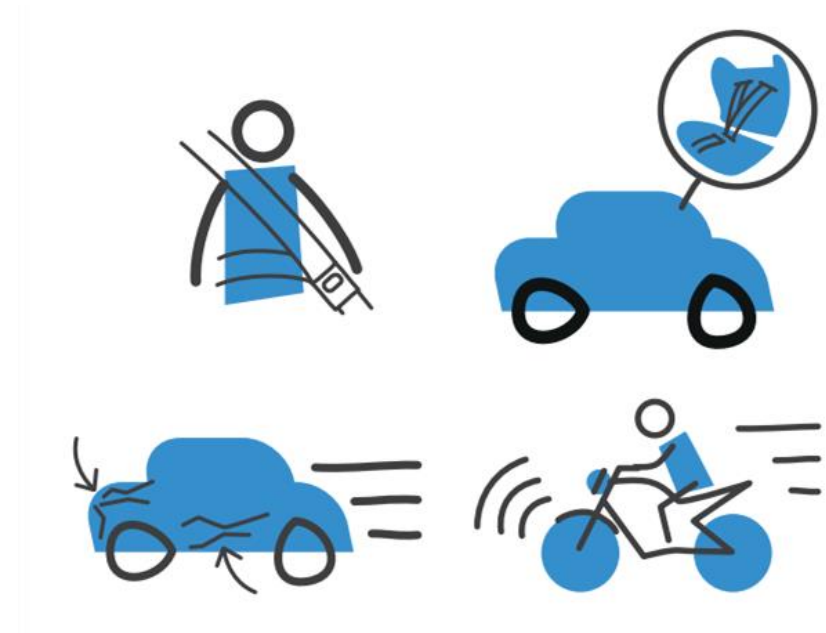




Road Safety in Turkey

In order to achieve positive road safety developments, it's critical to achieve strong management in all features of road safety. It is recommended to have a funded lead organization to direct the national road safety effort and execute a Safe Systems approach.

- Turkey's lead agency is the **Higher Board of Road Safety, Ministry of Interior**, - a road safety strategy that is *fully funded*.
- The agency's purposes and tasks include **coordination, legislation and examining and evaluation of road safety policies and plans**.
- Turkey had both a fatal and non-fatal road safety target, to **decrease fatalities by 50%** with a timeline of 2011 - 2020.





Road Safety Statistics in Turkey

- According to the Turkey Statistical Institute (TUIK), there were a total of **1,168,144** traffic accidents in 2019.
- Approximately **75.9%** of the accidents resulting in fatalities and injuries in the given year took place in **residential areas**, while the remaining **24.1%** occurred outside of residential areas.
- In 2019, there were **5,473 recorded fatalities** in traffic accidents in Turkey. Among these, 2,524 individuals lost their lives directly at the accident site.

73%

Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3:1

Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities.

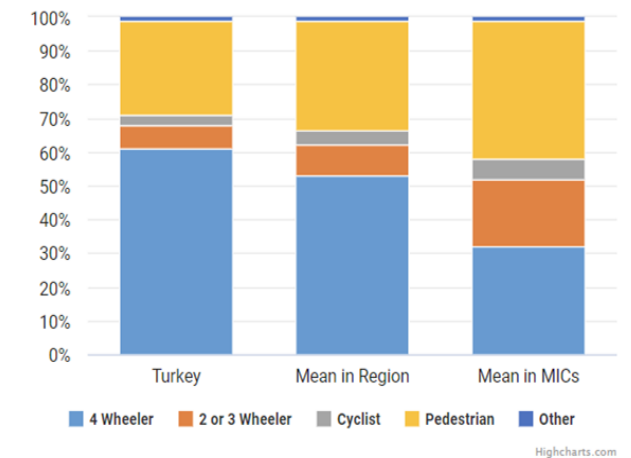
600 life yrs.

affected due to disability from road crash injuries per 100,000 people.

Road crash fatalities and injuries snapshot

Country Population, 2016:	79,512,424
Country Reported Fatalities, 2016:	7,300
WHO Estimated Fatalities, 2016:	9,782
GBD Estimated Fatalities, 2016:	8,727
WHO Est. Fatalities per 100,000 Pop., 2016:	12.3
Estimated Serious Injuries, 2016:	146,730
Cost of Fatalities and Serious Injuries, 2016:	\$35,194 million
Cost as % of country GDP, 2016:	4.1%

Fatalities by user comparison chart





Road Safety Statistics in Turkey

National Seatbelt, Drink Driving and Helmet Laws

(WHO, 2016)

- ✓ National Seatbelt Law
- ✓ Driver
- ✓ Front
- ✓ Back
- ✓ Motorcycle Helmet Law
- ✓ Helmet Standards
- ✗ Motorcycle Occupant Age Restriction: **Not restricted**
- ✓ Legal Minimum Driving Age: **18 yrs.**
- ✓ National Drink Driving Law
- ✓ Is Law BAC Based?
- ✓ Random Drink Driving Tests
- ✓ % of Road Crash Fatalities Involving Alcohol: **3.3%**

Positioning of Country in Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

	2016 WHO Estimated Road Fatalities	2016 GBD Estimated Road Fatalities	2016 WHO Estimated Fatality Rate/100,000 pop.	2016 GBD Estimated Fatality Rate/ 100,000 pop.	% Trend in Fatality Rate/100,000 (2013- 2016)	Motorization Registered Vehicles/100,000 pop.
Turkey	9,782	8,727	12.3	10.96	3.1%	26,525
BEST PERFORMING COUNTRIES IN REGION						
Macedonia	134	164	6.4	7.55	5.8%	21,284
Serbia	649	797	7.4	8.94	-6.1%	25,877
BEST PERFORMING COUNTRIES GLOBALLY						
Switzerland	223	334	2.65	3.89	-5.4%	71,182
Singapore	155	197	2.76	3.53	-4.9%	16,604
Norway	143	215	2.72	4.09	2.4%	75,544
Sweden	278	390	2.83	3.88	-3.2%	62,037



Global Comparison on Road Safety

Estimated Road Traffic Death Rate (per 100,000 population)			
Indicator	2019	2009	2000
Australia	4.94	7.15	9.86
Belgium	5.77	9.42	16.65
Brazil	16.05	22.19	19.71
China	17.36	20.48	21.38
Ghana	25.67	23.88	25.82
India	15.56	17.05	16.86
Iran (Islamic Republic of)	21.47	32.48	26.8
Japan	3.6	5.36	12.48
Norway	2.12	4.6	8.05
Qatar	7.27	18.13	31.23
Russian Federation	12	21.66	27.86
Saudi Arabia	35.94	23.78	17.05
Türkiye	6.68	6.25	8.98
United States of America	12.67	12.12	15.67
Venezuela (Bolivarian Republic of)	39.02	36.85	27.41
Zimbabwe	41.22	37.94	29.31

[https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-road-traffic-death-rate-\(per-100-000-population\)](https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-road-traffic-death-rate-(per-100-000-population))



Actions in Turkey for Road Safety

Ministry of the Interior (Turkey), The General Directorate of Security - Department of Traffic

2021 - 2030 Traffic Safety Strategy Document / 2021 - 2023 Traffic Safety Action-Plan

The "Traffic Safety Strategy Document" based on the "Safe System Approach", which accepts that road traffic safety is the common responsibility of all actors in the traffic system, has been developed through the collective efforts of all stakeholders.

The 2021-2023 Road Traffic Safety Action Plan, which constitutes the first phase of the steps to be taken in the field of traffic safety between 2021 and 2030, will be implemented in order to address the following key areas in traffic safety:

- Priority areas in traffic safety,
- Traffic safety management,
- Infrastructure,
- Vehicles,
- Education,
- Enforcement,
- Post-crash response.





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Ministry of the Interior (Turkey), The General Directorate of Security - Department of Traffic

2021 - 2030 Traffic Safety Strategy Document / 2021 - 2023 Traffic Safety Action-Plan

This plan includes 41 objectives, 104 targets, and 441 performance indicators that will be implemented. Through all these efforts, the aim is to reduce traffic accidents in line with the goal of "Zero Loss of Life in Traffic."

In the 2021-2030 Road Traffic Safety Strategy Document; With the Safe System Approach, it is aimed to raise the current traffic safety level to higher levels, to reduce the deaths and serious injuries as a result of traffic accidents by 50%, which is the target for 2030.



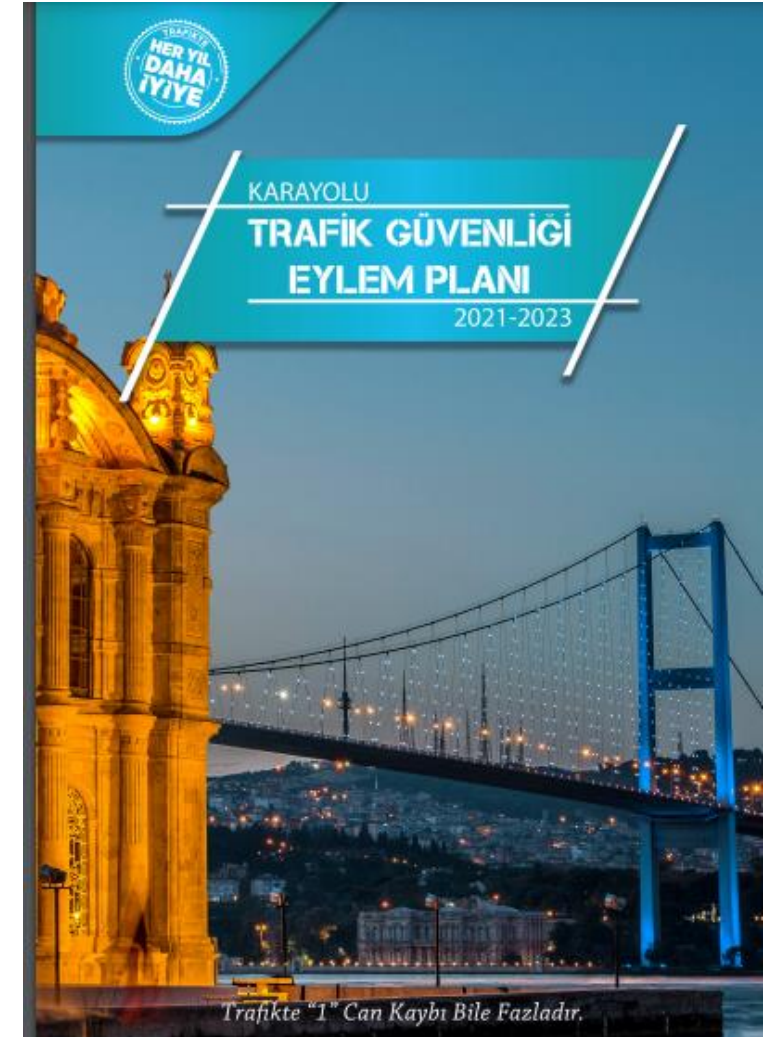


Actions in Turkey for Road Safety

The Action Plan encompasses measures in a total of nine areas, organized under two main headings. These measures are as follows:

I. Priority Areas;

1. Combating Excessive and Inappropriate Speeding,
2. Protection of Vulnerable Road Users,
3. Improvement of Accident Black Spots and Prevention of Fatalities through Effective, Continuous, and Intensive Enforcement





Actions in Turkey for Road Safety

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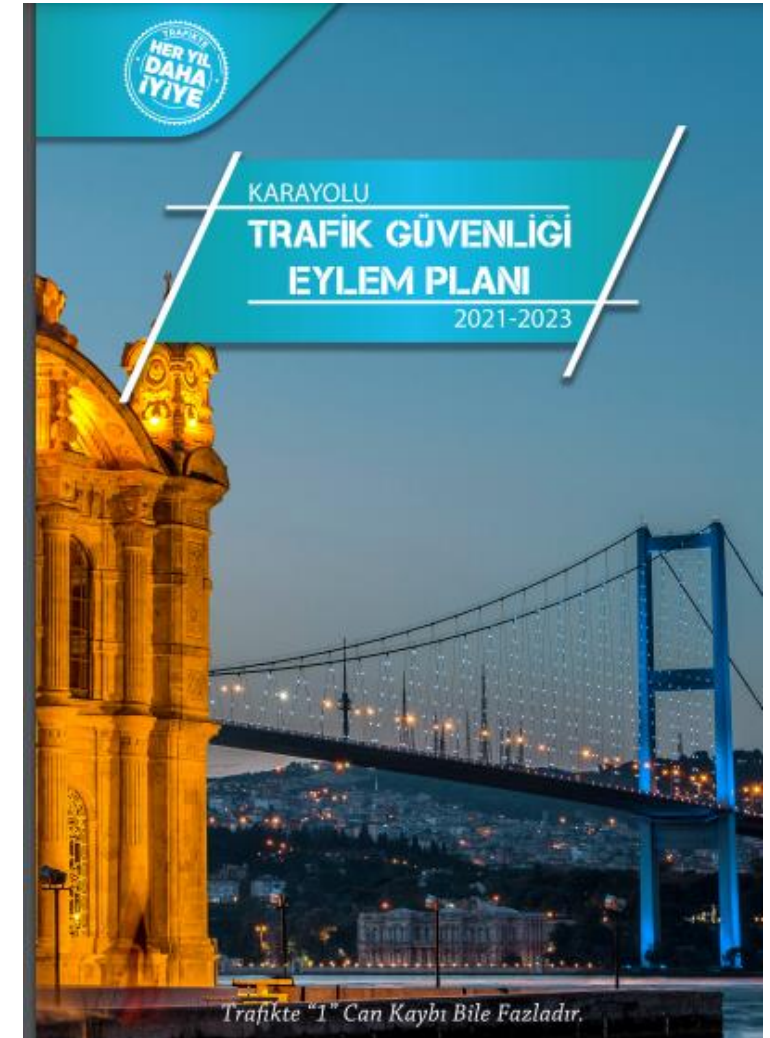
II. Areas for Intervention within the Framework of a Safe System Approach;

1. Traffic Safety Management,
2. Infrastructure: Road and safety environment,
3. Vehicles,
4. Education, Information Campaigns, and Awareness Programs for Road Users,
5. Traffic Controls,
6. Post-Accident Intervention, Maintenance, and Rehabilitation

References:

http://trafik.gov.tr/kurumlar/trafik.gov.tr/01-Haberler/03-2021/2021_2030-Karayolu-Trafik-Guvenligi-Strateji-Belgesi.pdf

http://trafik.gov.tr/kurumlar/trafik.gov.tr/01-Haberler/03-2021/2021_2023-Karayolu-Trafik-Guvenligi-Eylem-Plani.pdf





Vision Zero

The EU Delegation to Turkey and the Government of Turkey funded the “Road Safety – Vision Zero for Turkey”

Through collaboration and the allocation of financial resources, the EU Delegation and the Government of Turkey have a shared objective of decreasing road traffic injuries and fatalities, enhancing road infrastructure, and establishing a safer transportation environment for the population of Turkey.

Project Objectives:

- Form a new institutional and legislative framework with a lead agency and a create a long-term Road Safety Strategy Document for 2021-2030.
- Enhance institutional scope of the Road Safety Services department/unit of Turkish National Police (TNP) for improved implementation of strategies and enhanced enforcement.
- Enhance the road crash reporting, data collection and reporting of TNP, and
- Enhance the public relations, communication, and advocacy capacity of TNP



Is sustainable road safety achievable?

Legal and regulatory framework

Countries globally, especially those in the process of development, should carefully consider joining and effectively adhering to the most recent applicable editions of the United Nations' legal frameworks pertaining to road safety. This is important because these frameworks encompass recent advancements and revisions in international regulations and standards for ensuring road safety.

Infrastructure planning in support of road safety

- It is crucial to incorporate safety elements and considerations related to road infrastructure into these projects. International organizations can play a role in providing assistance and support in terms of enhancing capacity and developing skills necessary for ensuring safe road design, conducting road safety audits, and performing impact assessments.

Data needs

- Data and statistics play a crucial role in monitoring the advancements made towards achieving the sustainable development goals and targets using agreed-upon indicators.



The scope of road safety decisions:

The «E»s of road safety

Road traffic crashes are one of the most crucial public health problems in Turkey.

Various human, vehicle, and environment factors have been associated with road safety

Policies, strategies, interventions but first and foremost awareness play a crucial role in road safety →

«E»s of road safety

- Education: “traffic education for public transportation drivers”.
- Enforcement: “speed controls”.
- Engineering: “road maintenance”.
- Exposure: “regulation of certain groups such as truck in city traffic”.
- Examination of competence and fitness: “education of driver educators and examiners”.
- Emergency response: “establishing first-aid centres in institutions”.
- Evaluation: “preparation and follow-up of road safety action plans”.