

Annex VI

Regional Road Safety Goals, Targets and Indicators for Asia and the Pacific 2016-2020*

<i>Goals and Targets</i>	<i>Indicators for monitoring achievements</i>
Overall objective: 50 per cent reduction in fatalities and serious injuries on the roads of Asia and the Pacific over the period 2011 to 2020	
(a) Reduce the fatality rates by 50 per cent from 2011 to 2020.	(1) Number of road fatalities (and fatality rates per 100,000 inhabitants). ^a
(b) Reduce the rates of serious road injuries by 50 per cent from 2011 to 2020.	(2) Number of serious road injuries (and injury rate per 100,000 inhabitants).
Goal 1: Making road safety a policy priority	
(a) Create a road safety policy/strategy, designate a lead agency and implement a plan of action.	(3) Information on existing national road safety policy, strategy, plan of action, and their implementation. ^a
	(4) Name of designated lead agency on road safety. ^a Description of responsibilities of local, regional and national government organizations, including related coordination mechanism at the national level.
	(5) National road safety reports or impact evaluation reports of government programmes.
(b) Allocate sufficient financial and human resources to improving road safety.	(6) Information on the amount of funding and number of qualified human resources allocated to road safety projects and programmes (public, private and donors) and research and development to create a safer road environment.
Goal 2: Making roads safer for vulnerable road users, including children, elderly people, pedestrians, non-motorized vehicle users, motorcyclists and persons with disabilities	
(a) Reduce by 50 per cent the pedestrian death rate in road crashes.	(7) Numbers of pedestrian deaths. ^a
(b) Increase the number of safe crossings for pedestrians (e.g. with subway, overhead crossings or traffic signals).	(8) Number of new safe crossings or improvements constructed or planned.
(c) Make the wearing of helmets the norm and ensure minimum helmet quality, in order to reduce the motorcyclist death rate by 50 per cent (or reduce it to below the average motorcyclist death rate of the ESCAP region).	(9) Number of motorcyclist deaths and motorcyclist deaths per 100,000 inhabitants. ^a

* This annex is being issued without formal editing.

<i>Goals and Targets</i>	<i>Indicators for monitoring achievements</i>
	(10) Existing laws or administrative rules for the mandatory use of helmets and specifying minimum helmet quality standards. Information on helmet use (percentage). ^a
(d) Ensure minimum child safety measures, in order to reduce the child death rate by 50 per cent.	(11) Number of child fatalities in road crashes. (12) Existing laws or administrative rules on measures for child safety in cars (child restraints) and on motorcycles (child helmets). ^a (13) Use of child seat restraints and child helmets (percentage). ^a
(e) Equip all school children with basic road safety knowledge.	(14) Existing or planned education programmes on road safety in school, starting class and its coverage.
(f) Ensure safe transportation access to elderly people and persons with disabilities.	(15) Information on safe transportation access to elderly people and persons with disabilities.
Goal 3: Making roads safer and reducing the severity of road crashes (“self-explaining” and “forgiving roads”)	
(a) Integrate a road safety audit into all stages of road development starting at the design stage, conduct road safety inspection, carry out necessary improvement works, and improve hazardous locations.	(16) Number of, and information about, road safety audits carried out for road design, new road construction and major improvements. ^a (17) Number of improvement programmes carried out to make roads “forgiving”(e.g. addressing black spots, removing or cushioning roadside obstacles).
(b) Increase separate/secure road space for pedestrians and cyclists in urban and suburban areas (where space permits).	(18) Existing length of pedestrian and bicycle tracks in kilometres per 100,000 people or per 10,000 kilometres of roads (along highways and city roads). Programme to construct pedestrian and bicycle track.
Goal 4: Making vehicles safer and encouraging responsible vehicle advertising	
(a) Make regular inspection of road vehicles mandatory and ensure enforcement of inspection (starting in urban areas).	(19) Existing laws or administrative rules on vehicle inspection, frequency of inspection (annual), number of vehicle inspection facilities and organizations.
(b) Ensure safety requirements for new vehicles are in line with international standards.	(20) Existing laws and regulations specifying vehicle safety standards and implementation.
Goal 5: Improving national and regional road safety systems, management and enforcement	
(a) Accession/ratification and implementation of the United Nations instruments on road safety.	(21) Information on accession/ratification of United Nations instruments on road safety. ^a

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(b) Implement a national (computerized) database, including a mobile reporting system where possible, that provides information on road crashes.	(22) Information on existing integrated road safety database and responsible organizations. (23) The existence of definitions of road fatality and serious injury being used for data collection, with an indication as to whether they are based on internationally accepted definitions.
(c) Aim to provide road safety at the stage of road network planning.	(24) Information about the incorporation of road safety at the stage of road network planning.
(d) Introduction of laws and regulations regarding mandatory use of helmets and seat belts, drinking and driving, use of mobile phones and speed limits.	(25) Information on laws or administrative rules on compliance regarding helmet use (including percentage use). ^a (26) Information on laws or administrative rules on compliance regarding seat-belt use and use of mobile phones (including percentage use). ^a (27) Information on laws or administrative rules on compliance regarding drinking and driving and speed limits. ^a
(e) Allow alcohol tests for prosecution (breathalyser and/or behavioural tests).	(28) Information on existing alcohol-level testing rules and types of tests and alcohol limits used and allowed for prosecution. ^a
(f) Make it the general practice to keep motorcycle headlights on at all times.	(29) Information on existing laws or administrative rules on keeping motorcycle headlights on while driving.
(g) Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and early rehabilitation for crash victims.	(30) Information on a single nationwide telephone number for use in case of emergencies including road crashes. ^a (31) Information on rehabilitation services.
(h) Apply new technologies in traffic management and intelligent transport systems, including navigation systems, to mitigate the risk of road traffic crashes and maximize response efficiency.	(32) Information on the use of intelligent transport systems in improving road safety.

Goal 6: Improving cooperation and fostering partnerships

(a) Encourage and recognize initiatives sponsored by the private sector.	(33) Number of major partnerships in the area of road safety, funding (private sector and public-private initiatives).
(b) Create new and deepen existing partnerships with non-governmental organizations.	(34) Number, scope and funding of major partnerships with non-governmental organizations.

<i>Goals and Targets</i>	<i>Indicators for monitoring achievements</i>
Goal 7: Developing the Asian Highway network as a model of road safety	
(a) Reduce the total number of fatalities and road crashes on the Asian Highway network.	(35) Total number of fatalities and road crashes on the Asian Highway network in each country per year. ^a
(b) Reduce the number of fatalities on all Asian Highway network segments to less than 100 per billion vehicle-kilometres.	(36) Number of fatalities per billion vehicle-kilometres for each Asian Highway network segment per year. ^a
(c) Increase resource allocation for measures related to road safety along the Asian Highway network.	(37) Amount of resources allocated to safety-related works for Asian Highway network segments from Governments and donors.
(d) Improve Asian Highway network segments to be forgiving to road users if a crash occurs; demonstrate best practice.	(38) Information on road safety assessment and rating programme for the Asian Highway network.
Goal 8: Providing effective education on road safety awareness to the public, young people and drivers	
(a) Carry out targeted awareness campaigns and training programmes.	(39) Information on the number of national road safety awareness campaigns and training programmes carried out.
(b) Introduction of policies to reduce work-related road traffic crashes.	(40) Information on policies to regulate and improve professional drivers' work conditions.

Source: Economic and Social Commission for Asia and the Pacific.

^a Available fully or partially in the *Global Status Report on Road Safety 2015*, the Asian Highway Database or United Nations records.