Russia supports the global road safety

Russian Federation works within the program documents of UN, WHO.

Main fundamental documents:
- 1968 Convention on road traffic
- 1968 Convention on road signs and signals
- 1998 Agreement on UN Global Technical Regulations on vehicle construction

United Nations: Sustainable Development Goals (SDGs)

SUSTAINABLE DEVELOPMENT GOAL 3
By 2020, halve the number of global deaths and injuries from road traffic accidents

SUSTAINABLE DEVELOPMENT GOAL 11
By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety

Decade of Action for Road Safety in 2011-2020:
Stabilize and subsequently reduce the predicted global road-related death rate
Road safety is on the highest political level

ROAD SAFETY FEDERAL PROGRAMME, 2006–2012
Target: to decrease the number of deaths in road accidents in 1.5 times by 2012 in comparison to 2004

ROAD SAFETY FEDERAL PROGRAMME, 2013–2020
Target: to decrease the number of deaths in road accidents by 29% by 2020 in comparison to 2012

ROAD SAFETY STRATEGY, 2018–2024
Goal: Targeting the social risk indicator not to exceed 4 fatalities per 100 thousand people by 2024 and adoption of the “Vision Zero” strategy by 2030

Coordinator of road safety policy in Russia - Ministry of Internal Affairs Of the Russian Federation
All road users under close supervision

Drivers

Pedestrians

Passengers
Law enforcement within all risk factors

Drink driving

Driving on the prohibiting signal of a traffic light

Overspeeding

Seat belts and child restraint systems usage

Driving on the oncoming lane
Safer roads throughout the country
Improvement of current roads

Separation of counter flows

Lighting of roadway

Traffic steadying means, including places nearby the educational institutions (preschools, schools)

Innovative technical means of road traffic organization

Traffic safety during the road construction and repair

Safety equipment for pedestrian crossings
Safer roads throughout the country
New standards for the new roads

Improving the quality of the road network in agglomerations

Improving the traffic management system

Creating a control system over the formation and effective use of road funds

“SAFE AND QUALITATIVE ROADS” PRIORITY PROJECT

- Reducing the number of black spots on roads
  - by 50% by 2018
  - by 85% by 2025

- Increasing the proportion of urban agglomeration roads that meet regulatory requirements
  - 50% in 2018
  - 85% in 2025
High quality data and analysis as a key to decision-making

The new Federal Analytical Center gathers the information of all road traffic accidents across the country 24/7.

Receiving information about an accident in the federal data bases within 3-5 hours.

Each accident is processed through 250 indicators.

The prompt analysis facilitate the decision-making to eliminate causes and conditions of an accident.
10 years of road safety campaigns

Targeting all groups of road users
Working in all Russian regions
## Kids safety as a main priority

<table>
<thead>
<tr>
<th>Infants</th>
<th>Kindergarten</th>
<th>Primary school</th>
<th>Secondary school</th>
<th>Youth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger and pedestrian safety in perinatal centers for parents</td>
<td>Passenger, pedestrian, bicycle and bus safety lessons</td>
<td>Decision making in the road environment</td>
<td>Road users rights and duties</td>
<td>Novice drivers and responsible road users</td>
</tr>
</tbody>
</table>

National network for Road Safety Education Regional Kids Centers
POST-CRASH CARE

Implementing first aid programs

Implementing regulations for interaction with emergency services

Launching “ERA-GLONASS”, a system for the emergency automatic notification of an accident

New standards of medical assistance

Adopting a “golden hour” as a national standard
Road safety efforts resulted in saving of thousands of lives in Russia

Vehicle fleet increase: 18%
Accidents decrease: 17%
Road fatalities decrease: 32%

Source: Statistic data of the Ministry of internal Affairs of Russia
### Behavioral changes of road users

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Child restraint systems usage</td>
<td>0%</td>
<td>up to 69%</td>
</tr>
<tr>
<td>Seatbelt usage (drivers and frontseat passengers)</td>
<td>32%</td>
<td>up to 76%</td>
</tr>
<tr>
<td>Bicycle helmet usage</td>
<td>17%</td>
<td>up to 31%</td>
</tr>
<tr>
<td>Reflective elements usage</td>
<td>17%</td>
<td>up to 33%</td>
</tr>
</tbody>
</table>

Source: Federal representative surveys WCIOM (monitorings)

**Unique research data base including more than 35 federal representative sociological surveys**
Road Safety Strategy 2018–2024

2024 – Social risk indicator not to exceed 4 fatalities per 100 thousand people
2030 – Zero mortality on roads

**Strategy goals:**

- Creating a culture of road user behavior and an adequate level of legal awareness
- Better protection of victims from road accidents
- Reduction of the impact of road accidents on the most vulnerable road users – children and pedestrians
- Modernization of the road network
- Improvement of the procedure of allowing to participate in road traffic for vehicles and their drivers
- Further development of the system of post crash care
- Improvement of the effectiveness of road safety management
Russia is a partner in global road safety
Initiative from Russian Federation

To announce The Second Decade of action for road safety 2021-2030

Together we can save millions of lives.