

Regional Road Safety Goals, Targets and Indicators for Asia and the Pacific 2016-2020			
Goals and Targets		Indicators for monitoring achievements	
Overall Objective: 50% 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 population
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 population
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.
		4)	Name of designated lead agency on road safety. Description of responsibilities of local, regional and national government organizations including related coordination mechanism at 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 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 one third the pedestrian death rate in road crashes	7)	Numbers of pedestrian deaths.
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 improvement 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 one third (or reduce it to below the average motorcyclist death rate of the ESCAP region).	9)	Number of motorcyclist deaths and motorcyclist death per 100,000 population.
		10)	Existing law or administrative rule for mandatory use of helmets and specifying minimum helmet quality standards. Information on helmet use (percentage).
d)	Ensure minimum child safety measures, in order to reduce the child death rate by one third	11)	Number of child fatality in road crashes.
		12)	Existing law or administrative rule on measures for child safety in cars (child restraints) and on motorcycles (child helmets).
		13)	Use of child seat restraints and child helmets (percentage).
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 people with disabilities	15)	Information on safe transportation access to elderly people and people with disabilities.
Goal 3: Making roads safer and reducing the severity of road crashes (“self-explaining” and “forgiving roads”)			
a)	Integrate road safety audit in all stages of road development starting at the design stage, 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.
		17)	Number of improvement programmes carried out to make roads “forgiving” (e.g., blackspot, 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 km of roads (along highways and city roads). Programme to construct pedestrian and bicycle tracks.
Goal 4: Making vehicles safer and encourage responsible vehicle advertising			
a)	Make regular inspection of road vehicles mandatory and ensure enforcement of inspection (starting in urban areas).	19)	Existing law or administrative rule on vehicle inspection, frequency of inspection (annual), number of vehicle inspection facilities and organizations.
b)	Ensure safety requirements for new vehicles to be in line with international standards.	20)	Existing law and regulation 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 UN legal instruments on road safety	21)	Information on accession/ratification of UN legal instruments on road safety
b)	Implement a national (computerized) database, including mobile reporting system when 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. Indicate if they are based on internationally accepted definitions.
c)	Aim to provide road safety at the stage of the road network planning	24)	Information about the incorporation of road safety at the stage of the road network planning
d)	Introduction of laws and regulation to ensure compliance with mandatory helmet, seat-belt use, drinking and driving, use of mobile phone and speed limits.	25)	Information on law or administrative rule on compliance with helmet wearing (including percentage use).
		26)	Information on law or administrative rule on compliance with seat-belt use, use of mobile phone (including percentage use).
		27)	Information on law or administrative rule on compliance with "drinking and driving" and speed limits.
e)	Allow alcohol tests for prosecution (either breathalyzer and/or behavioral tests).	28)	Existing alcohol level testing rules, types of tests and alcohol limits used and allowed for prosecution.

f)	Make it the general practice to keep motorcycle front-lights on at all times.	29)	Information on existing law or administrative rule on keeping motorcycle headlight 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 of emergencies including road crashes
		31)	Information on rehabilitation services
h)	Apply new technologies in traffic management and intelligent transport systems, including navigation systems to mitigate road traffic crash risk and maximize response efficiency	32)	Information on the use of ITS in improving road safety
Goal 6: Improving cooperation and fostering partnerships			
a)	Encourage and recognize private-sector sponsored initiatives.	33)	Number of major partnerships in the area of road safety, funding (private sector, public-private initiatives).
b)	Create new and deepen existing partnerships with non-governmental organizations.	34)	Number of major partnerships with NGO, scope and funding.
Goal 7: Developing the Asian Highway as a model of road safety			
a)	Reduce the total number of fatalities and road crashes on the Asian Highway.	35)	Total number of road fatalities and road crashes on the Asian Highway in each country per year.
b)	Reduce the number of fatalities on <i>all</i> Asian Highway segments to below 100 per billion vehicle-kilometres.	36)	Number of fatalities per billion vehicle-kilometres for each Asian Highway segment per year.
c)	Increase resource allocation for road safety-related measures along the Asian Highway.	37)	Amount of resources allocated to safety-related works for the Asian Highway segments from government and donors.
d)	Improve Asian Highway road 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.
Goal 8: Providing effective education on road safety awareness to the public, young people and drivers			
a)	Carry out targeted awareness	39)	Information on number of national road safety

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