

ESCAP Road Safety Goals, Targets and Indicators for the Decade of Action, 2011-2020	
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 10,000 motor vehicles, per motor vehicle-km and per passenger-km).
b) Reduce the rates of serious road injuries by 50 per cent from 2011 to 2020.	2) Number of road crashes. 3) Number of serious road injuries (and injury rate per 10,000 motor vehicles, and per motor vehicle-km).
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, by 2011.	4) Information on existing national road safety policy, strategy, and plan of action. 5) Name of designated lead agency. Description of responsibilities of local, regional and national government organizations. 6) National road safety reports or impact evaluation reports of government programmes.
b) Allocate sufficient financial and human resources to improving road safety.	7) Amount of funding allocated to road safety 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, senior citizens, pedestrians, non-motorized vehicle users, motorcyclists, and persons with disabilities	
a) Reduce by one third the pedestrian death rate in road crashes (or reduce it to less than 1 per 10,000 motor vehicles).	8) Numbers of pedestrian deaths or pedestrian deaths per 10,000 motor vehicles.
b) Increase the number of safe crossings for pedestrians (e.g., with subway, overhead crossings or traffic signals).	9) 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).	10) Number of motorcyclist deaths and motorcyclist death per 10,000 motorcycles. 11) 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 (or reduce it to less than 0.01 per 10,000 motor vehicles).	12) Number of child fatality in road crashes. 13) Existing law or administrative rule on measures for child safety in cars (child restraints) and on motorcycles (child helmets). 14) Use of child seat restraints and child helmets (percentage).
e) Equip all school children with basic road safety knowledge.	15) Existing or planned education programmes on road safety in school, starting class and its coverage.
Goal 3: Making roads safer and reducing the severity of road crashes ("forgiving roads")	
a) Integrate road safety audit in all stages of road development starting at the design stage, carry out necessary improvement works, and improve hazardous locations.	16) Number of, and information about, road safety audits carried out for 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) Implement a national (computerized) database that provides information on road crashes.	21) Information on existing road safety database and responsible organizations.
b) Introduction of laws and regulation to ensure compliance with mandatory helmet, seat-belt use, drinking and driving, use of mobile phone and speed limits.	22) Information on law or administrative rule on compliance with helmet wearing (including percentage use).
	23) Information on law or administrative rule on compliance with seat belt use, use of mobile phone (including percentage use).
	24) Information on law or administrative rule on compliance with "drinking and driving" and speed limits.
c) Allow alcohol tests for prosecution (either breathalyzer and/or behavioral tests).	25) Existing alcohol level testing rules, types of tests and alcohol limits used and allowed for prosecution.
d) Make it the norm to keep motorcycle front-lights on at all times.	26) Information on existing law or administrative rule on keeping motorcycle headlight on while driving.
e) Increase coverage of emergency assistance systems for road victims, to cover at least all urban areas and trunk roads.	27) Kilometres of road (by type) on which emergency services are provided.
	28) Average emergency response time.
	29) Number of emergency service centres per length of highways (except city roads).
Goal 6: Improving cooperation and fostering partnerships	
a) Encourage and recognize private-sector sponsored initiatives.	30) 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.	31) 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.	32) 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.	33) 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.	34) 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.	35) 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 campaigns and training programmes	36) Information on number of national road safety awareness campaigns and training programmes carried out

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