

Global Plan

for the

Decade of Action for Road Safety 2011–2020





I call on Member States, international agencies, civil society organizations, businesses and community leaders to ensure that the Decade leads to real improvements. As a step in this direction, governments should release their national plans for the Decade when it is launched globally on 11 May 2011.

Mr Ban Ki-moon, UN Secretary-General

1. Purpose of this document

This Plan is intended as a guiding document that will facilitate coordinated and concerted action towards the achievement of the goal and objectives of the Decade of Action for Road Safety 2011–2020. It provides a context that explains the background and reasons behind the declaration of a Decade by the United Nations General Assembly. This global Plan serves as a tool to support the development of national and local plans of action, while simultaneously providing a framework to allow coordinated activities at the global level. It is directed at a broad audience that includes representatives of national and local governments, civil society and private companies willing to align their activities over the next decade with the global framework.

2. Background

2.1 Magnitude of the problem, increasing trends

Each year nearly 1.3 million people die as a result of a road traffic collision—more than 3000 deaths each day—and more than half of these people are not travelling in a car. Twenty to fifty million more people sustain non-fatal injuries from a collision, and these injuries are an important cause of disability worldwide. Ninety percent of road traffic deaths occur in low- and middle-income countries, which claim less than half the world's registered vehicle fleet. Road traffic injuries are among the three leading causes of death for people between 5 and 44 years of age. Unless immediate and effective action is taken, road traffic injuries are predicted to become the fifth leading cause of death in the world, resulting in an estimated 2.4 million deaths each year. This is, in part, a result of rapid increases

in motorization without sufficient improvement in road safety strategies and land use planning. The economic consequences of motor vehicle crashes have been estimated between 1% and 3% of the respective GNP of the world countries, reaching a total over \$500 billion. Reducing road casualties and fatalities will reduce suffering, unlock growth and free resources for more productive use.

Aside from road traffic injuries, increases in motorization have had a number of other negative consequences on human health and on the global environment. Many parts of the world are already suffering from the effects of climate change, and evidence suggests that road transport – which is still heavily oil dependent – accounts for 14% of global greenhouse gas emissions. These emissions affect human health directly through air pollution and subsequent respiratory effects. Health is also adversely affected through the reduction in physical activity as a result of the reliance on motorized transportation.

Around the world, decision-makers are considering how to reduce greenhouse gas emissions and their impacts on the changing global climate. Thus, activities taken as part of a Decade of Action for Road Safety will also have an impact on steps taken towards improving systems of sustainable transport as one way of mitigating the effects of climate change. For example, decreasing the use of motor vehicles by promoting the use of safe, cleaner forms of public transportation and active movement would lead to reduced greenhouse gas emissions and have co-benefits on health, including the reduction of road traffic injuries.

2.2 Initiatives that work

Road traffic injuries can be prevented. Experience suggests that an adequately funded lead agency and a national plan or strategy with measureable targets are crucial components of a sustainable response to road safety. Effective

interventions include incorporating road safety features into land-use, urban planning and transport planning; designing safer roads and requiring independent road safety audits for new construction projects; improving the safety features of vehicles; promoting public transport; effective speed management by police and through the use of traffic-calming measures; setting and enforcing laws requiring the use of seat-belts, helmets and child restraints; setting and enforcing blood alcohol concentration limits for drivers; and improving post-crash care for victims of road crashes. Public awareness campaigns also play an important role in supporting the enforcement of legislative measures, by increasing awareness of risks and of the penalties associated with breaking the law.

2.3 Gaining momentum

There is growing awareness that the current road safety situation constitutes a crisis with devastating health, social and economic impacts that threaten the recent health and development gains that have been achieved. Road safety is not a new issue but over the last decade activity at the international level has gained new momentum. A number of documents have been developed that describe the magnitude of the road traffic injury situation, its social, health and economic impacts, specific risk factors, and effective interventions. These have served to provide momentum for the adoption of a number of resolutions that call on Member States and the international community to include road safety as a global policy issue, making specific recommendations for action. The resolutions have called for international collaboration to be strengthened. The United Nations Road Safety Collaboration was established in answer to this call. Chaired by the World Health Organization, with the United Nations regional commissions as rotating vice chairs, the Collaboration has brought together international organizations, governments, nongovernmental organizations, foundations and

private sector entities to coordinate effective responses to road safety issues since 2004.

Even so, current initiatives and levels of investment are inadequate to halt or reverse the predicted rise in road traffic deaths. The United Nations Secretary-General's 2009 report on the global road safety crisis notes that despite evidence of growing awareness of and commitment to road safety issues, political will and funding levels are far from commensurate with the scale of the problem. The United Nations Secretary-General concludes that the crisis requires ambitious vision, increased investment, and better collaboration, and he highlights the First Global Ministerial Conference on Road Safety as a major opportunity for crystallizing action plans and catalysing the next action steps.

3. Why a Decade of Action for Road Safety?

The Commission for Global Road Safety issued a call for a Decade of Action for Road Safety in its 2009 report. Endorsements for the proposal have come from a wide range of public figures as well as the United Nations Road Safety Collaboration. The United Nations Secretary-General, in his 2009 report to the General Assembly, encouraged Member States to support efforts to establish a Decade. A Decade would provide an opportunity for long-term and coordinated activities in support of regional, national and local road safety.

Key partners in global road safety agree that the time is right for accelerated investment in road safety in low-income and middle-income countries, together with the development of sustainable road safety strategies and programmes, which rethink the relationship between roads and people, encourage the use of public transport, and also change approaches to measurement of national progress in transport policy. Major risk factors are understood, as are effective

counter measures to address them. Collaborative structures are in place to bring together key international players, funders, civil society, and there is a funding mechanism to support accelerated investment and activity. Sufficient resources and political will are the key elements still lacking.

A Decade would provide a timeframe for action to encourage political and resource commitments both globally and nationally. Donors could use the Decade as a stimulus to integrating road safety into their assistance programmes. Low-income and middle-income countries can use it to accelerate the adoption of effective and cost-effective road safety programmes while high-income countries can use it to make progress in improving their road safety performance as well as to share their experiences and knowledge with others.

In March 2010 the United Nations General Assembly resolution proclaimed a Decade of Action for Road Safety 2011–2020 (A/64/255)¹ with a goal of stabilizing and then reducing the forecasted level of road traffic fatalities around the world by increasing activities conducted at national, regional and global levels. The resolution calls upon Member States to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour, road safety education and the post-crash response. While supporting the regular monitoring of progress towards the achievement of global targets relating to the Decade, it notes that national targets relating to each area of activity should be set by individual Member States. The resolution requests that the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, prepare a global Plan for the Decade as a guiding document to support the implementation of its objectives.

¹ http://www.who.int/violence_injury_prevention/publications/road_traffic/UN_GA_resolution-54-255-en.pdf

4. A framework for the Decade of Action

The guiding principles underlying the Plan for the Decade of Action are those included in the "safe system" approach. This approach aims to develop a road transport system that is better able to accommodate human error and take into consideration the vulnerability of the human body. It starts from the acceptance of human error and thus the realization that traffic crashes cannot be completely avoided. The goal of a safe system is to ensure that accidents do not result in serious human injury. The approach considers that human limitations - what the human body can stand in terms of kinetic energy - is an important basis upon which to design the road transport system, and that other aspects of the road system, such as the development of the road environment and the vehicle, must be harmonized on the basis of these limitations. Road users, vehicles and the road network/environment are addressed in an integrated manner, through a wide range of interventions, with greater attention to speed management and vehicle and road design than in traditional approaches to road safety.

This approach means shifting a major share of the responsibility from road users to those who design the road transport system. System designers include primarily road managers, the automotive industry, police, politicians and legislative bodies. However, there are many other players who also have responsibility for road safety, such as health services, the judicial system, schools, and nongovernment organizations. The individual road users have the responsibility to abide by laws and regulations.

The Plan for the Decade also recognizes the importance of ownership at national and local levels, and of involving multiple sectors and agencies. Activities towards achieving the goal of the Decade should be implemented at the most appropriate level and the involvement of a variety of sectors (transport, health,

police, justice, urban planning etc) should be encouraged. Nongovernmental organizations, civil society, and the private sector should be included in the development and implementation of national and international activities towards meeting the Decade's goals.

4.1 Goal and specific objectives

The overall goal of the Decade will be to stabilize and then reduce the forecast level of road traffic fatalities around the world by 2020. This will be attained through:

- developing and implementing sustainable road safety strategies and programmes;
- setting an ambitious yet feasible target for reduction of road fatalities by 2020 by building on the existing frameworks of regional casualty targets;
- strengthening the management infrastructure and capacity for technical implementation of road safety activities at the national, regional and global levels;
- improving the quality of data collection at the national, regional and global levels;
- monitoring progress and performance on a number of predefined indicators at the national, regional and global levels;
- encouraging increased funding to road safety and better use of existing resources, including through ensuring a road safety component within road infrastructure projects.

4.2 Activities

Activities over the Decade should take place at local, national, regional and global levels, but the focus will primarily be on national and local level actions. Within the legal constructs of national and local governments, countries are encouraged to implement activities according to five pillars below.

National activities				
Pillar 1 Road safety management	Pillar 2 Safer roads and mobility	Pillar 3 Safer vehicles	Pillar 4 Safer road users	Pillar 5 Post-crash response

4.2.1 National level activities

At a national level countries are encouraged to implement the following five pillars, based on the recommendations of the *World report on road traffic injury prevention* and proposed by the Commission for Global Road Safety.

Countries should consider these five areas within the framework of their own national road safety strategy, capacity and data collection systems. For some countries an incremental approach to including all five pillars will be required.

Pillar 1: Road safety management
Encourage the creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness.
<p><u>Activity 1:</u> Establish a lead agency (and associated coordination mechanisms) on road safety involving partners from a range of sectors through:</p> <ul style="list-style-type: none"> • designating a lead agency and establishing related secretariat; • encouraging the establishment of coordination groups; and • developing core work programmes.

Activity 2: Develop a national strategy (at a cabinet or ministerial level) coordinated by the lead agency through:

- confirming long-term investment priorities;
- specifying agency responsibilities and accountabilities for development and implementation of core work programmes;
- identifying implementation projects;
- building partnership coalitions;
- promoting road safety management initiatives such as the new ISO traffic safety management standard ISO 39001; and
- establishing and maintaining the data collection systems necessary to provide baseline data and monitor progress in reducing road traffic injuries and fatalities and other important indicators such as cost, etc.

Activity 3: Set realistic and long-term targets for national activities based on the analysis of national traffic crash data through:

- identifying areas for performance improvements; and
- estimating potential performance gains.

Activity 4: Work to ensure that funding is sufficient for activities to be implemented through:

- building business cases for sustained funding based on the costs and benefits of proven investment performance;
- recommending core annual and medium-term budgetary targets;
- encouraging the establishment of procedures for the efficient and effective allocation of resources across safety programs;
- utilizing 10% of infrastructure investments for road safety; and
- identifying and implementing innovative funding mechanisms.

Activity 5: Establish and support data systems for on-going monitoring and evaluation to include a number of process and outcome measures, including:

- establishing and supporting national and local systems to measure and monitor road traffic deaths, injuries and crashes;
- establishing and supporting national and local systems to measure and monitor intermediate outcomes, such as average speed, helmet-wearing rates, seat-belt wearing rates, etc.;
- establishing and supporting national and local systems to measure and monitor outputs of road safety interventions;
- establishing and supporting national and local systems to measure and monitor the economic impact of road traffic injuries; and
- establishing and supporting national and local systems to measure and monitor exposure to road traffic injuries.

Pillar 2: Safer roads and mobility

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

Activity 1 Promote road safety ownership and accountability among road authorities, road engineers and urban planners by:

- encouraging governments and road authorities to set a target to “eliminate high risk roads by 2020”;
- encouraging road authorities to commit a minimum of 10% of road budgets to dedicated safer road infrastructure programmes;
- making road authorities legally responsible for improving road safety on their networks through cost-effective measures and for reporting annually on the safety situation, trends and remedial work undertaken;
- establishing a specialist road safety or traffic unit to monitor and improve the safety of the road network:
- promoting the safe system approach and the role of self-explaining and forgiving road infrastructure; and
- monitoring the safety performance of investments in road infrastructure by national road authorities, development banks and other agencies.

Activity 2 Promoting the needs of all road users as part of sustainable urban planning, transport demand management and land-use management by:

- planning land use to respond to the safe mobility needs of all, including travel demand management, access needs, market requirements, geographic and demographic conditions;
- including safety impact assessments as part of all planning and development decisions; and
- putting effective access and development control procedures in place to prevent unsafe developments.

Activity 3 Promote safe operation, maintenance and improvement of existing road infrastructure by requiring road authorities to:

- identify the number and location of deaths and injuries by road user type, and the key infrastructure factors that influence risk for each user group;
- identify hazardous road locations or sections where excessive numbers or severity of crashes occur and take corrective measures accordingly;
- conduct safety assessments of existing road infrastructure and implement proven engineering treatments to improve safety performance;
- take a leadership role in relation to speed management and speed sensitive design and operation of the road network; and
- ensure work zone safety.

Activity 4 Promote the development of safe new infrastructure that meets the mobility and access needs of all users by encouraging relevant authorities to:

- take into consideration all modes of transport when building new infrastructure;
- set minimum safety ratings for new designs and road investments that ensure the safety needs of all road users are included in the specification of new projects;
- use independent road safety impact assessment and safety audit findings in the planning, design, construction, operation and maintenance of new road projects, and ensure the audit recommendations are duly implemented.

Activity 5 Encourage capacity building and knowledge transfer in safe infrastructure by:

- creating partnerships with development banks, national authorities, civil society, education providers and the private sector to ensure safe infrastructure design principles are well understood and applied;
- promoting road safety training and education in low-cost safety engineering, safety auditing and road assessment; and
- developing and promoting standards for safe road design and operation that recognize and integrate with human factors and vehicle design.

Activity 6 Encourage research and development in safer roads and mobility by:

- completing and sharing research on the business case for safer road infrastructure and the investment levels needed to meet the Decade of Action targets;
- promoting research and development into infrastructure safety improvements for road networks in low-income and middle-income countries; and
- promoting demonstration projects to evaluate safety improvement innovations, especially for vulnerable road users.

Pillar 3: Safer vehicles

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.

Activity 1: Encourage Member States to apply and promulgate motor vehicle safety regulations as developed by the United Nation's World Forum for the Harmonization of Vehicle Regulations (WP 29).

Activity 2: Encourage implementation of new car assessment programmes in all regions of the world in order to increase the availability of consumer information about the safety performance of motor vehicles.

Activity 3: Encourage agreement to ensure that all new motor vehicles are equipped with seat-belts and anchorages that meet regulatory requirements and pass applicable crash test standards (as minimum safety features).

Activity 4: Encourage universal deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti-Lock Braking Systems in motorcycles.

Activity 5: Encourage the use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage import and export of new or used cars that have reduced safety standards.

Activity 6: Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.

Activity 7: Encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.

Pillar 4: Safer road users

Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors.

Activity 1: Increase awareness of road safety risk factors and prevention measures and implement social marketing campaigns to help influence attitudes and opinions on the need for road traffic safety programmes.

Activity 2: Set and seek compliance with speed limits and evidence-based standards and rules to reduce speed-related crashes and injuries.

Activity 3: Set and seek compliance with drink-driving laws and evidence-based standards and rules to reduce alcohol-related crashes and injuries.

Activity 4: Set and seek compliance with laws and evidence-based standards and rules for motorcycle helmets to reduce head-injuries.

Activity 5: Set and seek compliance with laws and evidence-based standards and rules for seat-belts and child restraints to reduce crash injuries.

Activity 6: Set and seek compliance with transport, occupational health and safety laws, standards and rules for safe operation of commercial freight and transport vehicles, passenger road transport services and other public and private vehicle fleets to reduce crash injuries.

Activity 7: Research, develop and promote comprehensive policies and practices to reduce work-related road traffic injuries in the public, private and informal sectors, in support of internationally recognized standards for road safety management systems and occupational health and safety.

Activity 9: Promote establishment of Graduated Driver Licensing systems for novice drivers.

Pillar 5: Post crash response

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims.

Activity 1: Develop prehospital care systems, including the extraction of a victim from a vehicle after a crash, and implementation of a single nationwide telephone number for emergencies, through the implementation of existing good practices.

Activity 2: Develop hospital trauma care systems and evaluate the quality of care through the implementation of good practices on trauma care systems and quality assurance.

Activity 3: Provide early rehabilitation and support to injured patients and those bereaved by road traffic crashes, to minimize both physical and psychological trauma.

Activity 4: Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims through:

- Introduction of mandatory third-party liability; and
- International mutual recognition of insurance, e.g. green card system.

Activity 5: Encourage a thorough investigation into the crash and the application of an effective legal response to road deaths and injuries and therefore encourage fair settlements and justice for the bereaved and injuries.

Activity 6: Provide encouragement and incentives for employers to hire and retain people with disabilities.

Activity 7: Encourage research and development into improving post crash response.

4.2.2 International activities

In order to guide nations in the attainment of realistic but achievable targets around the world, overarching international coordination is required. Formalized coordination will also provide a mechanism to facilitate the sharing of experiences by Member States towards achieving their national targets.

International road safety coordination and activities
A number of global activities will be coordinated by the United Nations Road Safety Collaboration, under the leadership of the World Health Organization, in order to facilitate and evaluate the impact of the Decade of Action for Road Safety.
<p><u>Activity 1:</u> Encourage, where appropriate, an increase in funding for road safety through:</p> <ul style="list-style-type: none">• support for the Global Road Safety Facility;• new and innovative approaches to funding;• encouraging countries to allocate 10% of their road infrastructure investments for road safety; and• outreach to new public and private sector donors.
<p><u>Activity 2:</u> Advocate for road safety at the highest levels and facilitate collaboration among multiple stakeholders (such as nongovernmental organizations, international financial institutions), including through:</p> <ul style="list-style-type: none">• United Nations and World Health Assembly road safety resolutions, where appropriate;• countries signing up to regional or international road safety campaigns; and• including road safety in appropriate high-profile meetings such as G8/20, World Economic Forum, Clinton Global Initiative, etc;
<p><u>Activity 3:</u> Increase awareness of risk factors and the need for enhanced prevention of road traffic crashes through:</p> <ul style="list-style-type: none">• the use of public awareness campaigns including global road safety weeks; celebrating the annual World Day of Remembrance for Road Traffic Victims;• collaboration with appropriate nongovernmental organizations and other civil society initiatives aligned with the Decade's goals and objectives; and• support for private sector initiatives aligned with the Decade's goals and objectives.
<p><u>Activity 4:</u> Provide guidance to countries on strengthening road safety management systems and implementing road safety good practices and trauma care through:</p> <ul style="list-style-type: none">• countries implementing United Nations Road Safety Collaboration or other internationally recognized good practice guidelines;• development of additional "good practice" guides; and• providing technical support to countries for implementation of good practices.

Activity 5: Improve the quality of road safety data collected through:

- implementing good practice guidelines on data information systems;
- standardization of definitions and reporting practices;
- promoting investment in the development of national crash analysis systems and related surveillance systems maintained by health, labour and worker's compensation agencies;
- investigation of crashes to identify their causes, circumstances and consequences;
- encouraging the development of road safety data management systems (e.g. by peer-to-peer support promoted by the International Road Traffic Accident Database Group [IRTAD] members); and
- communicating lessons learned from both successes and failures.

4.3 Funding of activities

Initial estimates suggest that up to US\$ 500 billion each year is spent on road infrastructure by the world's road authorities. Dedicating even a small proportion of these funds towards meeting the objectives of the Decade should be a priority for countries.

Nonetheless, to successfully implement the action plan, a significant commitment in additional resources may be required, particularly by countries themselves but also from public and private sector stakeholders. In its 2006 Make Roads Safe report, the Commission for Global Road Safety advocated a US\$ 300 million ten-year fund for a global action plan to catalyse a stronger focus on improving the safety outcomes of planned large-scale investments in road infrastructure over the coming Decade and beyond. Although presently falling short of this figure, funds for some aspects of the plan are being made available by the Global Road Safety Facility of the World Bank, as well as from Regional Development Banks, and private sector donors. Initial estimates set the required funding for national activities to around US\$ 200 million per year, amounting to US\$ 2 billion for the whole Decade.

The combined effort of the international community towards funding road safety is roughly estimated to be between US\$ 10–25 million per year. Additional efforts from the traditional donor community are clearly not sufficient to reach the amounts commensurate with the scope of the problem. This funding gap must be bridged through expanded outreach to a broad range of stakeholders. As an example, a few fund that allows the private sector the opportunity to support the implementation of this Plan, primarily in low-income and middle-income countries, has already been established.

5. Monitoring and evaluation of the Decade of Action for Road Safety

Progress towards achievement of the Decade goal will be monitored through:

- monitoring of indicators;
- tracking milestones linked to the Decade; and
- mid-term and end-term evaluation of the Decade.

INDICATORS

The following are some potential indicators that can be measured at a global level to monitor process and outcome.

Indicators: Pillar 1

CORE

- number of countries which have a clearly empowered agency leading road safety;
- number of countries with a national strategy;
- number of countries with time-based road safety targets;
- number of countries with data systems in place to monitor progress in achieving road safety targets;
- number of countries that collect annual road traffic crash data consistent with internationally accepted definitions.

OPTIONAL

- number of countries that have dedicated funds to implement their road safety strategy;
- number of countries that have made progress towards achieving their defined targets.

Indicators: Pillar 2**CORE**

- number of countries where road authorities have statutory responsibility to improve road safety on their networks;
- number of countries with a defined allocation of expenditure for dedicated road infrastructure safety programmes;
- number of countries with a target to eliminate high-risk roads by 2020;
- number of countries that have adopted sustainable urban mobility policies;
- number of countries with specialist infrastructure road safety units monitoring safety aspects of the road network;
- number of countries with systematic safety audit, safety impact and/or road assessment policies and practices in place.

OPTIONAL

- number of countries with the integration of safety needs as part of land-use and transport planning functions;
- number of countries with effective property access control and development control procedures
- number of countries with regular, ongoing conduct of network safety rating surveys;
- number of countries where the safety ratings for the highest volume 10% of roads is above a defined threshold (e.g. crash rates per kilometre; minimum infrastructure safety ratings; percentage of high-speed roads with safe roadsides and median separation; safe pedestrian provision);
- number of countries with minimum safety rating standards for new road projects;
- number of countries reporting vehicle miles travelled.

Indicators: Pillar 3**CORE**

- number of countries who participate in the United Nations World Forum for Harmonization of Vehicle Regulations and apply relevant standards;
- number of countries that participate in NCAP ("New Car Assessment") programmes;
- number of countries enacting laws that prohibit the use of vehicles without seat-belts (front and rear).

OPTIONAL

- number of countries enacting laws to prohibit the manufacture of vehicles without specific vehicle safety features, such as Electronic Stability Control and Anti-Lock Braking Systems.

Indicators: Pillar 4

CORE

- number of countries with speed limits appropriate to the type of road (urban, rural, highway);
- number of countries with blood alcohol concentration limits less than or equal to 0.05 g/dl;
- number of countries with blood alcohol concentration limits lower than 0.05g/dl for young/novice and commercial drivers;
- number of countries with national data on the proportion of alcohol-related fatal crashes;
- number of countries with a comprehensive helmet use law (including standards);
- number of countries with national data on helmet-wearing rates;
- number of countries with a comprehensive seat-belt law;
- number of countries with national data on seat-belt wearing rates (front, rear)
- number of countries with a child restraint law;
- number of countries with a formal policy to regulate fatigue among commercial vehicle drivers.

OPTIONAL

- number of countries with national data on network speeds by road type;
- number of countries with national data on child restraint wearing rates;
- number of countries which have adopted the new ISO 39001 standard;
- number of countries that report road traffic crashes as a category among data recorded for occupational injuries;
- number of countries hosting regular road safety weeks.

Indicators: Pillar 5

CORE

- number of countries that require third-party insurance schemes for all drivers;
- number of countries with one national emergency access number;
- number of countries with designated trauma care centres.

OPTIONAL

- number of countries where specific trauma care training is required for emergency care personnel

Indicators: International activities

CORE

- number of road traffic deaths, as a core composite indicator for all activities
- amount of funding that is dedicated to road safety that is provided by the international donor community (including development and donor agencies,

foundations, the private sector and other donors).

A number of global milestones will mark progress through the Decade. The Decade - and implementation of this Plan - will be evaluated at regular intervals by the United Nations Road Safety Collaboration. In order to collate this information at the global level, an Evaluation Working Group will be set up. Baseline data will be obtained through country surveys conducted for the 2nd *Global road safety status report on road safety* due for publication in 2012. A third report will be published in 2014 and - should funding be secured - additional status reports will be developed. During the evaluation process, both outcome and process indicators will be assessed. The status reports and other monitoring tools will serve as a basis for discussion in mid-term and end-term global review events. At the national level, each country will set its own monitoring system. It is hoped that countries will develop and publish national reports and organize events to discuss progress and adapt plans.