

Discussion Paper: Developing indicators for voluntary global performance targets for road safety risk factors and service delivery mechanisms

INTRODUCTION

Background

1. The importance of setting performance targets and monitoring progress towards the achievement of the SDG targets was highlighted in United Nations General Assembly Resolution A/70/260, adopted in April 2016,¹ as well as by the World Health Assembly. Indeed, WHA Resolution 69.7, adopted in May 2016,² requested WHO, in collaboration with other United Nations agencies and the United Nations regional commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist interested countries to develop voluntary global performance targets on road safety risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries. In response to the above request, in 2016-2017 the World Health Organization, in collaboration with other United Nations agencies and the United Nations regional commissions, led a process of developing voluntary global performance targets on road safety risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.

2. During a Meeting of Member States to conclude the work on the development of voluntary global performance targets for road safety risk factors and service delivery mechanisms, held on 20 to 21 November 2017 in Geneva, Switzerland, the second revised WHO discussion paper (version dated 22 August 2017) on developing voluntary global performance targets for road safety risk factors and service delivery mechanisms³ was considered by Member States. A set of 12 voluntary global performance targets for road safety risk factors and service delivery mechanisms was supported by consensus. The meeting agreed that further work should be undertaken on aligning the indicators with the targets and invited the Secretariat, in close collaboration with organizations of the United Nations system, before March 2018, to prepare a revised list of corresponding indicators for further consideration by Member States. The meeting further invited the Director-General of the World Health Organization to explore the possibilities of convening an informal consultation of Member States, before March 2018, to complete the work on the corresponding indicators.

3. This paper puts forward a set of indicators for voluntary global performance targets for the prevention of road traffic injuries that will be used to assess their achievement for

¹ http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/70/260&referer=/english/&Lang=E

² http://apps.who.int/gb/ebwha/pdf_files/WHA69/A69_R7-en.pdf?ua=1

³ Document A/GRS/GRS/2. http://www.who.int/violence_injury_prevention/road_traffic/Report-of-the-meeting-of-member-states.pdf?ua=1 and its Annex http://www.who.int/violence_injury_prevention/road_traffic/Report-of-the-meeting-of-member-states-Annex.pdf?ua=1

Member States consideration. Further information on the process to develop this framework follows.

INDICATORS FOR VOLUNTARY GLOBAL PERFORMANCE TARGETS

Why do we need global indicators?

4. Whereas the 12 targets agreed upon represent the specific goals to be achieved, there is a need to develop indicators that are aligned with these targets. Indicators provide a means to monitor the extent of progress, which can stimulate changes to the focus and scale of national road safety activities in order to ensure that targets are met. Indicators will be used to assess progress and achievement of the targets. Countries that have managed to improve road safety have shown that doing so is aided by setting targets and reporting on progress towards those targets based on agreed indicators. This can serve to maintain momentum and action towards national road safety efforts in support of positive impacts.

What process will be used to develop the indicators?

5. An inter-agency group comprised of UN agencies including WHO, UNICEF, the World Bank as well as the United Nations Economic Commission for Europe (UNECE) worked with input from experts, to develop the first draft of the indicators.

6. The draft set of indicators developed by the inter-agency group will serve as the basis for an informal consultation of Member States that will be convened at WHO Headquarters on 22-23 February 2018 to finalise the indicators.

Defining and monitoring indicators for voluntary global performance targets

7. For each of the 12 voluntary global targets that have been agreed upon, one or more indicators are proposed which may be outcome indicators, intermediate outcome indicators or national systems response indicators⁴. Indicators should:

- Be strongly associated with the injury and/or fatality occurrence;
- Be sensitive to changes brought about by road safety measures;
- Have a clear operational definition, and have feasible monitoring mechanisms available;
- Be feasible for countries to collect, compile, analyse and communicate, with high- quality data relating to these indicators on a regular/timely frequency;
- Be supported by existing data sources that can be used to establish a baseline from which progress can be assessed.

8. Whereas this paper presents global indicators, Member States may use these examples to eventually develop national indicators. It is important to note that there are some important differences between global and national indicators that must be taken into account. Global indicators represent collective progress by all countries and must be relevant to all country contexts. Global indicators using proportions (%) are only possible when a global denominator exists. For example, assessing the proportion of motorcycle riders using helmets requires data on motorcycle riders in all countries. While this indicator may be possible to assess at the national level, at the global level, data cannot be readily extrapolated from a subset of countries to generate a global estimate.

9. Table 1 provides proposed global indicators for discussion by Member States; potential data sources have also been suggested.

10. Additionally, and in order to facilitate a better understanding of why the proposed global indicators were selected, Table 2 provides examples of actions that may be taken by countries in order to achieve the targets, as well as potential measures of progress and national level indicators that countries may consider using for monitoring purposes. These have been provided for informational purposes only and will not be included as part of the consultation with Member States on 22-23 February.

⁴ National system response indicators are taken to mean interventions relating the capacity of the health and/or transport system(s): infrastructure, policies and plans, access to key health-care interventions and treatments.

Reporting and review

11. Since both progress and outcome indicators will be developed, the reporting can focus more on progress indicators than outcome indicators during the first phase of implementing *2030 Agenda for Sustainable Development*, where actions will be undertaken to achieve targets. Changes in outcomes may not be observed right away and outcome data on risks and service delivery mechanisms may not be available until countries implement monitoring activities and collect data. Thus, outcome indicators can be reported in the latter phase of implementing the *2030 Agenda for Sustainable Development*.

12. Reporting must balance country ownership and application with comparability and transparency, so that lessons can be shared and progress measured. This will require close coordination of country reporting with global aggregation and analysis. The responsibility for compiling and interpreting the data and additional analyses lies with WHO, supported by an expert technical group.

CONCLUSION

13. Setting indicators for voluntary global performance targets relating to road safety risk factors and service delivery mechanisms can assist national and global road safety policy efforts. This paper proposes a selection of measurable indicators aligned with the 12 agreed global targets that may be used to monitor progress towards the achievement of these global targets.

Table 1: Candidate indicators for global targets (to be discussed and agreed upon by Member States)

Target	Global Indicator for target	Data source
<p>Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.</p>	<p>Number of countries with published national action plan with time-bound targets for reductions in fatalities and injuries</p>	<p>Link on gov't website</p> <p>WHO Global status report on road safety</p>
<p>Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.</p>	<p>Number of countries acceding to each road safety-related UN legal instruments:</p> <ul style="list-style-type: none"> • 1949 Convention on road traffic • 1968 Convention on road traffic • 1968 Convention on road signs and signals • 1958 Agreement on UN Regulations for vehicle type-approval⁵ • 1997 Agreement on periodic technical inspection⁶ • 1998 Agreement on UN Global Technical Regulations on vehicle construction⁷ • 1957 Agreement on transport of dangerous goods by road (ADR). 	<p>UNECE website for Contracting Parties to road-safety related UN legal instruments</p> <p>UNECE statistics on capacity-building, technical sessions and performance reviews</p>

⁵ The Agreement is inoperative without the transposition of a minimum number of UN Regulations annexed to it into the national legislation of the Contracting Party. UN suggests: UN Regulations Nos. 94 and 95 (front and side impact protection); UN Regulation No. 140 (Electronic stability control (ESC)); UN Regulation No. 127 (Pedestrian safety); UN Regulation No. 16 and 14 (Safety-belts and safety-belt anchorages); UN Regulations Nos. 44 or 129 (Child Restraint Systems) and UN Regulation No. [145] (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions); UN Regulation No. 78 (Motorcycle braking); UN Regulation No. 22 (Protective helmets)

⁶ The Agreement is inoperative without the transposition of the UN Rule No. 2 (Roadworthiness) into the national legislation of the Contracting Party

⁷ The Agreement is inoperative without the transposition of a minimum number of UN GTRs into the national legislation of the Contracting Party. UN suggests: UN GTR No. 9 (Pedestrian safety); UN GTR No. 8 (ESC); UN GTR No.3 (Motorcycle braking)

Target	Global Indicator for target	Data source
<p>Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.</p>	<p>Number of countries with technical standards for roads that take into account the safety of all road users, or equivalent to three-star rating or better, or that are aligned with the relevant UN Conventions</p> <p>Number of countries where all new roads take into account the safety of all road users, or are equivalent to three-star rating or better, or are aligned with the relevant UN Conventions</p> <p>Number of countries implementing new road assessments/audits using systematic approaches such as iRAP</p>	<p>Published standards for roads</p> <p>Published data on opening of new roads meeting the required standards by the relevant ministries (for example Highways, Transport, infrastructure)</p> <p>iRAP (International Road Assessment Programme) Report</p>
<p>Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.</p>	<p>Number of countries with technical standards that take into account the safety of all road users or equivalent to three-star rating or better or aligned with the relevant UN Conventions</p> <p>Number of countries implementing road assessments using systematic approaches such as iRAP on existing roads</p> <p>Number of countries that have made improvements to existing roads infrastructure compliant with the required standard</p>	<p>Published standards for roads</p> <p>Published data on improved/upgraded roads meeting the required standards by the relevant ministries (for example Highways, Transport, infrastructure)</p>

Target	Global Indicator for target	Data source
<p>Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.</p>	<p>Number of countries with technical standards for vehicles that meet high quality standards such as the recommended priority UN regulations⁸, Global Technical Regulations, or equivalent national standards⁹</p> <p>Number of countries implementing regulatory vehicle assessments using systematic approaches such as NCAP</p> <p>Number of countries changing regulations on export of used vehicles</p>	<p>UNECE website for Contracting Parties to road safety related UN legal instruments¹³</p> <p>Equivalent national statutes governing vehicle safety, e.g. US Federal Motor vehicle standards, Canadian Motor Vehicle Standards</p> <p>National car assessment programmes from around the world</p> <p>Country surveys</p> <p>Global NCAP (New Car Assessment Programme) Report</p>
<p>Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.</p>	<p>Number of countries that have reduced by half the number of vehicles travelling over the posted speed limit and achieved reductions in speed-related injuries and fatalities</p> <p>Number of countries having legislation setting appropriate speed limits in accordance with safe system principles</p> <p>Number of countries that enforce speed limits¹⁰</p> <p>Number of countries that collect data on speeding violations</p>	<p>Data reported by relevant ministries for the WHO Global status report on road safety</p> <p>Country surveys</p> <p>Police accident report forms</p>

⁸ Implementation of UN Regulations Nos. 94 and 95 front and side impact protection; Implementation of UN Regulation No. 140 on electronic stability control or UN GTR No. 8; Implementation of UN Regulation No. 127 or UN GTR No. 9 (Pedestrian safety); Safety-belts: UN Regulation No. 16 and Safety-belts; anchorages: UN Regulation No. 14; Child restraint systems: UN Regulations Nos. 44 or 129; and UN Regulation No. 145; Implementation of UN Regulation No. 78 motorcycle braking or UN GTR No.3

⁹ Or equivalent national standards: e.g. Corresponding standards in USA: FMVSS 208 (Occupant crash protection) and 214 (Side impact protection), FMVSS 209 (Seat belt assembly) and 210 (Seat belt assembly anchorages), FMVSS 225 (Child restraint anchorage systems) until UN GTRs will harmonize provisions on these matters

¹⁰ Enforcement through manual and automated mechanisms

Target	Global Indicator for target	Data source
<p>Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.</p>	<p>Number of countries in which the proportion of motorcycle riders correctly using standard helmets is or close to 100%</p> <p>Number of countries having legislation requiring motorcycle riders to wear a helmet properly fastened and meeting appropriate standards such as UN Regulation 22 or equivalent national standard</p> <p>Number of countries regulating manufacture/importation of helmets</p> <p>Number of countries that enforce legislation on helmet use</p> <p>Number of countries that collect data on helmet use</p>	<p>Data reported by relevant ministries for the WHO Global status report on road safety</p> <p>UNECE website for Contracting Parties to road safety related UN legal instruments</p> <p>Country surveys</p> <p>Forensic departments</p> <p>Police reports from checkpoints</p>
<p>Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.</p>	<p>Number of countries in which the proportion of motor vehicle occupants using safety belts or standard child restraints systems is or close to 100%</p> <p>Number of countries having legislation requiring the use of safety belts for all motor vehicle occupants</p> <p>Number of countries having legislation requiring, as appropriate, the use of child-restraint systems meeting appropriate standards such as UN regulation No. 44 or 129 [and UN Regulation No. 145] or equivalent national standard</p> <p>Number of countries enforcing use of safety belts</p> <p>Number of countries enforcing use of child restraint systems</p> <p>Number of countries that collect data on use of safety belts</p> <p>Number of countries that collect data on use of child restraint systems</p>	<p>Data reported by relevant ministries for the WHO Global status report on road safety</p> <p>Country surveys</p> <p>Police reports from checkpoints</p>

Target	Global Indicator for target	Data source
<p>Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.</p>	<p>Number of countries having appropriate legislation on driving under the influence of alcohol or other psychoactive substances with provisions to permit enforcement authorities to sample and measure the levels of alcohol and psychoactive substances</p> <p>Number of countries enforcing legislation on use of alcohol or psychoactive substances by drivers</p> <p>Number of countries that collect data on use of alcohol or psychoactive substances by drivers</p>	<p>Data reported by relevant ministries for the WHO Global status report on road safety</p> <p>Forensic departments</p> <p>Police reports from checkpoints</p>
<p>Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.</p>	<p>Number of countries having legislation prohibiting the use of mobile phone while driving</p> <p>Number of countries having legislation restricting the use of mobile phone while driving</p> <p>Number of countries enforcing legislation on use of mobile phone while driving</p> <p>Number of countries that collect data on use of mobile phone while driving</p>	<p>Data reported by relevant ministries for the WHO Global status report on road safety</p>
<p>Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.</p>	<p>Number of countries with legislation for driving time and rest periods for professional drivers</p> <p>Number of countries performing checks of drivers working times (i) at undertakings, and (ii) at roadsides</p>	<p>Collected by ILO Transport and Maritime Unit on a tri-annual basis</p> <p>UNECE website for Contracting Parties to AETR</p> <p>Data on undertakings and roadside checks of Ministry of Transport and Ministry of Interior</p>

Target	Global Indicator for target	Data source
<p>Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between a road traffic crash and the provision of first professional emergency care.</p>	<p>Number of countries that have set and achieved targets for the time interval between a crash resulting in serious injury and the provision first professional emergency care</p> <p>Number of countries collecting data on the time interval between crash and provision first professional emergency care when needed</p>	<p>Patient reporting and pre hospital and facility based emergency care delivery data.</p>

The following table provides examples of actions that may be taken by countries in order to achieve the targets, as well as potential measure of progress and national level indicators that countries may consider using for monitoring purposes. These have been provided for informational purposes only and will not be included as part of the consultation with Member States on 22-23 February.

Table 2: Examples of actions and national indicators for targets (for information only)

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.</p>	<p>Appropriate national processes to establish national action plans including:</p> <ul style="list-style-type: none"> • consultations with multi-sectoral stakeholders • specific national target for reduction of fatalities and injuries set up in the plan • specific actions formulated through this process with time-bound implementation • establishment of lead agency for road safety to implement the plan or clear assignment of actions to the existing governmental agencies 	<p>Implementation of appropriate national processes including:</p> <ul style="list-style-type: none"> • Consultations with multi-sectoral stakeholders • Establishment of lead agency 	<p>Publication of national action plan with time-bound targets for reductions in fatalities and injuries as well as with clear delineation of responsibilities</p>

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.</p>	<p>Appropriate national processes to transpose the provisions of and accede to one or more of the core road safety-related UN legal instruments¹¹</p> <p>Implementation of changes (to road infrastructure, road traffic rules and vehicle regulations) in alignment with road safety-related UN legal instruments</p> <p>Participation in capacity-building activities or technical sessions on implementation of road safety-related UN legal instruments</p> <p>Receipt of road safety performance review reviewing the implementation of road safety-related UN legal instruments and possibly other road safety issues</p>	<p>Conclusion of national processes to implement the provision of and accede to road safety-related UN legal instruments</p> <p>Implementation of changes (to road infrastructure, road traffic rules and vehicle regulations) in alignment with safety-related UN legal instruments, following, when necessary, the technical sessions, capacity-building and road safety performance reviews</p>	<p>Transposition of provisions and accession to core road safety-related UN legal instruments:</p> <p>1949 Convention on road traffic</p> <p>1968 Convention on road traffic</p> <p>1968 Convention on road signs and signals</p> <p>1958 Agreement on UN Regulations for vehicle type-approval¹²</p> <p>1997 Agreement on periodic technical inspection¹³</p> <p>1998 Agreement on UN Global Technical Regulations on vehicle construction¹⁴</p> <p>1957 Agreement on transport of dangerous goods by road (ADR).</p>

¹¹ meant as at least one more (i.e. if a country is a contracting party to already one or two core safety-related UN legal instruments, it should implement and accede to another one)

¹² The Agreement is inoperative without the transposition of a minimum number of UN Regulations annexed to it into the national legislation of the Contracting Party. UN suggests: UN Regulations Nos. 94 and 95 (front and side impact protection); UN Regulation No. 140 (Electronic stability control (ESC)); UN Regulation No. 127 (Pedestrian safety); UN Regulation No. 16 and 14 (Safety-belts and safety-belt anchorages); UN Regulations Nos. 44 or 129 (Child Restraint Systems) and UN Regulation No. [145] (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions); UN Regulation No. 78 (Motorcycle braking); UN Regulation No. 22 (Protective helmets)

¹³ The Agreement is inoperative without the transposition of the UN Rule No. 2 (Roadworthiness) into the national legislation of the Contracting Party

¹⁴ The Agreement is inoperative without the transposition of a minimum number of UN GTRs into the national legislation of the Contracting Party. UN suggests: UN GTR No. 9 (Pedestrian safety); UN GTR No. 8 (ESC); UN GTR No.3 (Motorcycle braking)

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.</p>	<p>Review national road design, construction and signage standards¹⁵</p> <p>Develop, adopt, or strengthen regulations and standards⁵ for new roads that take into account the safety of all road users</p> <p>Implement assessments of new roads to ensure compliance</p>	<p>Reviews of national road design, construction and signage standards undertaken</p> <p>National design standards revised or developed that take into account the safety of all road users</p> <p>Assessments of new roads are undertaken to ensure compliance</p>	<p>Established and published¹⁶ technical standards that take into account the safety of all road users or equivalent to three-star rating or better or aligned with the relevant UN Conventions</p> <p>Length or proportion of new roads that adhere to technical standards that take into account all road users or equivalent to three-star rating or better or aligned with the relevant UN Conventions</p>
<p>Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.</p>	<p>Review national road design construction and signage standards¹⁷;</p> <p>Develop, adopt, or strengthen regulations and standards that take into account the safety of all road users</p> <p>Collect data on where travel takes place</p> <p>Implement assessments of existing roads to ensure compliance</p> <p>Make necessary improvements to existing roads to meet standards in place</p>	<p>Review national road design, construction and signage standards carried out and revisions to standards made;</p> <p>Collection data on where travel takes place and identification of roads where improvements are needed to meet standards</p> <p>Make necessary improvements to existing roads to meet standards in place</p>	<p>Established technical standards that take into account all road users or equivalent to three-star rating or better or aligned with the relevant UN Conventions</p> <p>Percentage of travel on existing roads that adhere to required technical standards that take into account all road users</p>

¹⁵ UN conventions on road safety such as AGR and Asian Highways as well as agreements in Western Asia and Africa contain standards for design and construction of safe roads for all road users; the Convention on Road Signs and Signals contain a comprehensive standard for road signage and signalling

¹⁶ published as per national practice to become binding at a country level

¹⁷ UN conventions on road safety such as AGR and Asian Highways as well as agreements in Western Asia and Africa contain standards for design and construction of safe roads for all road users; the Convention on Road Signs and Signals contain a comprehensive standard for road signage and signalling

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.</p>	<p>Review, develop, adopt, or strengthen regulations/standards for vehicles including vehicles being produced, sold or imported</p> <p>Implement assessments of vehicles to ensure compliance for new and used vehicles</p> <p>Improve/establish system for registration of vehicles as condition for the use on public roads and requiring compliance with Technical Regulation/Standards as precondition for registration</p> <p>Establish a regime of vehicles in use, for export/import of used vehicles related to the safety condition</p> <p>Establish mechanisms for the removal of sub-standard vehicles from circulation</p>	<p>Reviews of national vehicle standards made;</p> <p>Development , adoption, or revision of regulations/standards for vehicles including vehicles being produced, sold and imported</p> <p>Assessments of vehicles to ensure compliance conducted</p> <p>Establishment of mechanisms for the removal of sub-standard vehicles from circulation</p> <p>Sub-standard vehicles are removed from circulation</p>	<p>Established technical standards for vehicles that meet high quality standards such as UN regulations, Global Technical Regulations, or equivalent national standards</p> <p>Legislation requiring vehicle registration and requiring assessment for registration or access to public roads</p> <p>Proportion of vehicles in circulation meeting required technical standards –</p> <p>Proportion of new or imported (used) vehicles meeting required technical standards</p> <p>Proportion of vehicles in circulation that have successfully passed Periodical Technical Inspections (PTI)¹⁸</p>

¹⁸ 1997 Agreement and its related Resolution (R.E.6) set the minimum level of PTI

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.</p>	<p>Review and set speed limits in accordance with safe system principles and that take into consideration road function and infrastructure standards based regulations on speed and safe distances¹⁹ to be a basis for enforcement action</p> <p>Develop protocols and introduce mechanisms (including automated cameras) for enforcement</p> <p>Enforce speed limits and make enhancements to infrastructure (traffic calming)</p>	<p>Legislation setting speed limits in accordance with safe system principles which take into consideration road function and infrastructure standards</p> <p>Training based on enforcement protocols are carried out</p> <p>Enforcement activities are carried out based on adopted legislation</p> <p>Enhancements to infrastructure (traffic calming) are made</p>	<p>Legislation setting speed limits in accordance with safe system principles</p> <p>Proportion of vehicles travelling above established speed limit</p> <p>Number of citations (issued and paid) for travel over the posted speed limit</p> <p>Number or proportion of road traffic fatalities attributable to speed</p> <p>Number or proportion of road traffic injuries attributable to speed</p>

¹⁹ UN Convention on Road Traffic of 1968 serves as international benchmark for necessary road traffic rules and regulations

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.</p>	<p>Review, enact and/or revise legislation requiring motorcycle riders to wear a helmet properly fastened and meeting appropriate standards such as UN Regulation 22 or equivalent national standard</p> <p>Develop protocols and introduce mechanisms (including automated cameras) for enforcement</p> <p>Enforce the use of helmets by motorcycle riders (including the driver and pillion passengers²⁰)</p> <p>Market surveillance of imported helmets complying with safety standards</p> <p>Regulate manufacture/importation of helmets</p>	<p>Enactment and/or revision of legislation requiring motorcyclists to wear a helmet properly fastened and meeting appropriate standards such as UN Regulation 22 or equivalent national standard</p> <p>Adequate safety standard adopted</p> <p>Training based on enforcement protocols are carried out</p> <p>Enforcement activities are carried out based on adopted legislation</p> <p>Assessments are made of helmet quality</p> <p>Sub-standard helmets are removed from the market</p>	<p>Legislation requiring motorcycle riders to wear a helmet properly fastened and meeting appropriate standards such as UN Regulation 22 or equivalent national standard²¹</p> <p>Number of citations (issued and paid) for non and/or improper use of helmet/use of sub-standard helmet</p> <p>Proportion of riders of motorcycles and mopeds using helmets as required</p> <p>Proportion of riders of motorcycles and mopeds correctly using standard helmets as required</p> <p>Proportion of road traffic fatalities attributable to non-use of helmet/use of sub-standard helmet</p> <p>Proportion of road traffic injuries attributable to non-use of helmet/use of sub-standard helmet</p>

²⁰ The number of pillion passengers should correspond to the availability of foot pegs on the motorcycle

²¹ Or equivalent national standards: e.g. Corresponding standard in USA: FMVSS 218 (Motorcycle helmets), until a UN GTR will harmonize provisions on this matter.

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.</p>	<p>Review, enact/revise legislation on safety belt and/or child restraint systems</p> <p>Develop protocols and introduce mechanisms (including automated cameras) for enforcement</p> <p>Enforce use of safety belt and/or child restraint mechanisms based on adopted legislation</p> <p>Review, enact,/revise legislation that requires child restraint systems to comply with minimum safety standards to allow their entry into market</p> <p>Inspect vehicles to ensure that they are equipped with front and rear seatbelts meeting the required standard</p>	<p>Enactment of legislation requiring the use of safety belts for all motor vehicle occupants</p> <p>Enactment of legislation requiring, as appropriate, the use of child-restraint systems meeting appropriate standards such as UN regulation No. 44 or 129 [and UN Regulation No. 145] or equivalent national standard</p> <p>Adequate safety standards adopted</p> <p>Training based on enforcement protocols are carried out</p> <p>Enforcement activities are carried out based on adopted legislation</p> <p>Inspection vehicles to ensure that they are equipped with front and rear safety-belts</p>	<p>Legislation requiring the use of safety belts for all motor vehicle occupants</p> <p>Legislation requiring, as appropriate, the use of child-restraint systems meeting appropriate standards such as UN regulation No. 44 or 129 [and UN Regulation No. 145] or equivalent national standard ²²</p> <p>Number of citations (issued and paid) for non-use of safety belts/child restraint systems</p> <p>Proportion of adult motor vehicle occupants using safety belts</p> <p>Proportion of child occupants using child restraint systems</p> <p>Proportion of road traffic fatalities attributable to non-use of safety belts</p> <p>Proportion of road traffic injuries attributable to non-use of child restraint systems</p>

²² Or equivalent national standards: e.g. Corresponding standard in USA: FMVSS 225 (Child restraint anchorage systems), until UN GTRs will harmonize provisions on this matter.

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.</p>	<p>Enact or revise legislation on driving under the influence of alcohol or other psychoactive substances and ensure that legal provisions are in place to permit enforcement authorities to sample and measure the levels of alcohol and psychoactive substances</p> <p>Develop protocols and introduce mechanisms for enforcement</p> <p>Introduce sample and measure facilities and/or tools to measure use of alcohol or other psychoactive substances</p>	<p>Enactment or revision of legislation on driving under the influence of alcohol or other psychoactive substances with provisions to permit enforcement authorities to sample and measure the levels of alcohol and psychoactive substances</p> <p>Training based on enforcement protocols are carried out</p> <p>Enforcement activities are carried out based on adopted legislation</p>	<p>Legislation on driving under the influence of alcohol or other psychoactive substances with provisions to permit enforcement authorities to sample and measure the levels of alcohol and psychoactive substances</p> <p>Number of citations (issued and paid) for use of alcohol or psychoactive substances by drivers</p> <p>Number of road traffic fatalities in which drivers had used alcohol</p> <p>Number of road traffic fatalities in which drivers had used psychoactive substances</p> <p>Number of road traffic injuries in which drivers had used alcohol</p> <p>Number of road traffic injuries in which drivers had used psychoactive substances</p>
<p>Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.</p>	<p>Enact/revise legislation restricting or prohibiting use of mobile phones while driving</p> <p>Develop protocols and introduce mechanisms (including automated cameras) for enforcement</p>	<p>Enactment or revision of legislation restricting or prohibiting use of mobile phones while driving</p> <p>Training based on enforcement protocols are carried out</p> <p>Enforcement activities are carried out based on adopted legislation</p>	<p>Legislation prohibiting the use of mobile phone while driving</p> <p>Legislation restricting the use of mobile phone while driving</p> <p>Number of citations (issued and paid) for use of mobile phone while driving</p>

Target	Example actions/processes to be taken	Indicator of progress	National Indicator for target
<p>Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.</p>	<p>Enact/revise legislation for driving time and rest periods for professional drivers in accordance to best practice and/or accede to international/regional regulation²³</p> <p>Develop protocols and introduce mechanisms (such as tachograph) for enforcement</p> <p>Coordinate licensing across districts/regions so that professional drivers are not able to hold more than 1 permit.</p>	<p>Enactment or revision of legislation for driving time and rest periods for professional drivers in accordance to best practice and/or accede to international/regional regulation</p> <p>Training based on enforcement protocols are carried out and enforcement mechanism introduced</p> <p>Enforcement activities are carried out based on adopted legislation</p> <p>Licensing across districts/regions harmonized so that professional drivers are not able to hold more than one permit.</p>	<p>Legislation for driving time and rest periods for professional drivers</p> <p>Number of checks at the premises of undertakings (transport logistics enterprises) in terms of days worked by their drivers</p> <p>Number of checks at the roadside in terms of daily and weekly driving periods</p>
<p>Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between a road traffic crash and the provision of first professional emergency care.</p>	<p>Establish national targets for time interval between crash and provision of first professional emergency care</p> <p>Strengthen pre-hospital and hospital based emergency systems to reduce the interval</p>	<p>Targets for time interval between crash and provision of first professional emergency care are established</p> <p>Interventions to reduce the time interval between crash and provision of first professional emergency care are developed and implemented</p>	<p>Targets for time interval between crash and provision of first professional emergency care</p> <p>Data on the time interval between crash and provision first professional emergency care</p> <p>Time interval between crash and provision of first professional emergency care is reduced</p>

²³ UN European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport of 1970 (AETR) prescribes regulations for driving times and rest periods for professional drivers