

## Voluntary Global Performance Targets for Road Safety Risk Factors and Service Delivery Mechanisms and corresponding indicators

<p><b>Target 1</b> By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.</p> <ul style="list-style-type: none"> <li>Number of countries with published national action plan with regularly updated time-bound targets for reductions in fatalities and injuries</li> <li>Number of countries that have a national lead agency to coordinate, monitor, evaluate and implement the multi-sectoral national road safety action plan</li> </ul>	<p><b>Target 2</b> By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.</p> <ul style="list-style-type: none"> <li>Number of countries that have ratified or acceded to one or more of the core road safety-related UN legal instruments<sup>1</sup></li> </ul>	<p><b>Target 3</b> 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> <ul style="list-style-type: none"> <li>Number of countries that have implemented technical standards for new roads that take into account the safety of all road users, or that are aligned with the relevant UN Conventions and regulate compliance to those standards</li> <li>Number of countries using systematic approaches to assess/audit new roads</li> </ul>	<p><b>Target 7</b> By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.</p> <ul style="list-style-type: none"> <li>Number of countries having legislation requiring motorcycle riders to wear a helmet properly fastened and meeting appropriate standards<sup>2</sup> for protection</li> <li>Number of countries that effectively enforce legislation on helmet use</li> <li>Number of countries implementing regulations on safety for child and adult helmets sold</li> <li>Number of countries that have national and, where applicable, subnational data systems on helmet use</li> <li>Number of countries in which the proportion of motorcycle riders, correctly using helmets is close to 100%</li> </ul>	<p><b>Target 8</b> By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.</p> <ul style="list-style-type: none"> <li>Number of countries having and effectively enforcing legislation requiring the use of safety belts for all motor vehicle occupants</li> <li>Number of countries having and effectively enforcing legislation requiring the use of child-restraint systems meeting appropriate standards<sup>3</sup></li> <li>Number of countries in which the proportion of all motor vehicle occupants using safety belts is close to 100%</li> <li>Number of countries in which the proportion of all child motor vehicle occupants using standard child restraints systems is close to 100%</li> <li>Number of countries having and effectively enforcing regulations on safety for child restraints systems sold</li> <li>Number of countries that have national and, where applicable, subnational data on use of safety belts, as well as the appropriate use of child restraint systems</li> </ul>	<p><b>Target 9</b> 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> <ul style="list-style-type: none"> <li>Number of countries having appropriate legislation and effective enforcement on driving under the influence of alcohol and/or other psychoactive substances</li> <li>Number of countries that have national and, where applicable, subnational data on driving under the influence of alcohol and/or psychoactive substances and related road traffic-related fatalities and injuries</li> <li>Number of countries that have reduced by half the number of road traffic injuries and fatalities related to driving under the influence of alcohol and/or other psychoactive substances</li> </ul>
<p><b>Target 4</b> 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> <ul style="list-style-type: none"> <li>Number of countries that have developed and implement a plan for the improvement of the existing roads that take into account the safety of all road users</li> <li>Number of countries using systematic approaches to assess/audit existing roads</li> </ul>	<p><b>Target 5</b> 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> <ul style="list-style-type: none"> <li>Number of countries implementing high quality safety standards for new vehicles</li> <li>Number of countries using systematic approaches for vehicle assessments</li> <li>Number of countries implementing high quality safety standards for export of used vehicles</li> </ul>	<p><b>Target 6</b> By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.</p> <ul style="list-style-type: none"> <li>Number of countries having legislation setting appropriate speed limits and effective enforcement</li> <li>Number of countries that have reduced by half the proportion of vehicles travelling over the posted speed limit</li> <li>Number of countries that have national and, where applicable, subnational data systems on speeding violations and speeding-related injuries and fatalities</li> <li>Number of countries that achieved reductions in speeding-related injuries and fatalities</li> </ul>	<p><b>Target 10</b> By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.</p> <ul style="list-style-type: none"> <li>Number of countries having and effectively enforcing legislation on restricting or prohibiting the use of mobile phones while driving</li> <li>Number of countries that have national and, where applicable, subnational data systems on the use of mobile phones while driving</li> </ul>	<p><b>Target 11</b> 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> <ul style="list-style-type: none"> <li>Number of countries having acceded to international/regional regulation on driving time and rest periods for professional drivers</li> <li>Number of countries with regulation, effective enforcement, and audit of driving time and rest periods for professional drivers</li> </ul>	<p><b>Target 12</b> By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.</p> <ul style="list-style-type: none"> <li>Number of countries that have achieved the national targets of the time interval between a crash resulting in serious injury and the provision first professional emergency care</li> <li>Number of countries that have appointed agencies for effective coordination of the provisions of pre-hospital and facility-based emergency medical services</li> </ul>

<sup>1</sup> 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-approval; 1997 Agreement on periodic technical inspection; 1998 Agreement on UN Global Technical Regulations on vehicle construction; 1957 Agreement on transport of dangerous goods by road (ADR)

<sup>2</sup> Such as UN Regulation 22 or equivalent national standard

<sup>3</sup> Such as UN regulation No. 44 or 129 and UN Regulation No. 145 or equivalent national standard

