



THE MINISTRY OF INTERNAL AFFAIRS
OF THE RUSSIAN FEDERATION

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ROAD SAFETY RUSSIA

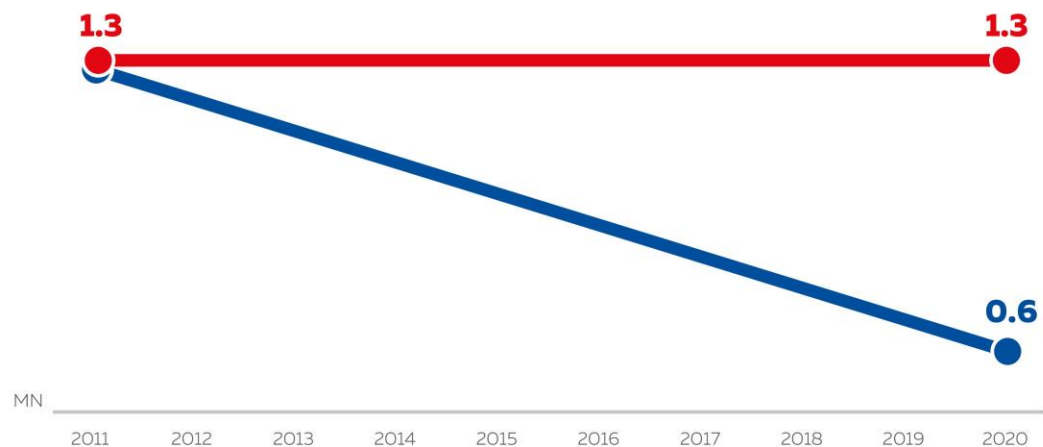
GLOBAL COOPERATION

THE GOVERNMENT OF THE RUSSIAN FEDERATION HOSTED THE FIRST GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY IN 2009. THE MOSCOW DECLARATION INVITED THE UN GENERAL ASSEMBLY TO DECLARE A DECADE OF ACTION FOR ROAD SAFETY 2011-2020

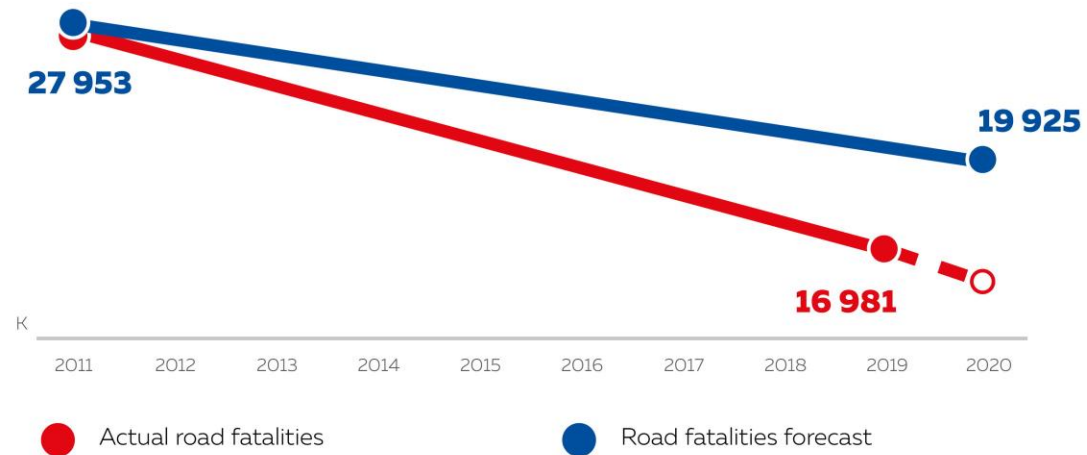
- UN framework cooperation
- Cooperating with the UNECE, ESCAP and WHO
- Holding major international events and activities
- Supporting global initiatives
- Resolution A/70/L.44 on "Improving global road safety" tabled by the Government of the Russian Federation and adopted by UN General Assembly in 2018
- In July 2018 First Deputy Minister of Internal Affairs of the Russian Federation Police Colonel-General Aleksandr Gorovoy was elected the representative of the ESCAP member states in the Advisory Board of the United Nations Road Safety Trust Fund

THE GOAL OF DECADE OF ACTION FOR ROAD SAFETY 2011-2020

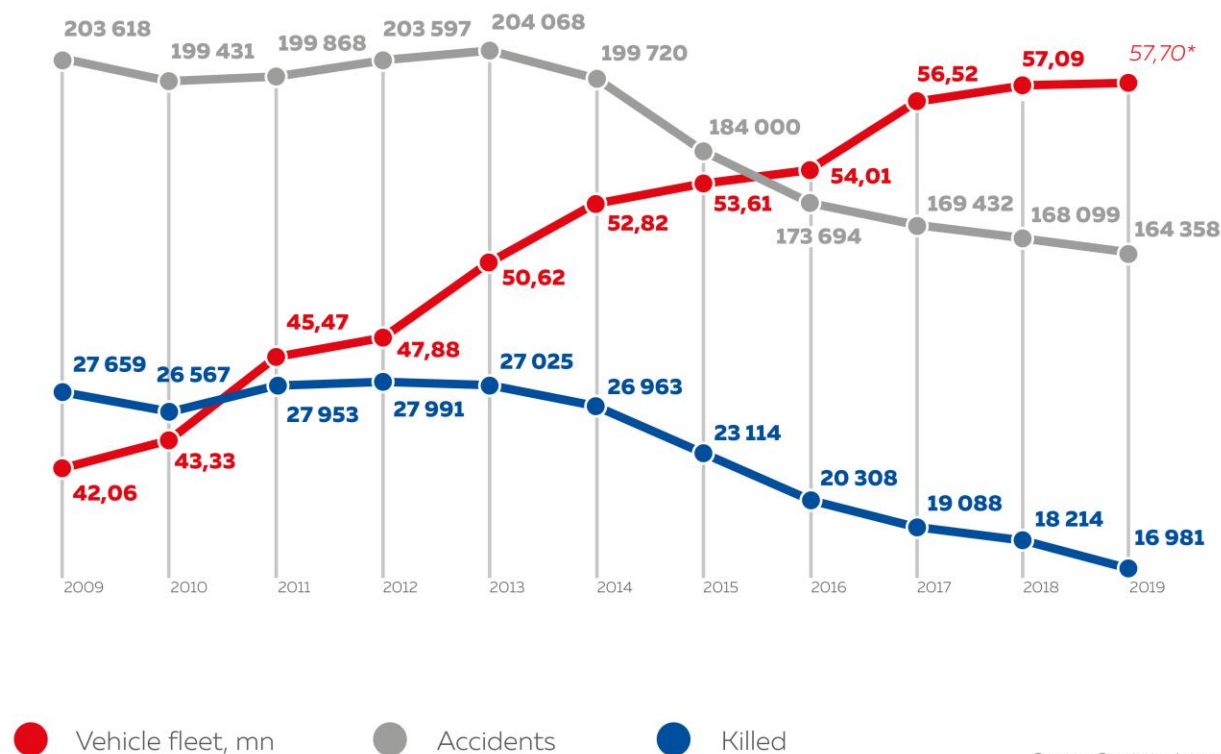
WORLD



RUSSIA



ROAD SAFETY DATA 2009–2019



Vehicle fleet increase:

▲ **37%**

Accidents decrease:

▼ **19%**

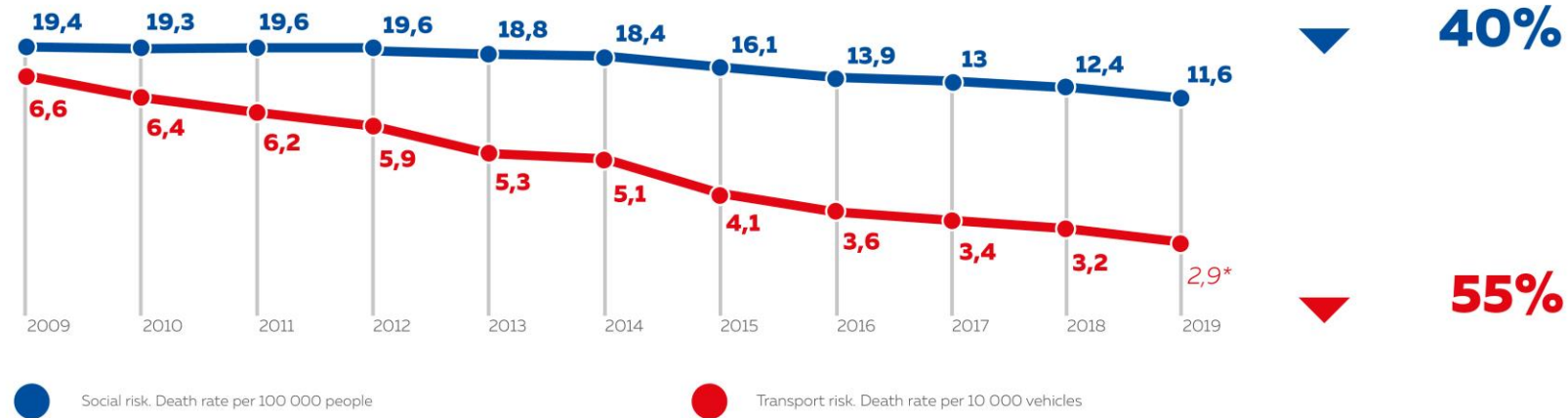
Road fatalities decrease:

▼ **39%**

Source: Statistic data of the Ministry of Internal Affairs of Russia

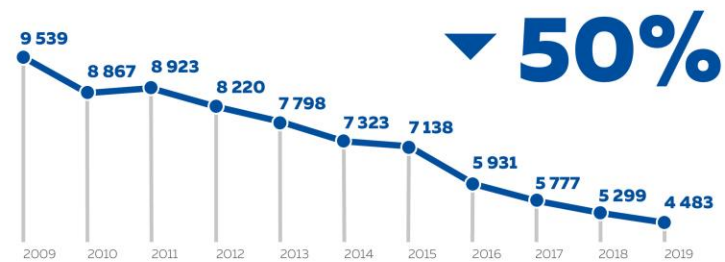
*preliminary data

ROAD SAFETY INDICATORS

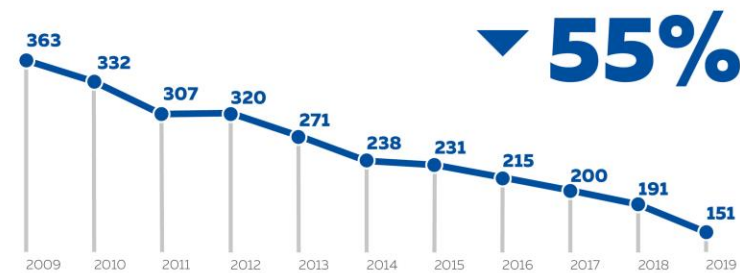


ROAD FATALITIES BY ROAD USER

Pedestrians killed:



Child-pedestrians aged 0-16 killed:



STATE POLICY

Road Safety is on the highest political level

A comprehensive multisectoral national road safety action plan with time-bound targets

Three level road safety management system (federal, regional, municipal)

Public discussion of legislative initiatives

Involvement of civil society and the insurance business

MULTISECTORAL PROGRAM APPROACH

ROAD SAFETY FEDERAL PROGRAM, 2006–2012

Goal: to decrease the number of deaths in road accidents 1.5 times by 2012 in comparison to 2004

ROAD SAFETY FEDERAL PROGRAM, 2013–2020

Goal: to decrease the number of deaths in road accidents by 29% by 2020 in comparison to 2012

“SAFE AND QUALITATIVE ROADS”, 2017–2019 PRIORITY PROJECT

Goal: Bringing the road network of 34 agglomerations to normative standards

ROAD SAFETY STRATEGY, 2018–2024

Goal: Targeting the social risk indicator not to exceed 4 fatalities per 100 thousand people and implementation of the “Vision Zero” strategy by 2030

“SAFE AND QUALITATIVE AUTOMOBILE ROADS”, 2019–2024 NATIONAL PROJECT

Goal: Targeting the social risk indicator not to exceed 4 fatalities per 100 thousand people and implementation of the “Vision Zero” strategy by 2030. Reduce mortality as a result of a road accident 3.5 times compared to 2017. Bringing regional highways to a standard condition. Reduction of black spots’ quantity by 50% compared to 2017

"SAFE AND QUALITATIVE AUTOMOBILE ROADS"

GOALS:



Reduce mortality as a result of a road accident

by **3,5**
2017



Reducing the number of black spots on roads

by **50%**
2024



Increasing the proportion of urban agglomeration roads that meet regulatory requirements

85%
2024



Bringing regional highways to a standard condition



Reducing the length of federal and regional roads operating in overload mode by 10%

INFRASTRUCTURE

Bringing roads to a standard condition

Separation of counter flows on roads with three or more lanes

Automatic control of vehicle weight and dimensions

Development of new national road standards

INFRASTRUCTURE

Development of technologies of fully and high automated driving

ITS implementation

Road network audit for road safety

Development of a system for automatic monitoring of traffic violations

ENHANCING OF LAW ENFORCEMENT

Increase of responsibility for violation of traffic rules

Improvement of driver training programs

Technical re-equipment of road police

**Improvement of the control system of the work
and rest regime of drivers**

PREVENTIVE ACTIVITIES

Development of centers for the coordination of preventive work

Social and promotional campaigns

Enhancement of collection and analysis of road safety data





ROAD SAFETY MEDICAL SUPPORT AND POST-CRASH CARE




Prevention of drink driving (or intoxicated)

Ambulance fleet renewal

Improvement of medical support for road victims

CHANGE IN ROAD USERS' BEHAVIOR

	2011		2019
	0%	>	Child restraint systems usage > up to 81%
	32%	>	Seatbelt usage (drivers and frontseat passengers) > up to 83%
	3rd place	>	Drink driving considered the most dangerous violation (Rating of road violations) > 1st place
	17%	>	Bicycle helmet usage > up to 42%

	2011		2019
	17%	>	Reflective elements usage for children > up to 66%
	37%	>	Negative attitude to overspeeding > up to 74%
	72%	>	Pedestrian rules violations > up to 48%







Source: Federal representative surveys WCIOM, NAFI (monitorings)

NON-STOP ROAD SAFETY EDUCATION FOR CHILDREN

NON-STOP ROAD SAFETY EDUCATION FOR CHILDREN

SAFETY OF CHILDREN TRANSPORTATION IN VEHICLES

INVOLVEMENT OF CHILDREN AND YOUTH IN PREVENTION OF ROAD ACCIDENTS

Infants	Kindergarten	Primary school	Secondary school	Youth
				
Passenger and pedestrian safety in perinatal centers for parents	Passenger, pedestrian, bicycle and bus safety lessons	Decision making in the road environment	Road users rights and duties	Novice drivers and responsible road users
 National network for Road Safety Education: Regional Kids Centers "Safety Lab"				