

## National road safety strategies

The year 2011 was marked by the launch of the UN Decade of Action for Road Safety. For this occasion, the UN called on Member states, international agencies, civil society, businesses and community leaders to ensure that the Decade leads to real improvement, and recommended governments to develop national action plans for the decade 2011-2020. As a response, several countries released or updated in 2011 their national road safety strategies.

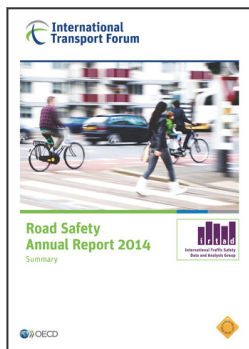
This section summarises the strategies and targets adopted by IRTAD countries, or refers to ongoing policies. More information can be found in the individual country reports that follow.

**Table 5. National road safety strategies and targets**

Country/Strategy/timeframe	Vision	Targets
Argentina National road safety strategy	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	-50% fatalities by 2014 Base year 2009 Specific targets for 2014 and 2020 are being developed
Australia <u>National road safety strategy</u> 2011-2020	Safe System No-one should be killed or seriously injured on Australia's roads	-30% (at least) fatalities by 2020 -30% (at least) severely injured by 2020 Base year 2008-2010
Austria <u>Austrian road safety programme</u> 2011-2020	Safe system "Become one of the five safest countries in Europe"	-50% fatalities by 2020, based on the average for the years 2008-10 (Interim target: -25% by 2015) -40% serious injuries by 2020, based on the average for the years 2008-10 (Interim target: -20% by 2015) -20% injury accidents by 2020, based on the average for the years 2008-2010 (Interim targets: -10% by 2015)
Belgium <u>Recommendations for 20 priority measures</u> 2011-2020	EU Road Safety Target adopted	-50% fatalities in 2020 in comparison to 2010 (420 road deaths in 2020)
Cambodia Second road safety action plan 2011-2020 (expected to be approved by the Council of Ministers in 2014)	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce by 50% the forecasted number of fatalities by 2020 Several sub-targets on helmet wearing rates, speed, drink-driving
Canada <u>Road Safety Strategy (RSS)</u> 2015 2011-2015	"Rethink Road Safety" to make Canada's roads the safest in the world	No hard numerical targets To achieve downward trends in fatalities and serious injuries.
Chile Road safety plan 2011-2014 Road safety plan 2015-2020 in preparation		-20% road deaths by 2014 in comparison with 2011 level
Colombia National Road Safety Plan 2013-2021 PNSV adjusted by Ministry of Transport (public consultation closed on 30 January 2014, <a href="#">draft plan available</a> )	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	
Czech Republic Strategic Road Safety Plan 2011-2020	Vision Zero	Reduce fatality rate to EU 27 average. No more than 360 fatalities in 2020 (-60%) No more than 2 100 seriously injured in 2020 (-40%)

Country/Strategy/timeframe	Vision	Targets
Denmark <u>Danish Road Safety Commission National Action Plan 2013-2020</u>	Based on Vision Zero	-50 % fatalities by 2020 (less than 120 killed) (based on EU Road Safety target) -50% serious and slightly injured road users
European Union <u>Road safety policy orientations 2011-2020</u>	Towards Zero	-50% fatalities by 2020 (base year: 2010)
Finland <u>National Road Safety Strategy published in 2012</u>	Vision Zero	Less than 219 fatalities (or 40 fatalities per million inhabitants) by 2014 Less than 137 fatalities (or 24 fatalities per million inhabitants) by 2020 Less than 5 750 injuries by 2020 (based on EU Road Safety target) Long term target: less than 100 fatalities by 2025
France		-50% fatalities by 2020 (less than 2000 fatalities) (based on EU Road Safety target)
Germany <u>Road safety programme 2011-2020</u>		-40% fatalities by 2020 (base year: 2010)
Greece National strategic road safety plan 2011 – 2020	Developing a road safety culture	-50 % fatalities by 2020 (based on EU Road Safety target); base year: 2010 interim targets: reduction by 90 road fatalities per year between 2010-2014 and 50 road fatalities per year between 2014-2020
Hungary Road safety programme 2011-2013		-50% fatalities by 2015 -50% injury accidents by 2015: base year: 2001. -50 % fatalities by 2020 (based on EU Road Safety target); base year: 2010
Iceland Traffic Safety Plan 2011-2022		Rate per 100 000 population should not be higher than in the best countries by 2022 Average annual reduction in killed and seriously injured of 5%. 11 sub targets defined
Ireland <u>Road safety strategy 2013-2020</u>		Reduction of road collision fatalities on Irish roads to 25 per million population or less by 2020. Provisional target for the reduction of serious injuries by 30% from 472 (2011), or fewer, to 330 by 2020 or 61 per million population. Specific targets for reducing speed and to increase restraint use.
Israel 5 year plan		Less than 270 fatalities per year by 2015 Reduce the fatality rate to less than 4.0 fatalities per billion km travelled, Rank among the 5 safest countries based on fatalities per km travelled New target (under consideration): less than 240 fatalities by 2020.
Italy National Road Safety Plan Horizon 2020 <i>(in preparation)</i>		-50% fatalities by 2020 (under consideration) (based on EU Road Safety target) mid-term target (under consideration) an average annual reduction rate of fatalities of 7%, corresponding to a reduction of 38% in 2017 (with reference to 2010 fatalities).
Jamaica		Less than 240 deaths by 2016.
Japan 9 <sup>th</sup> Traffic Safety Programme 2011-2015	Make Japan the safest country for road traffic	Less than 3 000 deaths by 2015 Less than 700 000 casualties by 2015
Korea 7th National transport safety plan 2012-2016	Reach the average safety level of OECD countries	Less than 1.3 fatalities/10 000 vehicles by 2016 (This represents a 40% reduction in fatalities compared to 2010 level (2010: 5 505 -> 2016: 3 000 fatalities) Less than 0.5 fatalities/10 000 vehicles by 2020
Lithuania Road safety strategy 2011-17		Less than 6 killed per 100 000 population in order to be ranked among the 10 best performing countries in the EU
Luxembourg		-50 % fatalities by 2020 (based on EU Road Safety target); base year: 2010

Country/Strategy/timeframe	Vision	Targets
Malaysia <i>In preparation</i>	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce by 50% the forecasted number of fatalities by 2020
Netherlands <u>Road safety strategic plan 2008–2020</u>	Sustainable safety	No more than 500 fatalities by 2020 No more than 10 600 serious road injuries (MAIS2+) by 2020
New Zealand <u>Safer Journeys: Road safety strategy 2010-2020</u>	Safe System A safe road system increasingly free of death and serious injury	No overall targets Several sub targets
Nigeria	Becoming one of the 20th safest roads in the world by the year 2020	Reduction of road traffic crashes by 50% in 2015 in comparison with 2007 level Reduction by 50% of the number of fatalities by 2020 in comparison with 2010 level (based on UN Decade of Action Plan)
Norway <u>Road Safety Strategy 2014-2024</u>	Vision Zero	Reduction by 50% of the number of fatalities by 2024. No more than 500 fatalities and serious injuries by 2024.
Poland <u>National Road Safety Programme 2013-2020</u>	Vision Zero	-50% fatalities by 2020 (based on EU Road Safety target) -40% severely injured by 2020 Base year 2010
Portugal Road Safety Strategy 2013-2015 Second period 2008-2015 under review		62 fatalities per million inhabitants in 2015
Serbia <i>National Strategy 2013-2020 (expected to be approved in 2014)</i>		
Slovenia <u>National road safety programme 2013 – 2022</u>	Vision Zero no fatalities and no one seriously injured on Slovenian roads	-50 % fatalities by 2022 or less than 35 fatalities per million inhabitants -50 % seriously injured by 2022 or less than 230 seriously injured per million inhabitants
Spain <u>Road Safety Strategy 2011 – 2020</u>	Safe system/Vision Zero. Citizens have the right to a Safe Mobility System in which everyone, citizens and agents involved, have a responsibility	Less than 3.7 killed per 100 000 population aligned with the European 2020 target -25% seriously injured. Several targets for various performance indicators (seatbelt, speed, drink-driving, etc.)
Sweden No safety plan in a traditional sense <u>Management by Objectives for Road Safety Work, Towards the 2020 Interim targets</u>	Vision Zero	-50% fatalities between 2007 and 2020 (the average for 2006-2008 is used as the base figure), i.e. max. 220 deaths by 2020. -25% severely injured between 2007 and 2020.
Switzerland <u>Via Sicura</u> Adopted in June 2012 by Swiss Federal Council		No hard numerical targets Range of targeted measures
United Kingdom (Great Britain) <u>Strategic framework for road safety</u> A 5 year road safety strategy for 2011-2015	To ensure that Britain remains a world leader on road safety.	<ul style="list-style-type: none"> <li>Action plan has not set quantitative targets as such, but a modelling exercise has been conducted to assess the expected casualty reduction</li> <li>outcomes framework to monitor progress on road safety, including six key, and a range of other, indicators</li> </ul>
United States		Performance targets set through Less than 1.02 fatalities per 100 million vehicle miles travelled in 2014



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