

Development and Implementation of Governmental Road Safety Policy

Mr Kirianov
Chief State Inspector of Road Transport Safety
Russian Federation

Dear Mr Chairman,
Ladies and Gentlemen,

In 2005 in the Russian Federation, at the meeting of the Council of State Presidium chaired by the country President, it was reported that the analysis of situation on Russian roads shows that "the scale of injury caused by traffic accidents approaches the level of threat to national security". (Slide 1)

Based on reported findings, a decision was made to introduce core changes in the area of ensuring road safety.

We could not accept any longer such an alarming situation in our country.

Key principles of the new approach are based on systemic and focused activities.

The National strategy is implemented through the Federal Target Program "Increasing Traffic Safety in 2006-2012" and ensuing regional and municipal programs that are in fact answering the country

leadership's demand to strengthen the role of the government in reducing traffic injury rate. (Slide 2).

The Program objective set for the first time is to reduce the number of deaths in car accidents 1.5 times by 2012 in comparison to 2004.

Key directions for reaching this objective will be the following: prevention of dangerous driving; improvement of car and pedestrian traffic engineering in big cities; child accident prevention; organizing emergency aid to traffic accidents' victims; and a series of other measures. (Slide 3).

The Program also includes a comprehensive set of measures for improving management system in the area of traffic safety: clarifying functions, competencies and responsibilities of federal, regional and local governments; developing procedures for their interaction.

Eventually the "burden" of traffic accident prevention measures will be placed on the Russian Federation regions, and the traffic accident rate should become one of the indicators of their social and economic development.

We are already observing certain positive changes in this area. Virtually all regions are actively implementing program activities.

Today we can say that we have established the system of informing population on traffic safety issues. We are efficiently cooperating with the leading news media, as well as with civil society organizations and religious communities. (Slide 4).

We give particular attention to education of drivers and pedestrians – first of all, children. Approximately 70,000 classrooms and stands with educational material on traffic safety are opened in high schools across the

country. Over 270,000 school students are members of volunteer traffic regulation corps. Construction of children's car camps is under way. (Slide 5).

We have launched implementation of advanced technologies in driving tests using automated systems that can ensure objective assessment of traffic regulations knowledge and driving skills. (Slide 6).

Particular attention is given to enforcing usage of such safety devices as safety belts, child car seats, crash helmets, retro-reflecting elements in children's clothing, etc. (Slide 7).

Our efforts elicit appropriate response in the society. Public opinion polls show that already up to 40% of respondents see improvements in traffic safety and positively assess the government's efforts in this area. At the same time, two thirds of the county population support toughening of penalties for severe traffic offenses.

As relevant as it might be, I also must emphasize the futility of toughening sanctions without a wide spectrum of prevention measures encouraging law-abiding behavior of drivers and pedestrians. The government is armed with an array of social and economic enforcement measures that we intend to use actively against violators.

Two and a half years of implementing the Federal Target Program allowed achieving certain results. During this period, lives of over 10,000 people were saved. (Slide 8, slide 9.) For the first time in the last 8 years the number of traffic accidents and injuries went down; the severity of injuries went down; the injury rate among children went down too. This reduction is observed against the background of a very high motorization growth rate. In 2007 alone the number of cars on the roads went up 35%, or 2.8 million

vehicles in absolute numbers; in 2008 we anticipate it growing for additional 4 million.

The initial positive results, however, should not encourage complacency, since the accident rate is still too high. We have to accelerate our efforts and make them even more systemic and coordinated.

Active work is currently under way in the Russian Federation on harmonizing national traffic legislation with international norms and principles. This year we have ratified the Convention on the recognition and enforcement of administrative traffic offense penalties within the CIS.

We are realizing requirements of the Convention on Road Traffic and on Road Signs and Signals. A new system of competency certificates for drivers based on their skills and driving experience is under development.

Dear Mr Chairman,
Ladies and Gentlemen,

The Sixty-second Session of the UN General Assembly on March 6th, 2008, adopted a resolution to hold the first global ministerial conference on road safety in 2009 in the Russian Federation with UN support. Russian Federation is actively preparing for hosting this important event. (Slide 10).

The conference is designed to comprehensively discuss global road safety issues and their impact on global social and economic development, and in particular to review progress in implementing the recommendations

of the *World Report on Road Traffic Injury* and to determine future directions for strengthening international cooperation.

The World Health Organization is planned to become the key partner in this event on the UN side. Other UN agencies might also be involved in organizing the event, including regional economic commissions, the UN Road Safety Collaboration group established by the WHO, and others.

All UN member states are invited to participate in the conference, as well as non-governmental and civil society organizations. Delegations are expected to include minister-level leaders of road safety governmental bodies and experts on traffic safety issues. We anticipate approximately 1000 to 1,200 conference participants.

The conference will take place in November 2009.

Today's high-level seminar will certainly also encourage further improvements in ensuring safety and health of drivers and pedestrians.

Thank you for your attention.