Review of Road Safety Strategic Plans Worldwide

George Yannis, Professor NTUA
Dimitrios Nikolaou, Researcher NTUA

Department of Transportation Planning and Engineering,
National Technical University of Athens
Survey across countries

- Experiences concerning current National Road Safety Strategic Plans were recorded through a survey among countries.

- A total of 32 countries responded to the survey (Australia, Austria, Belgium, Canada, Chile, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Germany, Greece, Hungary, Iceland, Israel, Italy, Japan, Lithuania, Luxembourg, Netherlands, New Zealand, Poland, Portugal, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, UK, USA)

- Results from the survey have been reported in a summary table.
Survey topics

- File/weblink with the **National Road Safety Strategic Plan** (preferably in English language)

- If not available, basic information on:
  - which is the **Authority** in charge of the National Road Safety Strategic Plan and the Organisation who developed it
  - which is the **period** covered
  - which are the **targets** set
  - when it will be available
Participating countries

- **Europe: 26 countries**
  (Austria, Belgium, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Germany, Greece, Hungary, Iceland, Israel, Italy, Lithuania, Luxembourg, Netherlands, Poland, Portugal, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, UK)

- **Americas, Asia, Oceania: 6 countries**
  (Australia, Canada, Chile, Japan, New Zealand, USA)
National Road Safety Strategic Plans

- **Ready Strategic Plan: 16 countries**
  (Canada, Chile, Cyprus, Czech Republic, Denmark, Estonia, Germany, Hungary, Iceland, Japan, Lithuania, Netherlands, New Zealand, Slovenia, Sweden, Switzerland)

- **Ready Action Plan: 2 countries**
  (Luxembourg, UK)

- **Under preparation Strategic Plan: 12 countries**
  (Australia, Austria, Belgium, Croatia, Finland, Greece, Israel, Italy, Poland, Portugal, Slovakia, Spain)

- **No Strategic Plan: 2 countries**
  (Serbia, USA)
Strategic Plan Time Period

10+ year plans: 23 countries
2013-2022: Slovenia
2016-2025: Canada, Estonia
2021-2030: Australia, Austria, Chile, Croatia, Cyprus, Czech Republic, Denmark, Germany, Greece, Italy, Poland, Portugal, Slovakia, Spain
2018-2030: Netherlands
2020-2030: Israel, Lithuania, New Zealand, Sweden
2020-2034: Iceland

5 or less year plans: 5 countries
2019-2021: UK
2019-2023: Luxembourg
2020-2022: Hungary
2021-2025: Japan
2022-2026: Finland

No time limit: 1 country
Switzerland
Target - Fatalities

- **50%**: 15 countries
  (Australia, Austria, Croatia, Cyprus, Czech Republic, Greece, Israel, Italy, Lithuania, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden)

- **40%**: 2 countries
  (Germany, New Zealand)

- **30%**: 1 country
  (Chile)

- **Specific number of fatalities**: 4 countries
  (Denmark, Estonia, Japan, Switzerland)

- **Other/Not defined**: 8 countries
  (Belgium, Canada, Finland, Hungary, Iceland, Luxembourg, Netherlands, Sweden, UK)
Target - Serious injuries

-50%: 13 countries
(Austria, Croatia, Cyprus, Czech Republic, Greece, Israel, Italy, Lithuania, Poland, Portugal, Slovakia, Slovenia, Spain)

-40%: 1 country
(New Zealand)

-30%: 1 country
(Australia)

-25%: 1 country
(Sweden)

Specific number: 4 countries
(Denmark, Estonia, Japan, Switzerland)

Other/Not defined: 10 countries
(Belgium, Canada, Chile, Finland, Germany, Hungary, Iceland, Luxembourg, Netherlands, Sweden, UK)
Safe System Approach - Vision Zero

- **Safe System Approach:** 16 countries
  (Australia, Austria, Canada, Chile, Croatia, Cyprus, Denmark, Greece, Italy, Lithuania, Netherlands, New Zealand, Portugal, Slovakia, Spain, Sweden)

- **Vision Zero:** 20 countries
  (Australia, Austria, Canada, Chile, Croatia, Cyprus, Czech Republic, Estonia, Germany, Greece, Hungary, Lithuania, Luxembourg, Netherlands, New Zealand, Portugal, Slovakia, Slovenia, Spain, Sweden)
<table>
<thead>
<tr>
<th>Countries</th>
<th>National Strategic Plan</th>
<th>Period</th>
<th>Authority</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
<th>Safe System Approach</th>
<th>Vision Zero</th>
<th>Released</th>
<th>Baseline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canada</td>
<td>Yes</td>
<td>2016-2025</td>
<td>Council of Ministers Responsible for Transportation and Highway Safety</td>
<td>downward trend</td>
<td>downward trend</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Avg 2011-2019</td>
</tr>
<tr>
<td>Chile</td>
<td>Yes</td>
<td>2021-2030</td>
<td>National Road Safety Commission (CONASET)</td>
<td>-30%</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Avg 2017-2019</td>
</tr>
<tr>
<td>Cyprus</td>
<td>Yes</td>
<td>2021-2030</td>
<td>National Road Safety Council</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Avg 2018-2020</td>
</tr>
<tr>
<td>Czech Republic</td>
<td>Yes</td>
<td>2021-2030</td>
<td>Ministry (and other organisations defined in Action Plan)</td>
<td>-50%</td>
<td>-50%</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>Avg 2017-2019</td>
</tr>
<tr>
<td>Denmark</td>
<td>Yes</td>
<td>2021-2030</td>
<td>Danish Road Safety Commission</td>
<td>max 90</td>
<td>max 900</td>
<td>Yes</td>
<td>-</td>
<td>Yes</td>
<td>Avg 2017-2019</td>
</tr>
<tr>
<td>Estonia</td>
<td>Yes</td>
<td>2016-2025</td>
<td>Transport Administration (multidiscipline working groups)</td>
<td>max 40 (3-year avg by 2025)</td>
<td>max 330 (3-year avg by 2025)</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>Avg 2012-2014</td>
</tr>
<tr>
<td>Germany</td>
<td>Yes (&gt;)1.<em>Pact for Road Safety</em> roof of the plans</td>
<td>2021-2030</td>
<td>Ministry of Transport and Digital Infrastructure (contribution of various stakeholders)</td>
<td>-40%</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>Hungary</td>
<td>Yes</td>
<td>2020-2022</td>
<td>Ministry of the Interior &amp; the State Secretary for Transport</td>
<td>no numeric</td>
<td>no numeric</td>
<td>roughly</td>
<td>Yes</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>Iceland</td>
<td>Yes</td>
<td>2020-2034</td>
<td>Ministry of Transport</td>
<td>-5% each year (sum)</td>
<td>-</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Avg 2013-2017</td>
</tr>
<tr>
<td>Japan</td>
<td>Yes</td>
<td>2021-2025</td>
<td>Japanese Government (Cabinet Office, Ministry of Land, Infrastructure, Transport and Tourism, National Police Agency (developed by Central Traffic Safety Counter)</td>
<td>max 2000 (24h)</td>
<td>max 22 000</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>Lithuania</td>
<td>Yes</td>
<td>2020-2030</td>
<td>Ministry of Transport and Communication</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>2019</td>
</tr>
<tr>
<td>Netherlands</td>
<td>Yes</td>
<td>2018-2030</td>
<td>Ministry of Infrastructure and Transport (joint effort of various organisations)</td>
<td>0 in 2050</td>
<td>0 in 2060</td>
<td><em>Sustainable Safety</em></td>
<td>Yes</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>New Zealand</td>
<td>Yes</td>
<td>2020-2030</td>
<td>Ministry of Transport</td>
<td>-40%</td>
<td>-40%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>2018</td>
</tr>
<tr>
<td>Slovenia</td>
<td>Yes</td>
<td>2013-2022</td>
<td>Ministry of Infrastructure</td>
<td>-50%</td>
<td>-50%</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>2011</td>
</tr>
<tr>
<td>Sweden</td>
<td>Yes</td>
<td>2020-2030</td>
<td>Swedish Transport Administration</td>
<td>-60%</td>
<td>-25%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Avg 2017-2019</td>
</tr>
<tr>
<td>Switzerland</td>
<td>Yes</td>
<td>No time limit</td>
<td>Swiss Federal Council</td>
<td>100 by 2030</td>
<td>2500 by 2030</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>Australia</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>Office of Road Safety</td>
<td>-50%</td>
<td>-30%</td>
<td>Yes</td>
<td>Yes</td>
<td>within 2021</td>
<td>Avg 2018-2020</td>
</tr>
<tr>
<td>Austria</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>Ministry of Transport (with the support of KFV)</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes (child fat.)</td>
<td>within 2021</td>
<td>-</td>
</tr>
<tr>
<td>Belgium</td>
<td>Yes - Under preparation</td>
<td>No</td>
<td>Ministry of Transport</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes</td>
<td>within 2021</td>
<td>2019</td>
</tr>
<tr>
<td>Croatia</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>Ministry of Interior, Police department for road safety (drafted by FPZ)</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes</td>
<td>within 2021</td>
<td>-</td>
</tr>
<tr>
<td>Finland</td>
<td>Yes - Under preparation</td>
<td>2022-2026</td>
<td>Ministry of Transport and Communication</td>
<td>not defined yet</td>
<td>not defined yet</td>
<td>-</td>
<td>-</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td>Greece</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>Ministry of Infrastructure and Transport (commissioned to NTUA)</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes</td>
<td>within 2021</td>
<td>2019?</td>
</tr>
<tr>
<td>Israel</td>
<td>Yes - Under preparation</td>
<td>2020-2030</td>
<td>Ministry of Transport and Road Safety (developed by the National Road Safety Authority (NRSA) in collaboration with various organisations)</td>
<td>-50%</td>
<td>-50%</td>
<td>-</td>
<td>No</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Italy</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>Ministry of Infrastructure and Sustainable Mobility (drafted by 5 universities)</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>-</td>
<td>within 2021</td>
<td>-</td>
</tr>
<tr>
<td>Poland</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>National Road Safety Council</td>
<td>-50%</td>
<td>-50%</td>
<td>-</td>
<td>-</td>
<td>within 2021</td>
<td>-</td>
</tr>
<tr>
<td>Portugal</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>Portuguese Road Safety Authority</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes</td>
<td>within 2021</td>
<td>2019</td>
</tr>
<tr>
<td>Slovakia</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>Ministry of Transport and Construction, Road Safety Department</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes</td>
<td>within 2021</td>
<td>2020</td>
</tr>
<tr>
<td>Spain</td>
<td>Yes - Under preparation</td>
<td>2021-2030</td>
<td>Ministry of Interior (developed by DGT)</td>
<td>-50%</td>
<td>-50%</td>
<td>Yes</td>
<td>Yes</td>
<td>within 2021</td>
<td>2019</td>
</tr>
<tr>
<td>Luxembourg</td>
<td>Yes (Action Plan)</td>
<td>2019-2023</td>
<td>Government (Road Safety Working Group)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>UK</td>
<td>Yes (Action Plan)</td>
<td>2019-2021</td>
<td>Department of Transport</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>-</td>
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<tr>
<td>Serbia</td>
<td>No (proposal for new strategy 2021-2030 expected till the end of the year)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>USA</td>
<td>No</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
</tr>
</tbody>
</table>
Conclusions

- Reducing road **fatalities** and **serious injuries** by **50%** by 2030 is the target adopted in most National Road Safety Strategic Plans.

- More and more countries are adopting in their Strategic Plans the **Safe System Approach** and the **Vision Zero**.

- For 2021-2030 Strategic Plans, the **baseline year** remains unclear (2019 or 2017-2019 average)
Next steps

- Countries not yet responded to the survey, are welcome to send replies for inclusion at an updated version.

- Countries already responded, can always add more information for inclusion at an updated version.

- All National Road Safety Strategic Plans received can be found at the following OneDrive Folder: https://1drv.ms/u/s!AvpeZpdfw1kpgtAjkWVOW_i7d7Q2pQ?e=b51gd8
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