

**Ministry of Roads and Transportation**  
**Deputy of Education, Research and Technology**  
**The Bureau of Technology & Safety Studies**

***IRAN's Road Safety Strategic Plan***  
***(IRSSP, 2011- 2020)***  
***2<sup>nd</sup> Edition***

**ROAD SAFETY COMMISSION SECRETARIAT**  
**December 2009**

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of Technology & Safety Studies

## **Preface**

The role of transportation in different economic, political and social aspects of modern societies is significant. Transportation is one of the main principles for sustainable development of society. In fact, transportation network is closely in relation with economy, social justice and security. In the procedure of social and economic development of countries, there is a direct correlation between transportation improvement and economic growth rate. Transportation activities are among fundamental and infrastructural activities, necessary for economic improvement and reformation.

Considering the high rate of road traffic accidents in Iran, one of the most important troubles for transportation policy-makers and other involved authorities is safety promotion for all road users. Today, the society expends huge costs for road traffic accidents and their consequent fatalities and many efforts have been done; but the desired results have not been yet achieved. Whereas road safety issue needs an integrated management system, considering the lack of coordination between road safety measures, we decided to prepare proper safety strategy in order to achieve an integrated approach in national level. Progressive countries in road safety have succeeded to restrain and reduce traffic accidents, generally within strategic plans' framework. Similarly in Iran, if strategies are determined correctly and possess adequate financial / administrative support, they leave positive effects on road safety. Therefore, the Road Safety Commission Secretariat (RSCS) has provided the national road safety strategic plan for a ten year period by taking advantage of the proposal presented by the Bureau of Technology and Safety Studies, results of

Iran's Comprehensive Road Safety Studies, the experiences of progressive countries and viewpoints of all the NRSC members.

This strategic plan was approved in the 31<sup>st</sup> session of the NRSC on September 22<sup>nd</sup>, 2009 and was notified through the notification No.11/113635 on December 7<sup>th</sup>, 2009 by the head of the NRSC. Subsequently, this document was modified and finalized for enforcement in a ten year period (2011-2020), according to the 38<sup>th</sup> meeting of NRSC and the 5<sup>th</sup> development plan of I.R.IRAN. This document has an important role in developing coordination between involved organizations to achieve sustainable road safety.

At the end, it is necessary to thank specially Mr. Mehran Ghorbani for the preparation management of this document and the other collaborators: Mr. Shahin Shabani, Mr. Hamidreza Safi, Mr. Mohsen Rahimi, Mrs. Kiandokht Kadkhodazadeh, Mr. Hormoz Zakeri, Mrs. Shahnaz Seraj, Ms. Leila Solouki and SWEROAD consultant engineering.

It is hoped that remarkable reduction in fatalities, injuries and damages derived from traffic accidents will be realized that is required taking responsibility by all the strata of society.

***Nasser Pourmoalem***  
***Deputy of Education, Research and Technology***  
***& The Secretary of National Road Safety Commission***

## Contents:

<b>1. Introduction .....</b>	<b>1</b>
<b>2. Traffic Safety Situation in Iran.....</b>	<b>2</b>
<b>3. Traffic Accidents Costs.....</b>	<b>Error! Bookmark not defined.</b>
<b>4. Principles .....</b>	<b>8</b>
<b>5. Vision .....</b>	<b>10</b>
<b>6. Target.....</b>	<b>10</b>
<b>7. Strategic Objectives.....</b>	<b>10</b>
<b>7.1. Excessive Speed Reduction .....</b>	<b>11</b>
<b>7.2. Motorcyclists Safety Improvement.....</b>	<b>12</b>
<b>7.3. Pedestrians Safety Improvement.....</b>	<b>13</b>
<b>7.4. Drivers' Fatigue Reduction.....</b>	<b>15</b>
<b>7.5. Encourage the Use of Seatbelt.....</b>	<b>16</b>
<b>7.6. Reduction of Impaired Driving .....</b>	<b>17</b>
<b>7.7. Improvement of Traffic regulation Observance.....</b>	<b>19</b>
<b>7.8. Development and Implementation of A Comprehensive         Crash Data Bank .....</b>	<b>21</b>
<b>7.9. Improve Safe Planning, Construction and Maintenance         of Road Network .....</b>	<b>23</b>
<b>7.10. Improve Safety of Access to Road Network.....</b>	<b>25</b>
<b>7.11. Improve Vehicle Safety.....</b>	<b>26</b>
<b>7.12. Improve Trauma, Medical and Retrieval Services ...</b>	<b>28</b>
<b>7.13. Improve Alternative Public Transportation systems to         Passenger Cars.....</b>	<b>30</b>
<b>7.14. Improve Ccoordination in Safety Management at         National Level.....</b>	<b>31</b>

<i>7.15. Resource Management for Safety Improvement.....</i>	<i>32</i>
<i>7.16. Purposeful Development of Rresearch to Achieve Sustainable Road Safety.....</i>	<i>34</i>
<i>8. Action Plans to Achieve the Strategic Goals .....</i>	<i>35</i>
<i>9. Supervision and Reporting.....</i>	<i>36</i>
<i>References.....</i>	<i>37</i>

## 1. Introduction

Traffic accidents have become a social problem all around the world which conduce to death of lots of people and obtrude enormous costs upon the society. In Iran, which is on the stage of accumulative growth of vehicles and consequently the increase in number of traffic accidents and their costs, this issue should be considered much seriously.

Each person is *sui generis* and irreplaceable. It is not acceptable that over 23000 persons of our citizens lose their lives and more than 700000 become injured every year<sup>1</sup>. The fatalities of traffic accidents are comparable with the number of martyrs of 8-year forced war (between Iraq and Iran)<sup>2</sup>.

Consideration and investment in traffic safety, implementation of multi-lateral actions and essential measures to control and reduce accidents, must be envisioned in major policy making of the country as a priority. The importance of this matter can be found also from The Holy Quran where it says “who saves a life, he saves all the lives of the world.”<sup>3</sup>

Road safety is a multi-lateral problem, so organizations can not override the ever increasing safety problem besetting the country on their own. Therefore, efficient cooperation of all the involved organizations is necessary.

Global studies show that this situation can be changed and permanent improved safety can be achieved. This requires a powerful central organization which undertakes the responsibility of preparation and adoption of appropriate

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1- Based on Health ministry statistics, 718007 Iranians were injured in traffic accidents in 1387 (2008).

2- Over this period, 218767 Iranians were martyred (over 27000 individuals per year).

3- Sura Maede, Verse 32.

policies and programs. Due to the use of these studies (avoiding other countries' mistakes) and efficient structures and measures in safety improvement, in a sustainable state, Iran can be introduced as a good example and model on the region level or even on the world over.

Progressive countries in safety have succeeded to restrain and reduce traffic accidents, generally within strategic plans' framework. Similarly in Iran, if strategies are determined correctly and possess adequate financial / administrative support, they leave positive effects on road safety. Therefore, the Road Safety Commission Secretariat (RSCS) has provided the national road safety strategic plan for a ten year period (2010 – 2019) which was prepared through the accomplished studies in the country (including Iran's Comprehensive Road Safety Studies) and studies of other countries. This document has an important role in creation of inter - departmental cooperation and continuous movement toward sustainable safety.

It is hoped that remarkable reduction in fatalities, injuries and damages of traffic accidents will be realized which is required taking responsibility by all the strata of society.

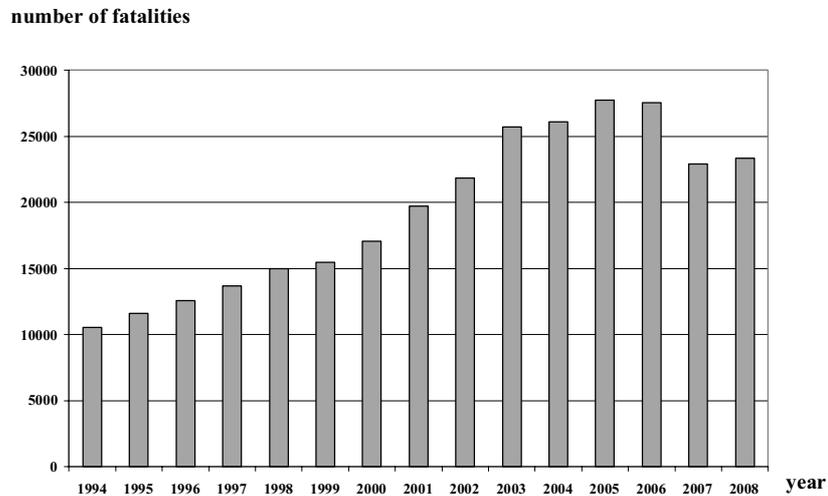
## **2. Traffic Safety Situation in Iran**

Diagram 1 shows the fatality statistics of traffic accidents from 1994 to 2008. The number of the deceased in traffic accidents had an ascending trend until 2005. Since 2006, this trend was controlled relatively and in 2007 – 2008 there was a descending trend. In 2008, 23362 persons were killed in consequence of traffic accidents<sup>1</sup>. Whereas, according to the

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*1- The number of traffic accident fatalities had a remarkable reduction in 2007 (%16), the major part of this could be because of various reasons such as fuel*

existing figures [2], the number of moving vehicles have increased accumulatively in recent years. The moving vehicles were more than 16 million at the end of 2008, motorcycles comprised more than 6 million of that. It is estimated that it will reach to more than 45 million by 2019.



**Diagram 1:** Road traffic fatalities trend (1994 – 2008) [1].

Furthermore, Iran has faced incremental rate of population growth as in the past 30 years Iran’s population has doubled (Iran had a population of 71 million at the end of 2008) [4]. In recent years, the rate of population growth has been controlled relatively and based on the results of “Comprehensive Transportation Studies in Iran”, it will be around %1.34 for the next 10 years. Estimations show that Iran’s population will be more than 77 million by 2019 [5].

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*rationing and its inductive effect in summer and severe cold in winter; and the other part (around %7) could be because of sustainable traffic safety improve in the country [3].*

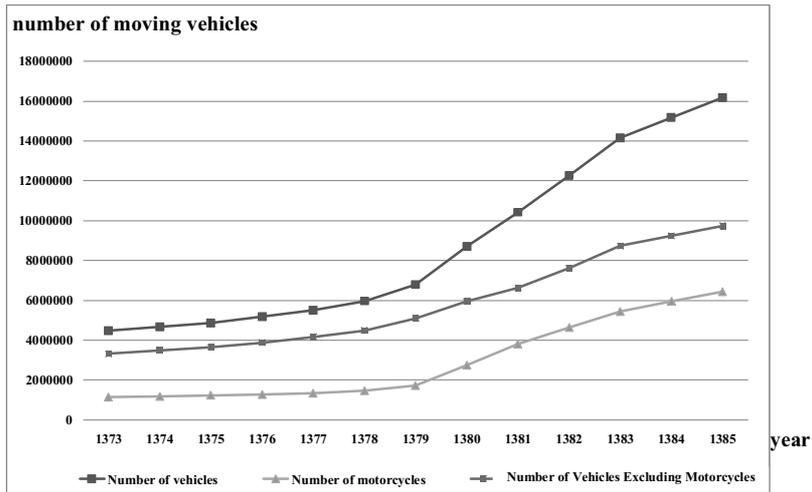


Diagram 2: Number of moving vehicles trend in Iran [2].

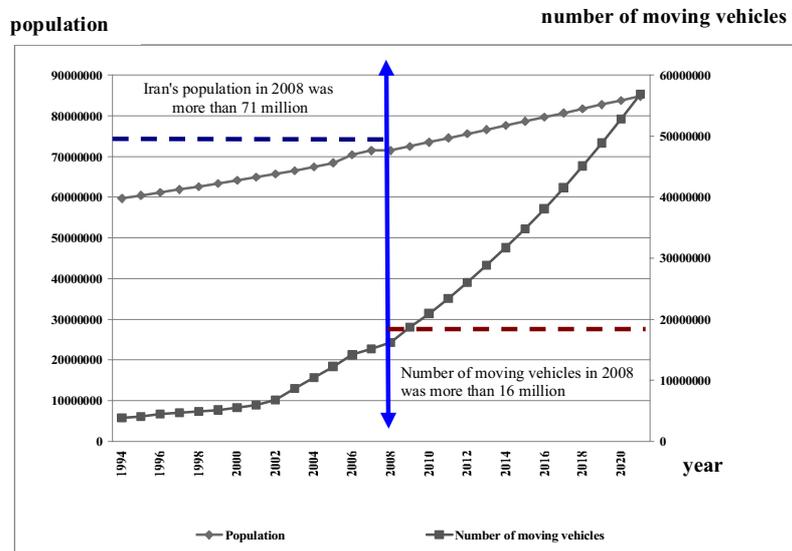


Diagram 3: Variation of Iran's population and the number of moving vehicles trend (1994 – 2008) and estimation for the next 10 years [2, 4].

The vehicle growth has surpassed the population increase trend and motorization rate which demonstrates the number of moving vehicles per 10000 population, will face an incremental trend in the coming years. The estimations show that this rate will double in the next 10 years.<sup>1</sup>

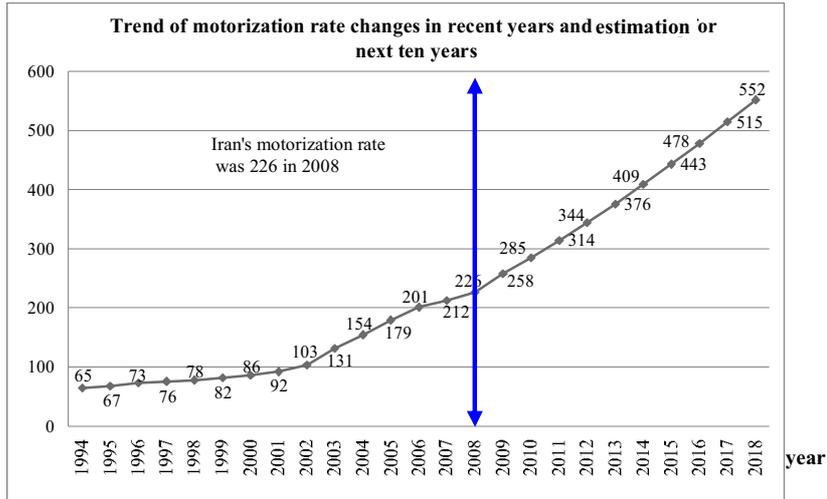
Consideration of the number of traffic accidents and their consequent fatalities demonstrates that Iran is in the consolidation stage that is critical. All of the countries which succeeded in controlling and reducing traffic accidents and their consequent fatalities, were at this stage sometime. The studies in these countries demonstrate that if concordant inter – departmental actions develop and expand continuously in order to reach sustainable safety, a significant reduction of traffic accidents and their consequent fatalities will commence afterwards (trend A in diagram 5). But if provisional reductions in traffic accidents result in the belief that the problem of traffic accident has been solved and the efficiency of investments of organizations decreases and their actions continue inconsistently; after a few years, not only trend of the number of traffic accidents and their consequent fatalities will not be controlled, but also their incremental trend will strengthen (trend B in diagram 5).

Variation of population and the number of moving vehicles in Iran confirm that if all the organizations involved in safety do not work concordantly within the framework of a comprehensive program in order to achieve sustainable safety at National Level, not only the current trend of consolidation and control of traffic accidents will not be maintained, but also the number of fatalities will increase.

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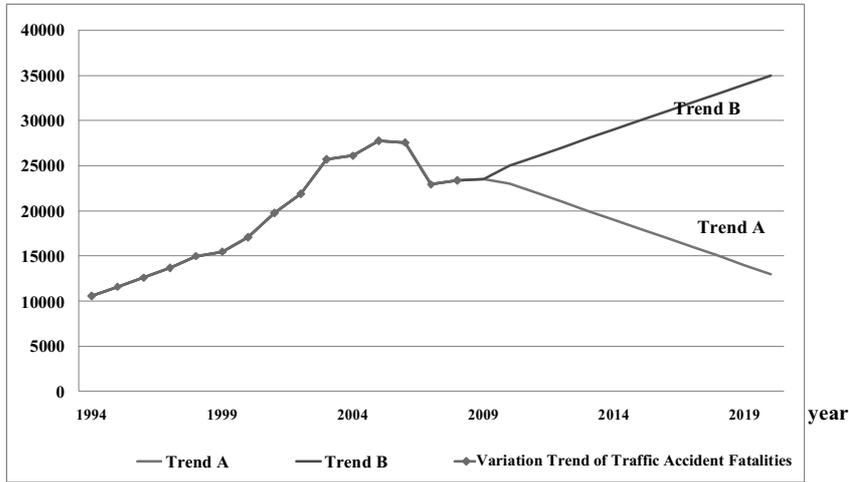
*1-Iran's motorization rate was 226 in 2008 and it estimated that this rate will double (around 552) by 2018.*

**Motorization rate**



**Diagram 4:** Motorization rate in the recent years and estimation for the next 10 years.

**Number of fatalities**



**Diagram 5:** Estimation of Iran's traffic safety situation considering adoption of each determined approach.

### 3. Traffic Accidents Costs

Based on the studies of Transportation Research Institute (2010), the whole cost of Iran's traffic accidents in 2007 was estimated at 180000 billion Rials (around 18 billion US Dollars) which equals to %7 of GDP [7]. Furthermore:

- %47 of the costs was related to the accidents in urban areas and %53 was related to the accidents in rural and interurban areas.
- The traffic accidents cost for Iran's rural roads in recent years was 10 times more than the total budget of roads' construction and maintenance.
- The average cost of a decease consequent on traffic accident was estimated about 4941 million Rials (490000 US dollars) for urban areas and 5772 million Rials (570000 US dollars) for interurban areas.
- The average cost of an injury consequent on traffic accident was estimated about 140.8, 146.6 and 406.9 million Rials, for Slight, moderate and serious injuries respectively.
- The average cost of an urban accident is 50.75, 296.4 and 5633.57 million Rials, for damage, injury and fatal accidents respectively.
- The average cost of an interurban accident is 108.79, 635.31 and 12075.3 million Rials, for damage, injury and fatal accidents respectively.

According to this study, the classification and share of detailed costs consequent on traffic accident are as follows:

- Damage costs to road side equipment and animals, 1%;
- Disruption in society, workplace and necessity for replacement of staff, 5%;
- Decrease in performance capacities, 0.0%;
- Damage costs to vehicles, 17.40%;
- Lost time and delay, 1.50%;
- The deceased, permanent disabilities, loss of life quality, cultural and social impacts, 50.20%;
- Medical costs for injured, 11%;
- Behaviour training costs, 0.2%;
- official costs, 13.70%.

#### **4. Principles**

The experiences of succeeded countries in road safety development show that there are some rules which should be accepted by experts, politicians and authorities before taking any action. Some of these principles are as below:

1. Traffic accidents are not "accidental". They occur because of a failure in human - vehicle - road system. Efforts should be made in a way that the number of such failures and their consequences reduces;
2. Transportation authorities should provide a system which not only redresses human limitations and encourage safer users' behaviour but also provides a "forgiving" road environment. Therefore, if an error is made, there would be a chance of recovery;
3. Road safety is a multilateral problem and several organizations and ministries are responsible for its

improvement. The only way to improve road safety is close collaboration of all responsible organizations and stakeholders through a scientific and systematic approach;

4. All the road safety authorities should have the capacity to design and implement effective safety measures in their sector, so they should take actions to develop such capacity;
5. Expenditure on road safety is an "**investment**" not a "**cost**".
6. Road safety improvement actions should be permanent and durable and according to scientific, logical and regional approaches. In the way that according to accident data bank analysis, infrastructural and fundamental problems are recognised and suitable pre-planned actions are implemented. Then the results of implementations are analysed and evaluated regularly.
7. Partnership approach between governmental and private sectors and the NGOs is the best way to improve road safety;
8. All stakeholders must have access to crash data bank that leads into efficient interventions which should be implemented in each sector;
9. Various road users are not disposed to equal safety levels and in order to expand social justice, the characteristics of each group should be notified and considered, such as Pedestrians, cyclists, handicapped and disabled persons,...
10. Required investments and legal supports in order to reinforce the organizations involved in road safety should be done by government. In addition, government should

support these organizations in order to proper implementation of approved duties.

11. Achieving the mentioned goals of this strategic plan is due to creation of required stimulus and appropriate measures by policy makers at National Level.

## **5. Vision**

Safe road for all

## **6. Target**

This Strategy aims to reduce the index of road fatalities (the number of traffic fatalities per 100,000 population) during a 10 year period as it will be 9 by the end of 2020 (The index was 30 in 2008). The necessity of 10% annual reduction in road fatalities is considered according to the third paragraph of article F from clause 163 of the fifth 5-year development plan of I.R.Iran.

Furthermore, considerable reduction in the number of injury and damage accidents is predictable.

## **7. Strategic objectives**

To achieve the target of this 10 year strategic plan, 16 strategic objectives and 96 distinct approaches are determined based on Iran's road safety comprehensive studies considering traffic accidents as one of the main factors threatening public health. These objectives and approaches are as follows:

## **7.1. Excessive Speed Reduction**

- a. Increase drivers' awareness of over-speeding results

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:*** \_\_\_\_

- b. Increase the penalties for unauthorized speeds (ascending fines which eventuate in vehicle suspension)

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- NAJA Traffic Police

- c. Development of supervision and monitoring systems to prevent over-speeding in the roads network. (speed cameras, ...)

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- NAJA Traffic Police

- d. Speed management especially in residential areas and city entrances.

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

## **7.2. Motorcyclists Safety Improvement**

- a. Advance motorcyclists training system

***Responsible Organization:***

- NAJA Traffic Police

***Associate Organization:***

- Safety Commission

- b. Encourage the use of helmet and other safety equipment by motorcyclists such as gloves, boots and suitable clothes

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:***

- Ministry of Industries & Mines

- c. Equip motorcycles with automated speed control systems

***Responsible Organization:***

- Ministry of Industries & Mines

***Associate Organization:*** \_\_\_\_

- d. Promote mandatory motorcycle standards

***Responsible Organization:***

- Institute of Standard and Industrial Research of Iran

***Associate Organization:***

- Ministry of Industries & Mines
- Central Insurance of Iran

- e. Intensification of penalties for dangerous offenses committed by motorcyclists like not-wearing safety helmet

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- NAJA Traffic Police

- f. Improve road geometric design and safety, considering motorcyclists' needs

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

### **7.3. Pedestrians Safety Improvement**

- a. Increase the public awareness of pedestrians' threatening risks

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:*** \_\_\_\_

- b. Develop special traffic training for roadside residents

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

- c. Manage pedestrian access to road network
- Responsible Organization:***
- Ministry of Roads and Transportation (Interurban)
  - Interior Ministry (Urban)
- Associate Organization:*** \_\_\_\_
- d. Develop infrastructures and equipment for transportation of roadside residents and traffic calming in residential regions and city entrances
- Responsible Organization:***
- Ministry of Roads and Transportation (Interurban)
  - Interior Ministry (Urban)
- Associate Organization:*** \_\_\_\_
- e. Improve road geometric design and safety, considering pedestrians' needs
- Responsible Organization:***
- Ministry of Roads and Transportation (Interurban)
  - Interior Ministry (Urban)
- Associate Organization:***
- NAJA Traffic Police
- f. Develop supervisory systems and methods to control pedestrians' traffic behavior
- Responsible Organization:***
- NAJA Traffic Police
  - Ministry of Roads and Transportation (Interurban)
  - Interior Ministry (Urban)
- Associate Organization:*** \_\_\_\_

- g. Obligate vehicle manufacturers to apply safety standards for reducing pedestrians' fatalities and injuries in traffic accidents

***Responsible Organization:***

Institute of Standard and Industrial Research of Iran

***Associate Organization:***

Safety Commission

#### **7.4. Drivers' Fatigue Reduction**

- a. Increase drivers awareness of consequences of driving while fatigued

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:*** \_\_\_\_

- b. Improve and develop supervisory systems and methods to control authorized working hours of public transport drivers

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- NAJA Traffic Police

- c. Develop and equip the rest areas

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)

***Associate Organization:*** \_\_\_\_

- d. Reduce road monotony in long distances
- Responsible Organization:***
- Ministry of Roads and Transportation (Interurban)
- Associate Organization:*** \_\_\_\_
- e. Intensification of penalties for offending against authorized working hours
- Responsible Organization:***
- Ministry of Roads and Transportation (Interurban)
- Associate Organization:***
- NAJA Traffic Police
- f. Improve proper methods for reducing vehicle run-off
- Responsible Organization:***
- Ministry of Roads and Transportation (Interurban)
- Associate Organization:*** \_\_\_\_
- g. Development of In-vehicle systems affecting drowsiness warning
- Responsible Organization:***
- Ministry of Industries & Mines
- Associate Organization:***
- Ministry of Roads and Transportation

#### **7.5. Encourage the Use of Seatbelt**

- a. Increase the public awareness of preventive effects of seatbelt and helmet

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:*** \_\_\_\_

- b. Develop preventive regulations to encourage wearing seatbelt and helmet

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- NAJA Traffic Police

- c. Improve supervisory systems and methods to control seatbelt and helmet wearing by drivers and occupants

***Responsible Organization:***

- NAJA Traffic Police
- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- d. Improve the design and technology of seatbelt and helmet appropriate to domestic produced vehicles

***Responsible Organization:***

- Ministry of Industries & Mines

***Associate Organization:*** \_\_\_\_

## ***7.6. Reduction of Impaired Driving***

- a. Increase the public awareness of impaired driving consequences

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:*** \_\_\_\_

- b. Develop preventive regulations against impaired driving

***Responsible Organization:***

- Interior Ministry

***Associate Organization:***

- Safety Commission

- c. Develop preventive and controlling measures against impaired driving

***Responsible Organization:***

- NAJA Traffic Police

***Associate Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)
- Ministry of Health and Medical Education

- d. Intensify and expand law enforcement against impaired driving

***Responsible Organization:***

- NAJA Traffic Police

***Associate Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

- e. Develop supervision and control methods, especially for public transport drivers

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- NAJA Traffic Police

**7.7. Improvement of Traffic Regulation Observance**

- a. Increase the public awareness of driving regulations

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:*** \_\_\_\_

- b. Increase risk perception by road users

***Responsible Organization:***

- Organizations Trustee for Education and Culture

***Associate Organization:*** \_\_\_\_

- c. Improve training system for taking and renewal of driving license

***Responsible Organization:***

- NAJA Traffic Police

***Associate Organization:***

- Safety Commission

- d. Standardization and supervision on driving schools

***Responsible Organization:***

- Interior Ministry

***Associate Organization:***

- NAJA Traffic Police

- Ministry of Roads and Transportation
- e. Revision and updating the current traffic regulations, considering their preventive effects
- Responsible Organization:***
- Interior Ministry
- Associate Organization:***
- NAJA Traffic Police
  - Ministry of Roads and Transportation
- f. Implementation of a driver evaluating system based on points for all drivers
- Responsible Organization:***
- Ministry of Roads and Transportation (Interurban)
  - Interior Ministry (Urban)
- Associate Organization:***
- NAJA Traffic Police
- g. Purposeful Control and supervision on aggressive driving
- Responsible Organization:***
- NAJA Traffic Police
- Associate Organization:***
- Ministry of Roads and Transportation
  - Interior Ministry
- h. Improve the police specialty abilities
- Responsible Organization:***
- NAJA Traffic Police
- Associate Organization:*** \_\_\_\_

- i. Improve the police operational abilities and equipment

***Responsible Organization:***

- NAJA Traffic Police

***Associate Organization:*** \_\_\_\_

- j. Development of specialty training courses for road users especially for public transport drivers to have more acquaintance with traffic regulations

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- NAJA Traffic Police

**7.8. Development and Implementation of A Comprehensive Crash Data Bank**

- a. Develop and improve a comprehensive crash data bank system

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- NAJA Traffic Police
- Ministry of Roads and Transportation
- Iranian Legal Medicine Organization
- Ministry of Health and Medical Education

- b. Complete and improve the required infrastructure for crash data collection

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- NAJA Traffic Police
- Ministry of Roads and Transportation
- Iranian Legal Medicine Organization
- Ministry of Health and Medical Education
- Ministry of Information and Communication Technology

- c. Standardize and improve the crash data quality

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- NAJA Traffic Police
- Ministry of Roads and Transportation
- Iranian Legal Medicine Organization
- Ministry of Health and Medical Education

- d. Organize and facilitate accessibility to the crash data bank for the users concerned

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- NAJA Traffic Police
- Ministry of Roads and Transportation
- Iranian Legal Medicine Organization
- Ministry of Health and Medical Education

- e. Improve evaluation methodology of road safety plans & measures by the comprehensive crash data system

***Responsible Organization:***

- Safety Commission

***Associate Organization:*** \_\_\_\_

- f. Improve evaluation methodology of road safety authorities' performance to achieve the determined strategic goals by the comprehensive crash data system.

***Responsible Organization:***

- Safety Commission

***Associate Organization:*** \_\_\_\_

**7.9. Improve Safe Planning, Construction and Maintenance of Road Network**

- a. Improve low cost safety measures approach

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- b. Improve roadside safety (removing obstacles, modifying slopes,...)

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- c. Improve black spot treatment system in existing road network and revealing untreated segments by installing traffic signs

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- d. Improve road safety inspection system (in existing road network)

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- e. Improve road safety audit system in new roads, under study and under construction road projects

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- f. Improve safety in residential zones and city entrances

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

g. Improve traffic safety in working zones

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

h. Road safety rating

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

**7.10. Improve Safety of Access to Road Network**

a. Management of roadside land use development, considering network access situation

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

b. Regulate and control of existing access in road network

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- c. Prevent the anomalous construction in right of way

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- d. Restrict the access from minor roads to main roads according to the regulations such as mandatory revising of road construction projects

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

### **7.11. Improve Vehicle Safety**

- a. Control and supervision on vehicle manufacturers according to the existing safety standards

***Responsible Organization:***

- Institute of Standard and Industrial Research of Iran

***Associate Organization:***

- Ministry of Industries & Mines
- NAJA Traffic Police

- b. Obligate vehicle manufacturers to produce vehicles according to international safety standards

***Responsible Organization:***

- Ministry of Industries & Mines

***Associate Organization:***

- Institute of Standard and Industrial Research of Iran

- c. Prohibit the importations of vehicles wanting in safety standards specially commercial vehicles

***Responsible Organization:***

- Institute of Standard and Industrial Research of Iran

***Associate Organization:***

- NAJA Traffic Police

- d. Implementation of vehicle safety rating system

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- Institute of Standard and Industrial Research of Iran
- Ministry of Industries & Mines
- NAJA Traffic Police

- e. Improve vehicle periodic inspection system, putting emphasis on safety controls

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- NAJA Traffic Police

- f. Encourage the use of new technologies to reduce fatalities in traffic accidents

***Responsible Organization:***

- Ministry of Industries & Mines

***Associate Organization:***

- Institute of Standard and Industrial Research of Iran

- g. Renovation of old passenger and freight fleet

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- Ministry of Industries & Mines

- h. Installation of warning equipment for fastening seatbelt and speed control on vehicles

***Responsible Organization:***

- Ministry of Industries & Mines

***Associate Organization:***

- Institute of Standard and Industrial Research of Iran

**7.12. Improve Trauma, Medical and Retrieval Services**

- a. Improve emergency medical services for road traffic casualties

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- Iranian Red Crescent Society
- Ministry of Roads and Transportation
- NAJA Traffic Police
- Ministry of Health and Medical Education

- b. Organize and promote a network emergency medical services

***Responsible Organization:***

- Ministry of Health and Medical Education

***Associate Organization:***

- Iranian Red Crescent Society
- Ministry of Roads and Transportation
- Interior Ministry
- NAJA Traffic Police

- c. Organize and promote a network for trauma, medical and retrieval services

***Responsible Organization:***

- Ministry of Health and Medical Education

***Associate Organization:*** \_\_\_\_

- d. Improve informative system to notify road traffic accidents

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- Iranian Red Crescent Society
- Ministry of Roads and Transportation
- NAJA Traffic Police
- Interior Ministry
- Ministry of Health and Medical Education
- Ministry of Information and Communication Technology

- e. Organize and promote a network for non medical rescue services by concerned authorities

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:***

- Iranian Red Crescent Society
- Ministry of Health and Medical Education
- NAJA Traffic Police
- Vehicle rescue companies

- f. Develop training courses for improvement of road users behavior after crash occurrence

***Responsible Organization:***

- Organizations Trustee for Education and Culture)

***Associate Organization:***

- Safety Commission

**7.13. Improve Alternative Public Transportation Systems to Passenger Cars**

- a. Encourage use of mass transportation systems

***Responsible Organization:***

- Concerned organizations

***Associate Organization:*** \_\_\_\_

- b. Improve integrated public transportation network

***Responsible Organization:***

- Ministry of Roads and Transportation (Interurban)
- Interior Ministry (Urban)

***Associate Organization:*** \_\_\_\_

- c. Improve E-service systems

***Responsible Organization:***

- Concerned organizations

***Associate Organization:*** \_\_\_\_

- d. Promote E-commerce culture

***Responsible Organization:***

- Concerned organizations

***Associate Organization:*** \_\_\_\_

**7.14. Improve Coordination in Safety Management at National Level**

- a. Promote the position of coordinator authority of safety management at National Level

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- Concerned organizations

- b. Promote coordination of safety management at provincial & local level

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- Concerned organizations

- c. Improve policy making & planning in road safety
  - Responsible Organization:***
    - Safety Commission
  - Associate Organization:***
    - Concerned organizations
  
- d. Improve partnership of the NGOs in road safety
  - Responsible Organization:***
    - Safety Commission
  - Associate Organization:***
    - Concerned organizations
  
- e. Improve specialty knowledge of authorities in road safety
  - Responsible Organization:***
    - Safety Commission
  - Associate Organization:***
    - Organizations Trustee for Education and Culture

#### **7.15. Resource Management for Safety Improvement**

- a. Increase the budget allocated to road safety
  - Responsible Organization:***
    - Safety Commission
  - Associate Organization:***
    - Concerned organizations

- b. Systematize allocation of required budget for road safety
- Responsible Organization:***
- Safety Commission
- Associate Organization:***
- Concerned organizations
- c. Efficient expenditure of allocated budget for road safety
- Responsible Organization:***
- Safety Commission
- Associate Organization:***
- Concerned organizations
- d. Further coordination to absorb the NGOs & private section resources
- Responsible Organization:***
- Safety Commission
- Associate Organization:***
- Concerned organizations
- e. Attempt to absorb international organizations resources to invest in road safety development
- Responsible Organization:***
- Safety Commission
- Associate Organization:***
- Concerned organizations
- f. Improve partnership of insurance & other economical agencies to invest in road safety projects

***Responsible Organization:***

- Central Insurance of Iran

***Associate Organization:*** \_\_\_\_

- g. Enforcement of laws related to insurance coverage for motor vehicles to compensate third party loss

***Responsible Organization:***

- Central Insurance of Iran

***Associate Organization:*** \_\_\_\_

**7.16. Purposeful Development of Research to Achieve Sustainable Road Safety**

- a. Develop practical research into traffic accidents

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- Concerned organizations

- b. Establish research centers or institutes specialized in safety and traffic accidents at national level

***Responsible Organization:***

- Ministry of Roads and Transportation

***Associate Organization:***

- Ministry of Science, Research and Technology

- c. Establish research centers or institutes specialized in traffic signs and safety equipment

***Responsible Organization:***

- Ministry of Roads and Transportation

***Associate Organization:*** \_\_\_\_

- d. Establish research centers or institutes specialized in vehicle safety performance

***Responsible Organization:***

- Institute of Standard and Industrial Research of Iran

***Associate Organization:***

- Ministry of Industries & Mines

- e. Support of road safety experts and institutes

***Responsible Organization:***

- Safety Commission

***Associate Organization:***

- Concerned organizations

## **8. Action Plans to Achieve the Strategic Goals**

All the authorities concerned in road safety should provide annual programs and submit them to the NRSC<sup>1</sup>. To achieve the goals of this strategic plan, 5-year action plans should be prepared by cooperation of the member organizations of the NRSC, 1 year before beginning of the period. In these action plans evaluation indices are determined quantitatively. At the end of this 5-year period, achieved results are studied and evaluated which are the bases for the next 5-year action plan. This trend will guarantee implementation of the most efficient measures during the period of plans.

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*1. National Road Safety Commission*

## **9. Supervision and Reporting**

National Road Safety Commission has to provide required supervision and evaluation system to achieve the goals of this strategic plan. The evaluation result is reported annually which should include:

- 1- The situation of each determined strategic goal
- 2- The situation of each activity and its results
- 3- Recognized activities in action plans and their efficiency and proficiency
- 4- Performance evaluation of road safety authorities.

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- 8- "Iran's Comprehensive Road Safety Studies", Study Report, Transportation Research Institute, Road and Transportation Ministry, 2006.
- 9- Policies and strategic plans of some countries including Australia, New Zealand, United kingdom, Republic of Ireland, Czech Republic, Slovakia, South Africa, Turkey, Greece and Malaysia.