



Traffic Safety in 11th Development Plan Studies: Where We are; Policies and Targets

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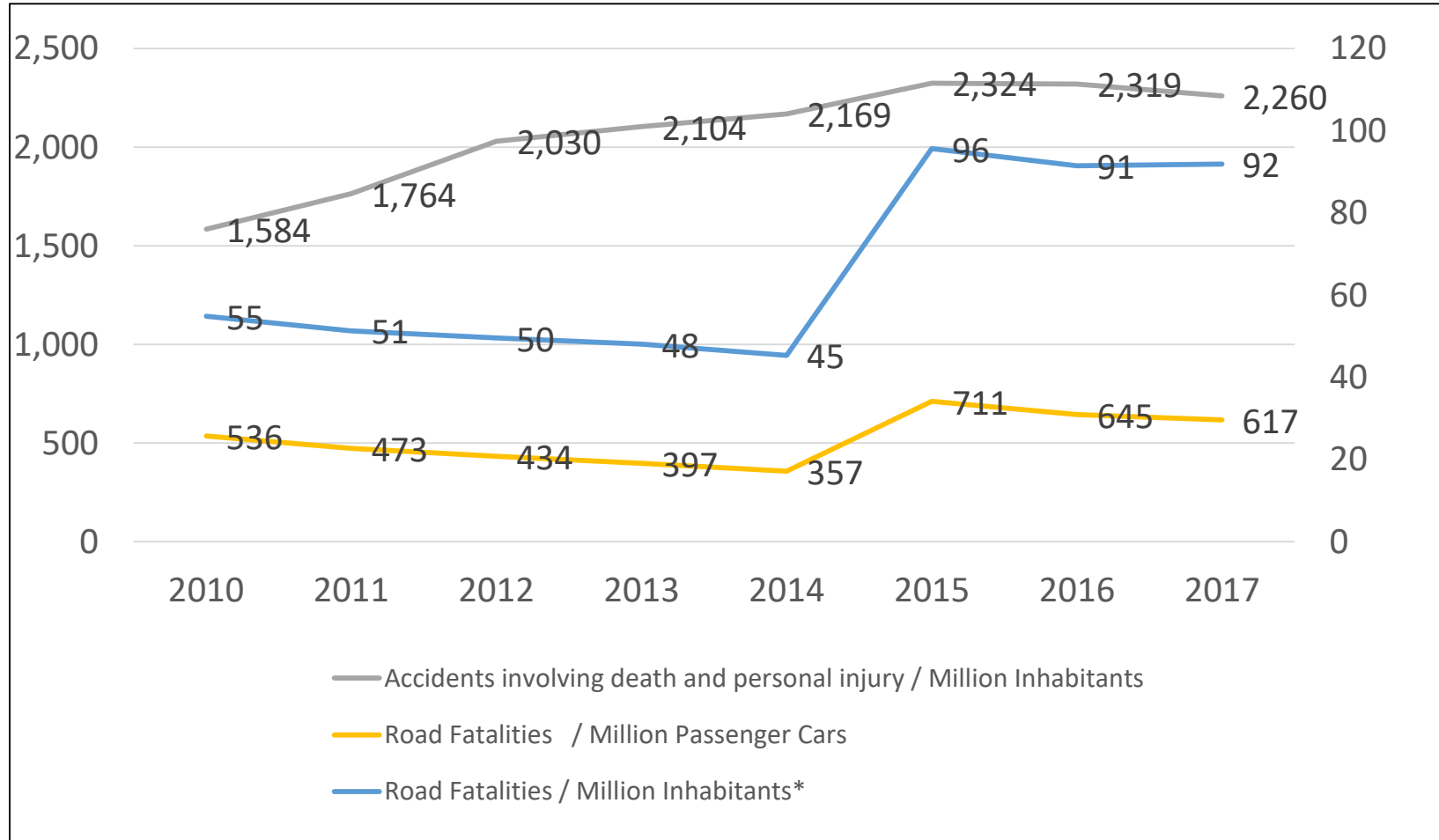
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Presentation Plan

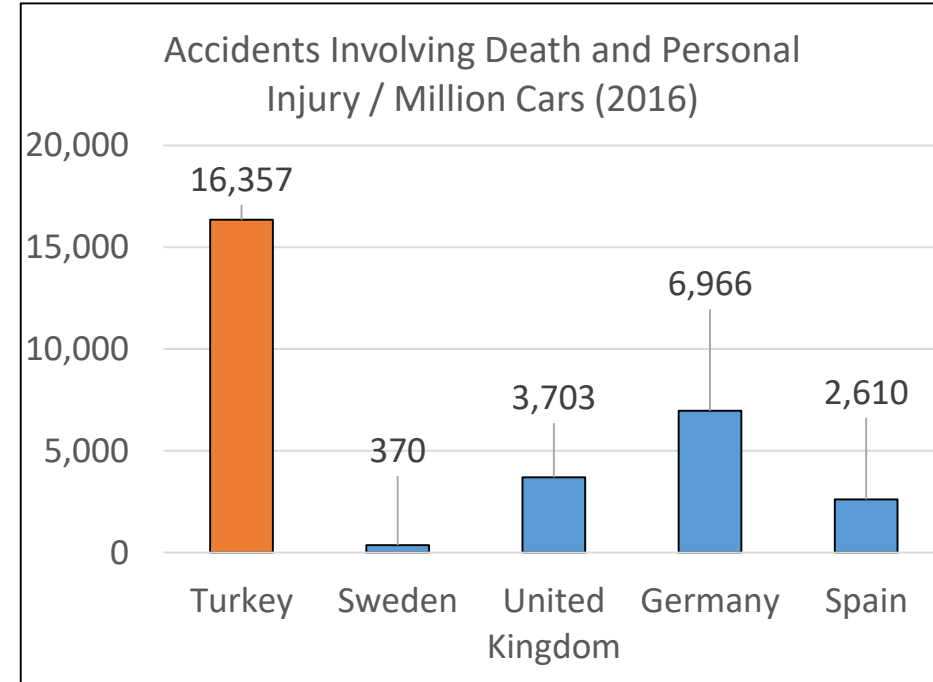
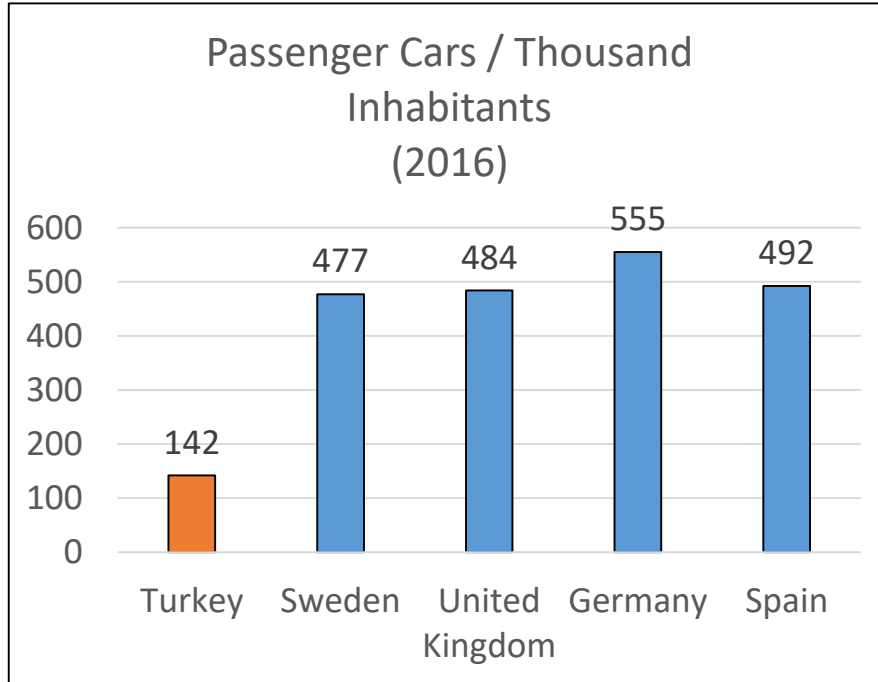
1. Motivation for the Special Commission Study in the 11th National Development Plan
2. Current State of Turkey in Traffic Safety
3. Transport and Traffic Safety Expenditures in Turkey
4. Evaluation and Findings of the Commission
5. Policy Alternatives Highlighted in the Commission Studies

Basic Traffic Safety Indicators Trends in Turkey (2010-2017)

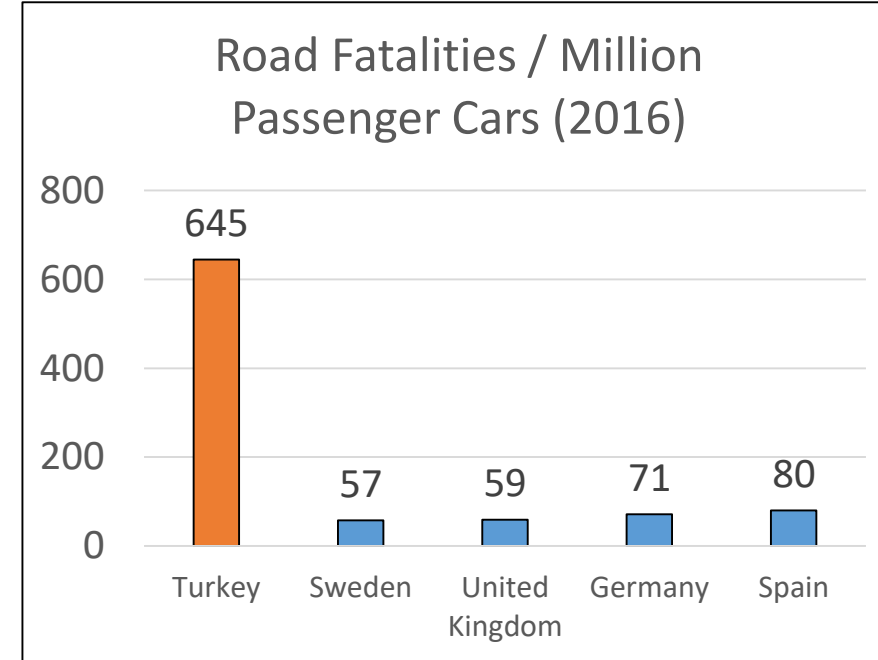
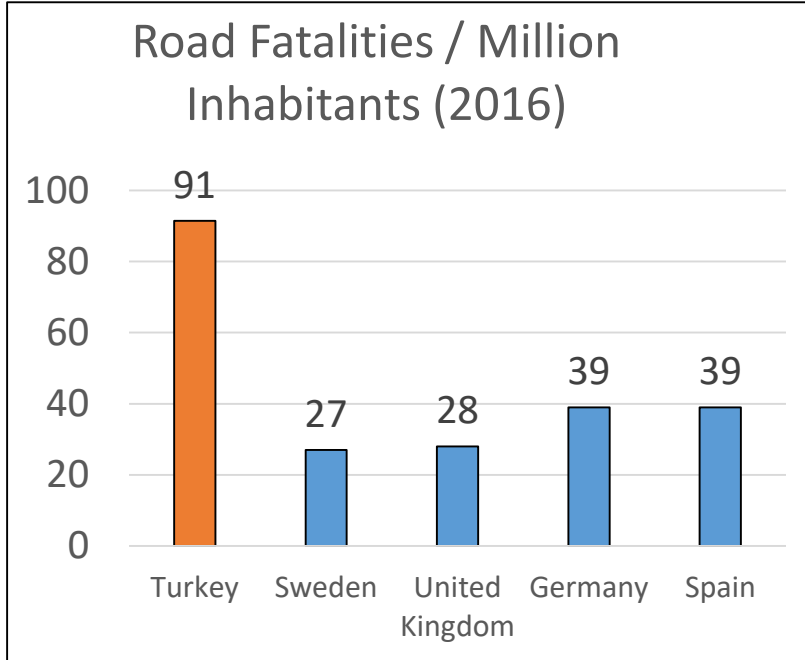


*Until 2015 figures on road fatalities include the deaths only at the accident scene. After 2015 figures on road fatalities also include the deaths within 30 days after the traffic accidents due to related accident and its impacts for people injured and sent to health facilities.

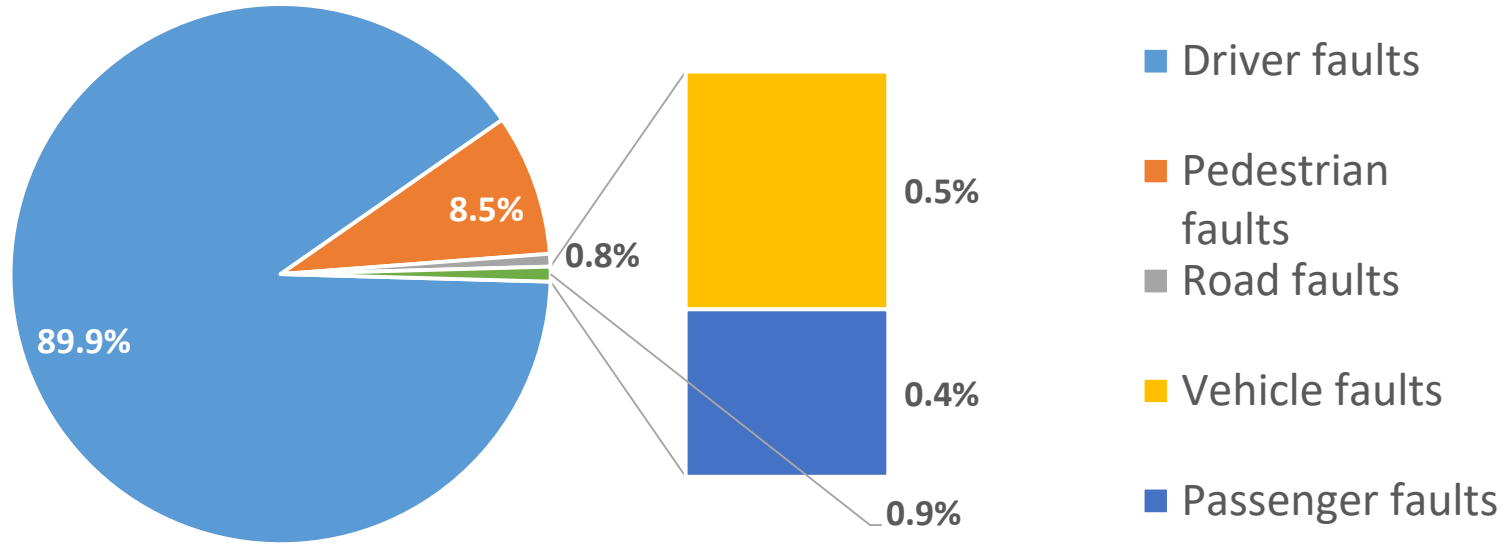
Comparison of Basic Indicators in Turkey and Selected Developed Countries



Comparison of Basic Indicators in Turkey and Selected Developed Countries

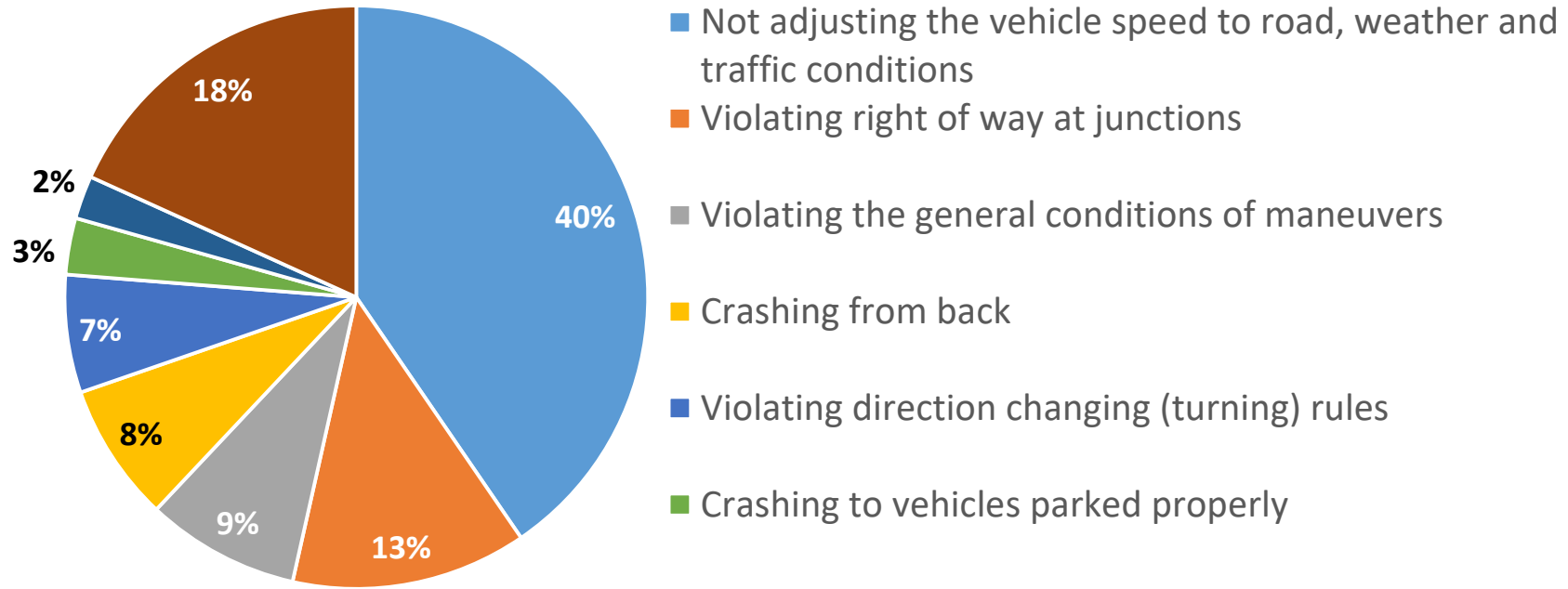


Faults Causing Road Traffic Accidents Involving Death or Injury, 2017

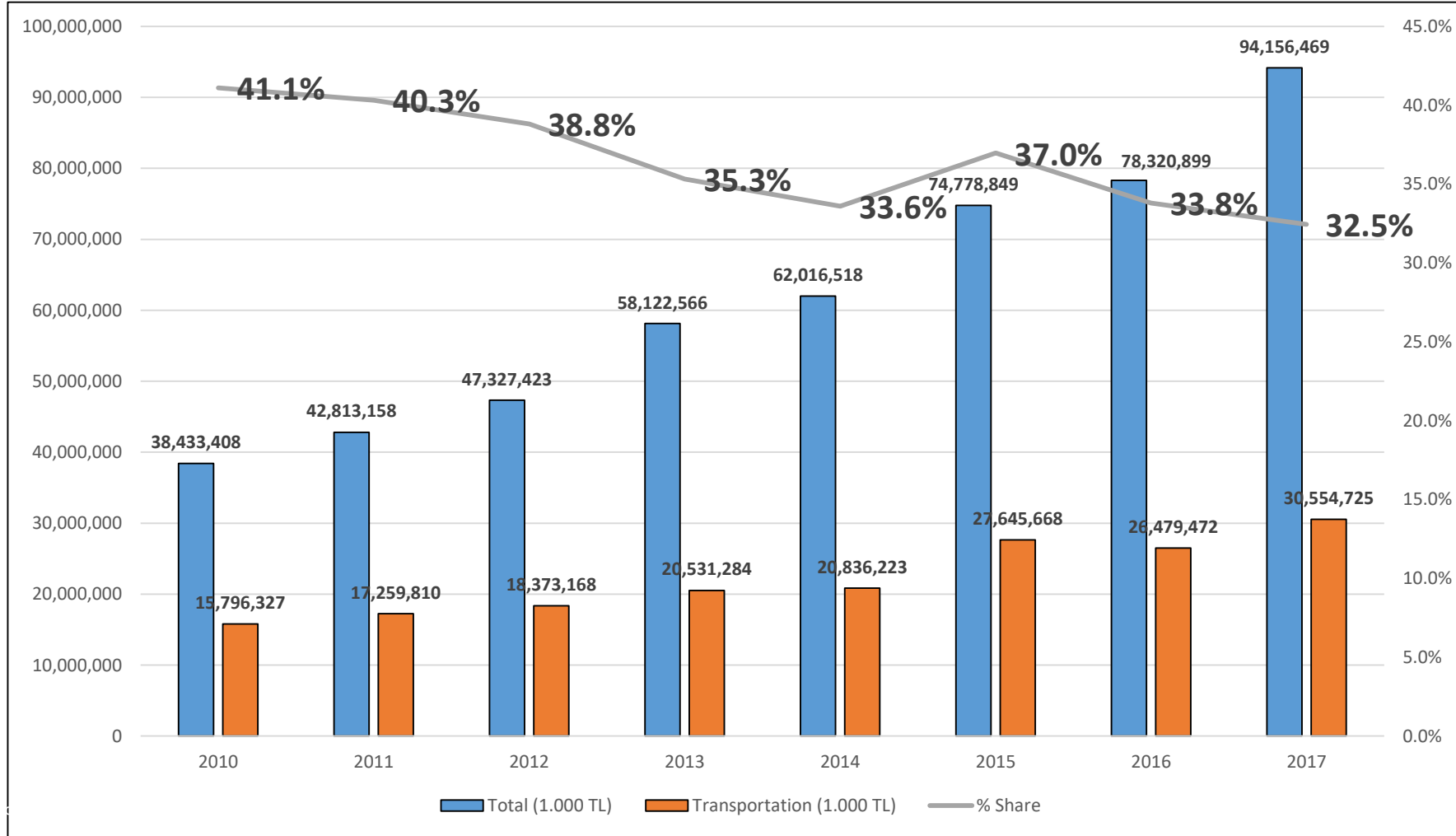


Total Number of Faults : 213.325

Driver Faults Causing Road Traffic Accidents Involving Death or Injury, 2017



Transportation Share in Total Fixed Capital Investments*



* Excluding Local Administrations

Studies and Committees Dedicated to Road Safety

- ❑ The following committees were established in order to determine, implement and coordinate the targets on road safety;
 - High Committee of Road Safety
 - Road Traffic Safety Board
 - Road Traffic Safety Strategy and Coordination Board
 - Transport Coordination Centres (UKOME)
- ❑ Studies related to road traffic safety;
 - Road Traffic Safety Strategy and Action Plan (2012)
 - New Era in Road Safety: Vision Zero for Turkey Project (2017)
 - 11. Development Plan Road Traffic Safety Working Group (2018)



Special Commission for Road Traffic Safety, 11th NDP

- Traffic accidents and related social and economic losses are critical problem area
- Much efforts for years but not significant improvement
- Countries making good progress in traffic safety adopted a new paradigm, system approach

11. Development Plan Studies

Long Term Development Policies:

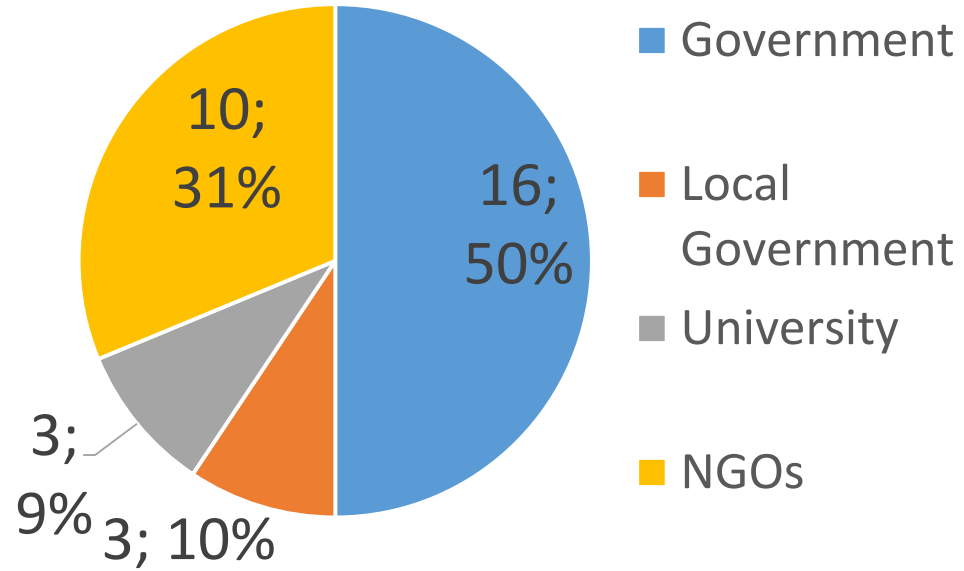
- Economic growth and international competitiveness
- Human development and rule of law
- Sustainability and inclusiveness
- Information society
- Institutionalization
- Regional Development

11. Development Plan Studies

76 Special Commissions

- Meeting different parts of society
- Compilation of expertise knowledge and experience, creating inventories
- Determination of problematic areas
- Critical structural transformation areas
- Developing policy alternatives
- Input for National Development Plan

Profile of Participants



3 Whole-day Meeting (11-12 December 2017 and 04 January 2018)

Total Participants: 32

Output of the 11th NDP Traffic Safety Special Commission

Evaluation and Findings (1)

- Turkey is not in a good position compared to developed countries.
- Traffic accidents related losses continue to be an important social and economic problem.
- Actions taken so far are not as effective as intended.
- Transport system is heavily dependent on road transport.
- Demand management in road transport isn't performed effectively.

Output of the 11th NDP Traffic Safety Special Commission

Evaluation and Findings (2)

- Measures relying heavily on traffic control alone are not effective.
- Traffic safety is an interdisciplinary field and coordination between responsible institutions is not sufficient.
- Urban transport master plans are not given due importance by most of local administrations.
- Transport planning and spatial planning are not managed and executed in a coordinated manner; efficient and integrated public transport systems cannot be designed.
- Human oriented and holistic approach is needed.



Output of the 11th NDP Traffic Safety Special Commission

Highlighted Policies

- Forming political awareness and political will
- Safe system approach
 - ✓ Inclusion of all relevant parties touching road safety
 - ✓ Holistic policy formulation and management
 - ✓ Human-oriented perspective



Output of the 11th NDP Traffic Safety Special Commission

□ Leader Institution

- ✓ Sole responsibility: improving traffic safety
- ✓ Managing the resources, coordinating relevant parties' efforts
- ✓ Knowledge transfer from best practicing countries
- ✓ Decision making and enforcement authorization
- ✓ Formulation and application of traffic safety strategy



Output of the 11th NDP Traffic Safety Special Commission

Leader Institution

- ✓ Setting rules, standards and performance indicators
- ✓ Monitoring performance and outcome
- ✓ Own budget
- ✓ Mechanism for transparency and accountability

Better transport and spatial planning at both country and urban level



Many thanks for your patience

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