BETTER TRAFFIC SAFETY EVERY YEAR

ROAD

TRAFFIC SAFETY ACTION PLAN

2021-2023



Even "1" loss of life in traffic is too many.







MINISTER'S BRIEF

Süleyman SOYLU
Minister of Interior

At the heart of our lives, traffic in today's world has unfortunately become a global problem that threatens human lives. According to the World Health Organization numbers, an average of 1.35 million people lose their lives and another 78 million are injured as a result of traffic accidents globally. In line with the international standard based on measuring traffic accidents against a population of 100.000, while traffic deaths in the world have receded from 18.8 to 18.2 between 2000-2016, the same recession in Turkey is from 9.6 to 6.6 thanks to resolute efforts of the last 4 years, which is obviously above the global average.

Advancements in Turkey in fields of health and transportation infrastructure have served to curb the number of crashes as well as loss of life effectively. Also, new developments coupled with positive achievements are confirmation both of our progress in the right direction and our holistic perspective on surmounting challenges such as traffic accidents, as our efforts involve all public bodies.

Within this context, considering that traffic safety is the shared responsibility of all traffic actors, the new 'Traffic Safety Strategy Document' based on the 'Safe System Approach' has been developed as a joint effort of all stakeholder institutions. In this regard, as a first step towards the many to follow between 2021-2030, the 2021-2023 Road Safety Action Plan seeks to achieve and enact a total of 41 objectives, 104 targets and 441 performance indicators in:

1. *Road safety priority areas,*
2. *Traffic safety management,*
3. *Infrastructure,*
4. *Vehicles,*
5. *Training,*
6. *Enforcement, and*
7. *Post-crash response. All these efforts shall be oriented towards '0 Deaths in Traffic.'*

In addition to setting the scope of our efforts during the next 3 years based on this perspective, the Road Safety Action Plan is also the fruit of a mindset that problems, solutions and targets down scientifically and realistically, and as part of our targets for 2023, 2053 and 2071.

I would also like to extend my gratitude to all my colleagues who have put in great effort to prepare the Road Traffic Action Plan. With hopes that our nation will dearly benefit from these efforts.

TRAFFIC SAFETY STAKEHOLDERS

THE PRESIDENCY OF THE REPUBLIC OF TURKEY	• Presidency of Religious Affairs • General Directorate of TRT (Turkish Radio and Television)
Ministry of Justice	• Presidency of Forensic Science • General Directorate of Penal Affairs • Personal Data Protection Authority • General Directorate of Legislation
Ministry of Family and Social Services	• General Directorate of Family and Social Services • General Directorate of Child Services • General Directorate of Services for the Elderly and Persons with Disabilities • Department of Guidance and Inspections
Ministry of Labor and Social Security	• General Directorate of Occupational Health and Safety • Vocational Qualifications Authority • Social Security Institution • Department of Guidance and Inspections
Ministry of Environment and Urbanization	• General Directorate of Environmental Management • General Directorate of Legal Services • General Directorate of Spatial Planning • General Directorate of National Estate • General Directorate of Local Governments
Ministry of Youth and Sports	• General Directorate of Sports Services
Ministry of Treasury and Finance	• Revenue Administration • General Directorate of Public Finance Management and Transformation • General Directorate of Public Accounts • Insurance and Private Pension Regulatory and Supervisory Authority • TURKSTAT
Ministry of Interior	• Disaster and Emergency Management Presidency • General Directorate of the Turkish National Police • Security and Emergency Coordination Center • General Directorate of Provincial Administration • General Command of the Gendarmerie (GCG) • General Directorate of Demographics and Civil Affairs • General Directorate of Civil Society Relations • Strategy Development Presidency
Ministry of Culture and Tourism	• General Directorate of Cultural Assets and Museums • Radio and Television Supreme Council • General Directorate of Cinemas • General Directorate of Investments and Facilities
Ministry of National Education	• General Directorate of Support Services • General Directorate of Lifelong Learning • General Directorate of Vocational and Technical Education and Training • Secondary Education General Directorate • General Directorate of Teacher Training and Development • Directorate General of Measurement, Assessment and Examination Services • General Directorate of Private Education Institutions • Board of Education • General Directorate of Primary Education • General Directorate of Innovation and Education Technologies

Ministry of National Defense	• General Directorate of Personnel Services
The Ministry of Health	• General Directorate of Emergency Health Services • General Directorate of Public Health • General Directorate of Health Services • Turkish Medicine and Medical Devices Agency
Ministry of Industry and Technology	• General Directorate of Metering and Industrial Products Safety • General Directorate of Industry • Scientific and Technological Research Council of Turkey • Turkish Standards Institute
Ministry of Agriculture and Forestry	• General Directorate of Nature Protection and National Parks • General Directorate of Food Control • General Directorate of Meteorology • Directorate General of Livestock • General Directorate of Agricultural Reform • Department of Training and Publications
Ministry of Commerce	• General Directorate of Imports • General Directorate of Consumer Protection and Market Supervision
Ministry of Transportation and Infrastructure	• General Directorate of Infrastructure Investments • Information and Communication Technologies Authority • Department of Supervisory Services • General Directorate of Communication • General Directorate of Legal Services • General Directorate of Highways • General Directorate of the Turkish Post Company • General Directorate of State Railways of the Republic of Turkey • Transport Safety Inspection Center • Transportation Services Regulation General Directorate
Higher Education Board	• Higher Education Board
General Directorate of the Turkish Red Crescent	• General Directorate of the Turkish Red Crescent
Confederation of Driver Trainers	• Confederation of Driver Trainers
Confederation of Craftspeople and Artists of Turkey	• Confederation of Craftspeople and Artists of Turkey
Drivers and Motorists Federation	• Drivers and Motorists Federation of Turkey
Federation of Bus Operators	• Federation of Bus Operators
Union of Municipalities of Turkey	• Union of Municipalities of Turkey
Notaries Union of Turkey	• Notaries Union of Turkey

Union of Agricultural Chambers of Turkey	• Union of Agricultural Chambers of Turkey
Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	• Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey
Union of Agricultural Equipment and Machinery Manufacturers of Turkey	• Union of Agricultural Equipment and Machinery Manufacturers of Turkey
Insurance Association of Turkey	• Insurance Association of Turkey
Agricultural Credit Cooperatives of Turkey	• Agricultural Credit Cooperatives of Turkey
Insurance Information and Supervision Center	• Insurance Information and Supervision Center
TÜVTÜRK	• TÜVTÜRK
ASELSAN	• ASELSAN
World Health Organization Turkey Office	• World Health Organization Turkey Office

With our gratitude for your contributions to traffic safety.

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Executive Summary

The Road Safety Action Plan 2021-2023 is an integral part of the Road Safety Strategy Document 2021-2030.

With the aim to enhance traffic safety in Turkey, the Action Plan has been prepared to elaborate on the strategic objectives and targets specified in the Road Safety Strategy 2021-2030, which provides the direction for related efforts for the upcoming decade as well as to clarify the modality of achievement of such targets during Phase 1 between 2021-2030 and to lay down institutional roles and responsibilities within the scope of the Safe System Approach.

In view to reduce deaths and serious injuries resulting from traffic accidents by 50% until 2030 which shall then be totally eradicated until 2050, the Action Plan sets forth steps to be taken and activities to be carried out between 2021 and 2023. **The Action Plan follows**

i. the Safe System Approach,
ii. Vision Zero

The guiding principles of the Action Plan are as follows:

1. Do it right but be ever prepared for any errors,
2. Remember the vulnerability of the human body in design of roads, the environment and vehicles,
3. Consider the road transportation system as a whole and improve all components as a whole,
4. Further the sharing of responsibility regarding traffic safety,
5. Rely efforts on substantial evidence, which can be measured and analyzed further,
6. Ensure that any efforts towards traffic safety focus on the welfare and good health of humans, and support a livable environment,
7. Prioritize traffic safety in decision making.

As Turkey seeks to emerge as an exemplary country internationally as well as in its own region all works shall be carried out in observance of human, ethical, historical, civil and universal values, with an emphasis on;

1. Efficiency and effectiveness,
2. Sustainability and high-performance,
3. Domesticity and nationality,
4. Harmony with universal principles and ethical values,
5. Innovation, science and technology.

Vision 2023 covering the term between 2021-2023, which constitutes the very first step towards targets set for 2030 and then 2050 provides for measures in a total of 9 areas under two main chapters. These measures will focus on the following topics:

I. Priority Areas

1. Prevention of Excessive Speed and Speeds that are not Compatible with Roads/Vehicles,
2. Protection of Vulnerable Road Users,
3. Improvement of Blackspots for Accidents and Prevention of Loss of Life at Such Blackspots Through Effective, Sustained and Intensive Enforcement

II. Areas of Intervention Aligned with the Safe System Approach,

1. Traffic Safety Management,
2. Road Infrastructure and Environment
3. Vehicles,
4. Training and Information Campaigns for Road Users,
5. Enforcement,
6. Post-crash Response, Care and Rehabilitation.

For further information: ***www.trafik.gov.tr.***

INTRODUCTION

The **'2021-2023 Road Safety Action Plan**' prepared within the framework of the Safe System Approach and based on the adage that **'One Life Lost is One Life Too Many'** and the traffic motto **'Every Year, Towards the Better'** provides the roadmap for Road Safety initiatives for the three years to come.

HUMAN LIFE is pivotal to all works to be carried out as part of the **'2021-2023 Road Safety Action Plan'**. At the heart of transportation lies human life and humans -passengers, drivers, riders in traffic- err. Accordingly, based on the understanding that **humans error**, efforts seeking to support people towards right traffic decisions are prioritized.

In line with the basic principles of Safe System and the Vision Zero approaches, the Strategy Document follows methodologies that are aligned with the guiding principles, seeking to achieve traffic safety targets through planning of all response modules as required and against solid performance criteria without compromising principal values.

Then, within the scope of the general principles and assessment laid down in the Road Safety Strategy Document, the Action Plan covers regulatory interventions, response and other measures planned for the period 2021 - 2023.

Under the light of previous experiences, some specific areas within the general scope of road safety call for further focus, including tailor-made solutions to address those targeted measures.

These specific areas are identified as Prevention of Excessive and Inconvenient Speeds, Protection of Vulnerable Road Users and Accident Hotspots that are the number one cause of loss of life in traffic accidents.

The Road Safety Strategy Document also lays down areas of intervention so that such targets as to improve the current level of road safety with reliance on the Safe System Approach, to achieve the target of 50% reduction in road deaths and injuries until 2030, which shall be zeroed until 2050 can be achieved.

In the Action Plan, a total of 9 measures are planned under 2 chapters. These measures will focus on the following topics:

I. Priority Areas

1. Prevention of Excessive and Inconvenient Speeds
2. Protection of Vulnerable Road Users,
3. Improvement of Hotspots for Accidents and Prevention of Loss of Life at Such Blackspots Through Effective, Sustained and Intensive Enforcement

II. Areas of Intervention Aligned with the Safe System Approach,

1. Traffic Safety Management,
2. Road Infrastructure and Environment
3. Vehicles,
4. Training and Information Campaigns for Road Users,
5. Enforcement,
6. Post-crash Response, Care and Rehabilitation.

The ***Action Plan*** concerns road safety measures evolving around 41 objectives, 104 targets and 441 performance indicators. In order to achieve these targets, the Action Plan requires concerted efforts by and cooperation between Ministries and other government bodies, and the rest of the stakeholders, all within the scope of the Safe System Approach.

I. PRIORITY AREAS

Under the light of previous experiences, some specific areas within the general scope of road safety call for further focus, including tailor-made solutions to address those targeted measures.

- *Excessive speeds and speeds that are not compatible with the road construct* continue to be the primary reason behind road deaths and serious injuries.

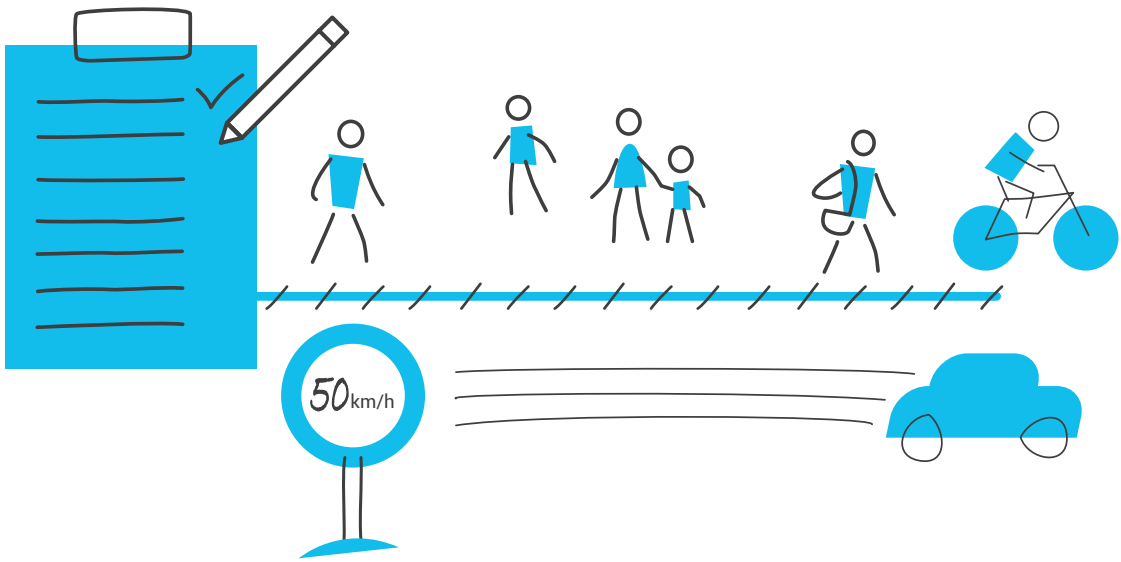
  Speed is a critical factor in terms of crash risk and crash outcomes. Increased average speed entails increased risk of crashes. The cruising speed of a vehicle determines the level of accident risk, i.e., higher the speed higher the risk of involvement in an accident.

  Higher speeds require longer braking distance, which translates into higher risks. Every 1 km/h increase in speed results in an increase by 3% in accidents with injuries and 4-5% increase in road deaths. A 5% reduction of the average speed of a vehicle results in 30% reduction in the number of accidents resulting in death.

- Vulnerable road users, namely the pedestrians, cyclists, PTW users, children, the youth and passengers, are a critical group requiring special attention in terms of road safety.

- Road sections classified as Accident Blackspots call for an enforcement strategy that is coordinated with improvements in infrastructure.

  In some sections of the road network relatively a higher number of accidents are observed due to certain specific reasons, hence a higher number of deaths and serious injuries.



1. Prevention of Excessive Speed and Speeds that are not Inappropriate to Roads/Vehicles

Excessive and inconvenient speeds are the leading cause of accidents. According to a study of the causes of accidents in the ten years between 2010-2019;

The distribution of fault between drivers, pedestrians, passengers, roads and vehicles resulting in death and injuries was found as 89.2%, 8.8%, 0.6%, 0.7% and 0.7%, respectively. It is also found that 98.6% of all road accidents in the last decade resulting in death and injuries were caused by driver error.

Against the backdrop of the same data;

Data available at the TNP Traffic Department also reveal that the effect of driver error remains unchanged for road accidents in 2019, where speed violations, in terms of ***failure to adjust vehicle speed to the load and technical capacities of the vehicle as well as visibility, road, weather and traffic conditions*** emerge as the number one reason with a share of 38.9%, with a slight decrease from 40.2% in 2018.

Looking into the formation of accidents in 2019, again, excessive and incompatible speeds emerge as the leading primary and secondary causes behind accidents.

Objective	**O.1. Prevention of Loss of Life Through Elimination of Excessive Speed and Speeds that are not Compatible with Roads/Vehicles**
Target-1	**T.1.1.** Standardization of speed limits in in-city and inter-city road networks to ensure nationwide uniformity
Target-2	**T.1.2.** Reduction of max. speed to 30 km/h in such pedestrian zones as schools, hospitals, shopping malls, including surrounding streets and avenues
Table of Cooperation Bodies Bearing Responsibilities for Targets and Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie (GCG) 3. Ministry of National Education • General Directorate of Lifelong Learning • Secondary Education General Directorate • General Directorate of Private Education Institutions • Board of Education • General Directorate of Primary Education 4. Ministry of Industry and Technology • General Directorate of Industry • Turkish Standards Institute 5. Ministry of Transportation and Infrastructure • General Directorate of Highways 6. Municipalities 7. Union of Municipalities of Turkey

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 1.1.1: **Rate of completion of works concerning, first, the identification of legal speed limits for all road sections, including municipal roads and secondly of works concerning infrastructural arrangements as required or, speed limit regulations in areas with adequate infrastructure**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, General Directorate of Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Industry, Turkish Standards Institute, Union of Municipalities of Turkey, Municipalities	20%	-	50%	100%	-
PI 1.1.2: **Rate of completion of regulations carried out for the implementation of standardized speed limits nationwide**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, General Directorate of Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Industry, Turkish Standards Institute, Union of Municipalities of Turkey, Municipalities	30%	-	50%	100%	-
PI 1.1.3: **Rate of road sections with standardized operational speeds nationwide**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Industry, Turkish Standards Institute, Union of Municipalities of Turkey, Municipalities	50%	-	-	30%	50%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 1.2.1: **Rate of identification of streets, avenues and other routes around pedestrian-intensive areas such as schools, hospitals, shopping malls, etc. necessitating a speed limit of 30 km/h, which shall be coordinated by governors and involving other responsible stakeholders at provincial and district levels**	RESPONSIBLE BODIES: General Command of the Gendarmerie, General Directorate of Highways General Directorate of Local Governments COOPERATION BODIES: General Directorate of Industry, General Directorate of Secondary Education, General Directorate of Private Education Institutions, Board of Education, General Directorate of Basic Education, Turkish Standards Institute, Union of Municipalities of Turkey, Municipalities	25%	-	100%	100%	100%
PI 1.2.2: **Number of assessments per year concerning such additional areas as streets, avenues and other routes around pedestrian-intensive areas such as schools, hospitals, shopping malls, etc. necessitating a speed limit of 30 km/h**	RESPONSIBLE BODIES: General Command of the Gendarmerie, General Directorate General Directorate of Local Governments COOPERATION BODIES: General Directorate of Industry, General Directorate of Secondary Education, General Directorate of Private Education Institutions, Board of Education, General Directorate of Basic Education, Turkish Standards Institute, Union of Municipalities of Turkey, Municipalities	25%	-	2	2	2

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 1.2.3: **Rate of completion of the physical arrangements and vertical/horizontal markings in pedestrian-intensive areas such as schools, hospitals, shopping malls and streets, avenues and other areas with a speed limit of 30 km/h**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Local Governments COOPERATION BODIES: General Directorate of Industry, General Directorate of Secondary Education, General Directorate of Private Education Institutions, Board of Education, General Directorate of Basic Education, Turkish Standards Institute, Union of Municipalities of Turkey, Municipalities	25%	-	100%	100%	100%
PI 1.2.4: **Rate of completion of public information processes concerning the physical arrangements and vertical/ horizontal markings in pedestrian-intensive areas such as schools, hospitals, shopping malls and streets, avenues and other routes with a speed limit of 30 km/h**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Local Governments COOPERATION BODIES: General Directorate of Industry, Turkish Standards Institute, Union of Municipalities of Turkey, General Directorate of Lifelong Learning General Directorate of Secondary Education, General Directorate of Private Education Institutions, Board of Education, General Directorate of Basic Education, Municipalities	25%	-	100%	100%	100%

Risks	• Failure to ensure legislative regulations as required • Changing institutional priorities • Shortcomings in inter-institutional cooperation and collaboration, conflict of authority • Possible coordination challenges due to determination of speed limits on urban and inter-city roads by different authorities
Strategies	• Improving driver compliance with speed limits and warning signs • Designing roads and road superstructures so forgivingly as to allow drivers discern road characteristics and speed limits even in cases where drivers can miss or ignore warning signs • Re-arrangement of speed limits in residential as well as non-residential areas per road conditions and traffic density • Reduction of speed limits in areas with high risk of accidents
Findings	• Variations between speed limits on similar roads • Rapid (daily) increase in the number of drivers and vehicles • Risks inherent in urban traffic especially for vulnerable road users • Excessive and inappropriate speeds as the root-cause of many accidents on Turkey"s roads (app. 40%) • Effective use of Electronic Enforcement Systems in enforcement due to location and time benefits • High-influence of the perceived sense of "risk of being caught" on drivers to observe the rules
Needs	• Legislative changes as required • Prioritization of institutional priorities in policy papers, strategic and action plans • Compliance with international standards of traffic-related bodies, tools and equipment used and of human resources • During the determination of speed limits and in addition to the volume of vehicle traffic and information on crossing vehicles, taking into consideration the causes of accidents, environmental conditions, settlement density and other factors in road sections concerned • Adaptation of novel technologies to traffic safety



2. Protection of Vulnerable Road Users

Those that are less protected and with more vulnerabilities among various groups of road users are referred to as Vulnerable Road Users as part of traffic safety efforts.

These groups of road users are considered as vulnerable road users as they can be hurt more (i.e., pedestrians and cyclists, etc.) in the event of any road accident; they can face further challenges in adapting to traffic rules due to their physical features (i.e., children, persons with disabilities and the elderly, etc.); they face a higher risk of death than other types of road users in the event of any accident (i.e., riders, passenger children, etc.).

The reason behind the seemingly positive discrimination for vulnerable road users is their lack of additional protections such as certain road features or on-board safety systems, which translates into a higher risk of death in the event of a road accident.

Mixed or heterogeneous traffic means the shared use of the same road by pedestrians and cyclists and other high-speed vehicles, where the non-motorized road users face dangers in a highly fluid traffic environment. The level of risk is even higher for all road users since many roads lack such basic facilities as sidewalks, bicycle paths/lanes and crossings with speed-control, etc.

Additional measures for the protection of such groups of road users shall contribute to the reduction of deaths in traffic accidents.

Objective	**O.2. Necessary Measures to Protect Vulnerable Road Users and Prevention of Deaths**
Target-1	**T.2.1.** Carry out efforts as required for the protection of vulnerable road users on the urban and inter-city road network
Target-2	**T.2.2.** Identify areas with higher pedestrian volume and number of accidents involving pedestrians
Target-3	**T.2.3.** Additional pedestrian safety measures in areas with high volume of pedestrians
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Family, Labour and Social Services • General Directorate of Services for the Elderly and Persons with Disabilities 2. Ministry of Environment and Urbanization • General Directorate of Environmental Management • General Directorate of Local Governments 3. Ministry of Interior • General Directorate of the Turkish National Police • General Directorate of Provincial Administration • General Command of the Gendarmerie 4. Ministry of National Education • General Directorate of Lifelong Learning • Secondary Education General Directorate • General Directorate of Private Education Institutions • General Directorate of Primary Education 5. Ministry of Industry and Technology • Turkish Standards Institute 6. Ministry of Transportation and Infrastructure • General Directorate of Highways 7. Municipalities 8. Union of Municipalities of Turkey

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 2.1.1: **Length (km) of lanes designated for bicycles (including e-scooters) as separation from other roads for motorized vehicles**	RESPONSIBLE BODIES: General Directorate of Environmental Management COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, Turkish Standards Institute	25%	1.266	2.000	3.000	4.000
PI 2.1.2: **Amount of increase in the provision of such infrastructure arrangements as pedestrian ways, shoulders, sidewalks, crossings, bridges, etc. which are built anew or which have been improved in view of accessibility by pedestrians, the elderly, children and persons with disabilities (compared with 2020)**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Environmental Management, General Directorate of Services for the Elderly and Persons with Disabilities, Turkish Standards Institute	25%	-	20%	40%	60%
PI 2.1.3: **Amount of increase in the number of vertical and horizontal markings for the protection of vulnerable road users (compared with 2020)**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Environmental Management, General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of Basic Education, Turkish Standards Institute	25%	-	20%	40%	60%
PI 2.1.4: **Number of "Pedestrians First" visuals displayed in settlements, uncontrolled intersections and on roads to raise driver awareness on pedestrians compared with the total number of schools and pedestrian crossings in the country**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of Local Governments, General Directorate of Highways, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	25%	47%	60%	80%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 2.2.1: **Rate of completion of works to identify areas in entire provinces (coordinated by governors) of areas with high volume of pedestrians facing risks from traffic flow, where speed limit in these areas shall be set at 30 km/h**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Environmental Management, General Directorate of Services for the Elderly and Persons with Disabilities	25%	-	100%	100%	100%
PI 2.2.2: **Number of assessments carried out in a year to annually review areas with high volume of pedestrians facing risks from traffic flow as well as other works to identify additional streets, avenues and other areas requiring a speed limit of 30 km/h**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Environmental Management, General Directorate of Services for the Elderly and Persons with Disabilities	25%	-	2	2	2
PI 2.2.3: **Rate of completion physical amenities and vertical/ horizontal markings in streets, avenues and other routes in areas with high volume of pedestrians facing risks from traffic flow, where the speed limit has been set at 30 km/h**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Turkish Standards Institute	25%	-	100%	100%	100%
PI 2.2.4: **Rate of completion of works in areas with high volume of pedestrians facing risks from traffic flow, seeking to inform the locals about streets, avenues and other routes with a speed limit of 30 km/h**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Lifelong Learning, General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Basic Education, Turkish Standards Institute	25%	-	100%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 2.3.1: **Amount of increase in the number of pedestrian ways and school crossings duly fitted with vertical/horizontal marking as per international standards in urban and inter-city roads (compared to 2020)**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Basic Education, Turkish Standards Institute	25%	-	20%	40%	60%
PI 2.3.2: **The amount of increase in the number of pedestrian and school crossings built to fit the correct type of pedestrian crossings (accessible over/ under passes, button-controlled signage, pedestrian crossings, etc.) in areas with high rate of accidents involving pedestrians (compared to 2020)**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Basic Education, Turkish Standards Institute	25%	-	20%	40%	60%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 2.3.3: **Amount of increase in the number of refuges/islands built for pedestrians and marked as accessible compared to 2020**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Basic Education, Turkish Standards Institute	50%	-	30%	70%	100%
Risks	• Changing institutional priorities • Shortcomings in inter-institutional cooperation and collaboration, conflict of authority • Failures in the allocation of adequate budgets and resources					
Strategies	• Physically separate roads appropriated for vulnerable road users from other roads for motorized vehicles to prevent death and injuries in accidents • Identification of special routes for cyclists to separate the latter from roads used by other vehicles • Carry out improvements in vertical/horizontal markings as per applicable standards for vulnerable road users • On routes to be determined, design roads in view of vulnerable road users • Identifying areas with high volume of pedestrian traffic where pedestrians face risks from traffic flow and reducing speed limits in these areas accordingly • Strengthening of "pedestrians first" traffic culture • Building refuges/islands for pedestrians along sections of the road, which shall be duly marked for accessibility • Performing enforcement and other works for riders, cyclists and pedestrians to increase the use of protective and safety equipment • In view that the use of bicycles and e-scooters will triple between 2021-2023, prioritize legislation and infrastructure planning efforts regarding school crossings, overpasses and bicycle/e-scooter lanes					
Findings	• Death or injuries as the main outcome of accidents involving cyclists • Pedestrians constituting about 23% of all deaths in traffic accidents • Pedestrians bearing 8% of all errors leading to traffic accidents • A safe network of bicycle lanes encouraging cycling • Cyclists" consideration of helmets and goggles as protective equipment					
Needs	• Completion of legislative regulations as required • Scaling-up of infrastructure works					

3. Improvement of Accident Blackspots and Prevention of Loss of Life at Such Blackspots Through Effective, Sustained and Intensive Enforcement

The concept "Accident Blackspots" used to define road sections where most accidents occur globally, is also used to define "road sections where certain types of accidents specifically occur". In other words, accident blackspots define not all spots where accidents occur but those where certain types of accidents are specifically encountered.

Identification and improvement of accident blackspots is important as part of works seeking to ensure traffic safety and to reduce the number of accidents.

The first step towards the reduction of lives lost as part of total traffic safety efforts is, first, to identify sections of roads, streets, avenues, intersections and other road sections alike, where traffic accidents and resulting deaths are significantly high in a given time so as to eliminate, through information campaigns and enforcement, any shortcomings with such roads and the surroundings thereof, with the ultimate goal of preventing deaths.

Objective	**O.3. Identification and Improvement of Accident Blackspots on Urban and Inter-city Road Network through Scientific Methods to Prevent Deaths**					
Target-1	**T.3.1.** Identification of accident blackspots on urban and inter-city road network and infrastructural arrangements as required					
Target-2	**T.3.2.** Demonstration of traffic accident data on POLNET and JTBS (traffic databanks of the Police and the Gendarmerie, respectively) as well as analyses and reporting thereof					
Target-3	**T.3.3.** Provision of traffic units with the digital infrastructure focusing on statistical outcomes to enable enforcement and penalty analyses					
Table of Bodies Responsible and Cooperation Bodies in Relation with Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. The Ministry of Health • General Directorate of Emergency Health Services 4. Ministry of Transportation and Infrastructure • General Directorate of Communication • General Directorate of Highways 5. Municipalities 6. Union of Municipalities of Turkey					
Performance Indicators	**Responsible and Cooperation Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 3.1.1: **The number of accident blackspots and road sections with a high potential for accidents to be improved on the road network of the General Directorate of Highways**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	40%	65	135	210	285

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 3.1.2: **Rate of completion of required analyses and assessments for the identification of accident blackspots on municipal roads**	RESPONSIBLE BODIES: General Directorate of Local Governments, Local Governments Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie	30%	-	50%	100%	100%
PI 3.1.3: **Rate of completion of infrastructure works to improve accident blackspots on municipal roads**	RESPONSIBLE BODIES: General Directorate of Local Governments, Local Governments Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie	30%	-	-	50%	100%
PI 3.2.1: **Rate of completion of infrastructure works to enable entry of crash reports on POLNET and JTBS databases by traffic officers of the General Directorate of the Turkish National Police and the General Command of the Gendarmerie**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments Local Governments General Directorate of Emergency Health Services, General Directorate of Communication	25%	30%	50%	100%	-
PI 3.2.2: **Rate of completion of the required infrastructure works for detailed and accurate analyses of crash, enforcement and penalty data**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments Local Governments General Directorate of Emergency Health Services, General Directorate of Communication	25%	30%	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 3.2.3: **The number of digital traffic safety maps based on density analyses (road users, vehicles, transportation, accident, etc.)**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services, General Directorate of Communication, Union of Municipalities of Turkey, Municipalities	25%	-	30	30	21
PI 3.2.4: **Number of institutions responsible for the construction, maintenance and repair of urban and inter-city roads with whom data from density analyses are mutually exchanged in view to improve accident blackspots and road sections with traffic density**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Emergency Health Services, General Directorate of Communication, Union of Municipalities of Turkey, Municipalities	25%	-	30	30	21
PI 3.3.1: **Rate of completion of infrastructure works to enable traffic units of the General Directorate of the Turkish National Police and the General Command of the Gendarmerie enter data on the POLNET and JTBS**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments Union of Municipalities of Turkey, Municipalities, General Directorate of Emergency Health Services	30%	-	50%	100%	-

Performance Indicators	Responsible and Cooperation Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 3.3.2: **Number of provinces, where root-causes of accidents on accident blackspots have been analyzed to feed into enforcement practices**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments Union of Municipalities of Turkey, Municipalities, General Directorate of Emergency Health Services	50%	-	30	30	21
PI 3.3.3: **Number of annual training courses for staff at units responsible for analyses**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, General Directorate of Emergency Health Services	20%	-	2	4	4
Risks	• Shortcomings in resources for responsible bodies • Issues in data collection, assessment and analyses • Shortages in trained staff					
Strategies	• Develop the required system software following legislative amendments • Sharing of data and outcomes of enforcement and penalties with respective bodies to ensure measures that are more effective • Entering accident data maintained by the Police and the Gendarmerie on POLNET and JTBS databases as soon as possible • Establishing analytical units at the central as well as regional levels to facilitate detailed and accurate analyses of accident, enforcement and penal data • Performing works as required for effective and efficient use of tablets following the commissioning of the software needed					
Findings	• Insufficient avail of advancing and changing technologies • Variety of institutions housing data concerning traffic safety					
Needs	• Improvement of the current system shared-used in coordination by the IT and Communications Department of the General Directorate of the Turkish National Police and the MEBS (Communications and Electronic Information Systems) of the General Command of the Gendarmerie in line with current requirements to allow for filter, analysis and reporting screens • Pooling traffic safety-related information maintained by a variety of institutions for optimal use • Training of authorized staff at the provincial level • Enhance inter-institutional sharing-of data and cooperation					

II. AREAS OF INTERVENTION WITHIN THE SCOPE OF THE SAFE SYSTEM APPROACH

Under the light of past experiences, it is found that "some road traffic safety-related areas require further consideration compared to other areas of focus, where tailoring universal solutions specifically for such areas shall prevent loss of life through direct interventions."

The Road Safety Strategy Document lays down areas of intervention so that such targets as to improve the current level of road safety by means of the Safe System Approach in order to achieve the target of 50% reduction in road deaths and injuries until 2030 and the national target that no citizen dies or is heavily injured until 2050.

Planned areas of intervention per the 2021-2023 Road Traffic safety Action Plan are as follows:

1. Traffic Safety Management,

2. Road Infrastructure and Environment,

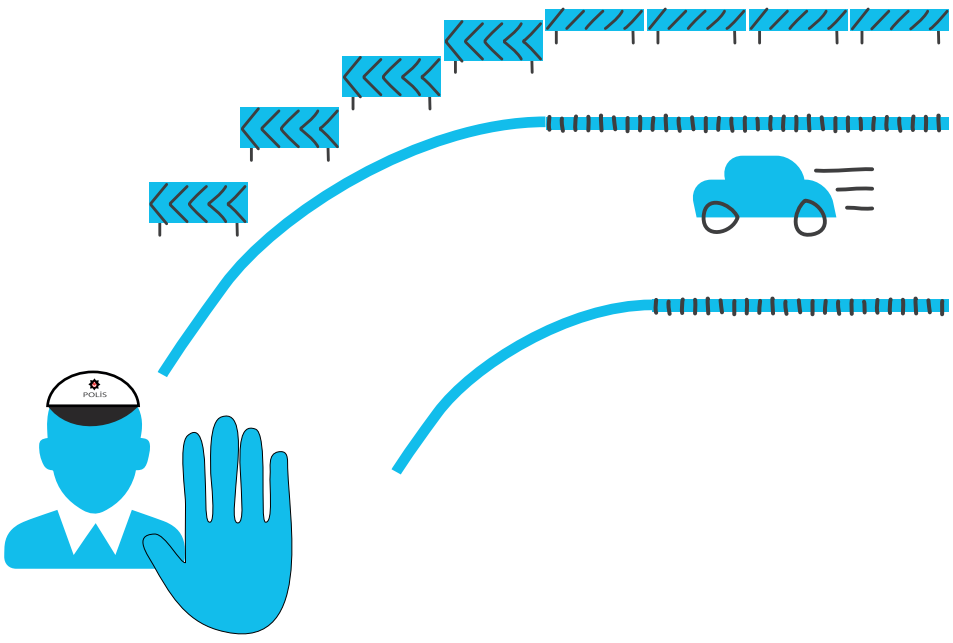
3. Vehicles,

4. Training and Information Campaigns for Road Users,

5. Enforcement,

6. as well as achievement of objectives, targets and performance indicators set for such areas as Post-crash Response, Care and Rehabilitation.

Until 2030, the date of effect of the Strategy Document, such objectives and targets in these areas shall be achieved through performance indicators.



1. Traffic Safety Management

Effective traffic safety management necessitates a robust system management because of the multi-stakeholder, multi-sector nature of traffic safety.

Road safety system requires the concerted effort of many units both at local and national levels. Number one priority for all stakeholder institutions shall be to *"participate in decision-making mechanisms actively and to reflect the Safe System Approach, which is key for their performance of their duties and responsibilities in line with traffic safety objectives."*

Effective traffic safety management is a must-have for due mobilization to implement Traffic Safety policies and strategies. Managers must ensure a comprehensive group effort of health, transportation, finance, education and enforcement units, including cooperation.

Traffic Safety Management must enable the development of a robust foundation for control and command, for due allocation of human resources, mobilization for effective coordination of road safety strategies and the mobilization of stakeholders.

Objective	**O.4. Strengthening of Traffic Safety Management in All Aspects in Alignment with the Safe System Approach and Multi-dimensionally**
Target-1	**T.4.1.** Establishment of the "Traffic Safety General Directorate" under the Ministry of Interior to ensure all stakeholder institutions can perform their traffic safety-related duties and responsibilities, starting with enforcement, in a coordinated and collaborative manner
Target-2	**T.4.2.** With the aim to monitor and evaluate the tasks assigned to stakeholder institutions with the 2021-2030 Road Traffic Safety Strategy Document, "Road Traffic Safety Strategy Coordination Board" established upon the Circular by the Prime Minister No. 2012/16 and with the aim to monitor and evaluate the tasks assigned to stakeholder institutions with the 2021-2030 Road Traffic Safety Strategy Document, which shall enable the Board to perform to the fullest
Target-3	**T.4.3.** Establishment of a "Traffic Safety Information System" (data pool) in a way to involve all stakeholders
Target-4	**T.4.4.** Improving the capacities of traffic units of the General Directorate of Turkish National Police and the General Command of the Gendarmerie, including updating of their vehicles, equipment, tools, instruments and other logistics tools within the scope of their traffic duties
Target-5	**T.4.5.** Updating of the traffic recruitment system of the General Directorate of Turkish National Police and the General Command of the Gendarmerie in line with the traffic duties thereof
Target-6	**T.4.6.** Updating basic and specialty training of the traffic-related staff of the General Directorate of Turkish National Police and the General Command of the Gendarmerie to further improve on their knowledge, skills and other capabilities in relation with their traffic duties
Target-7	**T.4.7.** Increase the traffic safety-related contributions of the General Directorate of Turkish National Police staff as well as the staff of the Gendarmerie in non-traffic departments
Target-8	**T.4.8.** Ensure full compliance of all traffic duties performed by the traffic officers of the General Directorate of Turkish National Police and the General Command of the Gendarmerie with the "Circular on Measures to Ensure During Traffic Controls and in the Event of Accidents"
Target-9	**T.4.9.** Ensure required training of crash responders from stakeholder institutions to prevent deficient response as well as accidents they might be involved in
Target-10	**T.4.10.** Incentivize increased compliance with the Road Traffic Safety Management System Standard (TS ISO 39001)

Target-11	**T.4.11.** Increased driver compliance with traffic rules and enforcement capacity of traffic controllers through cooperation with insurance and health sectors
Target-12	**T.4.12.** Ensure "Control of Enforcers" through central and/or local inspection of traffic law enforcers
Target-13	**T.4.13.** Minimize the negative impact of seasonal factors on traffic safety through enforcement
Target-14	**T.4.14.** Refrain from practices lacking uniformity to ensure compliance within the general scope of ensuring traffic safety, which can disturb public conscience
Target-15	**T.4.15.** Road Traffic Safety Museum
Table of Responsible and Cooperation Bodies related to Targets and Performance Indicators	1. Ministry of Justice • Forensic Medicine Institute 2. Ministry of Family, Labor and Social Services • General Directorate of Family and Social Services • Social Security Institution 3. Ministry of Environment and Urbanization • General Directorate of Environmental Management • General Directorate of Legal Services • General Directorate of Local Governments 4. Ministry of Treasury and Finance • Revenue Administration • General Directorate of Public Finance Management and Transformation • General Directorate of Public Accounts • TURKSTAT 5. Ministry of Interior • Disaster and Emergency Management Presidency • General Directorate of the Turkish National Police • General Directorate of Provincial Administration • General Command of the Gendarmerie • General Directorate of Civil Registration and Citizenship Affairs • Strategy Development Presidency 6. Ministry of Culture and Tourism • General Directorate of Cultural Assets and Museums 7. Ministry of National Education • General Directorate of Lifelong Learning • General Directorate of Private Education Institutions 8. The Ministry of Health • General Directorate of Emergency Health Services • Turkish Medicine and Medical Devices Agency 9. Ministry of Industry and Technology • TÜBİTAK (Scientific and Technological Research Institute of Turkey) • Turkish Standards Institute 10. Ministry of Transportation and Infrastructure • General Directorate of Communication • General Directorate of Legal Services • General Directorate of Highways • Transportation Services Regulation General Directorate 11. Municipalities 12. Insurance Information and Supervision Center 13. Notaries Union of Turkey 14. Insurance Association of Turkey 15. TÜVTÜRK 16. YÖK (Higher Education Board)

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.1.1: **Rate of completion of works towards the establishment of the "Traffic Safety General Directorate" under the Ministry of Interior to ensure all stakeholder institutions can perform their traffic safety-related duties and responsibilities, starting with enforcement, in a coordinated and collaborative manner**	RESPONSIBLE BODIES: Strategy Development Presidency COOPERATION BODIES: General Directorate of Provincial Administration, General Directorate of Turkish National Police, General Command of the Gendarmerie	100%	-	50%	100%	-
PI 4.2.1: **Number of Road Traffic Safety Strategy Coordination Board meetings in a year**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie, General Directorate of Highways	50%	-	2	2	2
PI 4.2.2: **Number of meetings held by the "Road Traffic Safety Strategy Monitoring Sub-Working Group" to be formed to discuss details in line with the decisions made by the Road Traffic Safety Strategy Coordination Board**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Highways, General Command of the Gendarmerie	50%	-	4	4	4
PI 4.3.1: **Rate of completion of preparatory works for physical, communication and IT infrastructures with the ultimate goal of establishing the Traffic Safety Information System (data pool)**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: Strategy Development Presidency, General Directorate of Local Governments, Disaster and Emergency Management Presidency General Directorate of Emergency Health Services, General Directorate of Lifelong Learning, General Directorate of Communications, TURKSTAT, Insurance Association of Turkey, Municipalities, TÜVTÜRK	20%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.3.2: **Rate of completion of the required data-sharing protocols with stakeholder institutions with the ultimate goal of establishing the Traffic Safety Information System**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: Strategy Development Presidency, General Directorate of Local Governments, Disaster and Emergency Management Presidency General Directorate of Emergency Health Services, General Directorate of Lifelong Learning, General Directorate of Communications, TURKSTAT, Insurance Association of Turkey, Municipalities, Notaries Union of Turkey Municipalities, TÜVTÜRK	30%	-	100%	-	-
PI 4.3.3: **Number of staff trained on the use of the Traffic Safety Information System**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency TURKSTAT Presidency Insurance Association of Turkey, General Directorate of Lifelong Learning, Notaries Union of Turkey Municipalities, TÜVTÜRK	30%	-	20%	60%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.3.4: **Number of stakeholder institutions using the Traffic Safety Information System for information exchange**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: General Directorate of Civil Registration and Citizenship Affairs, General Directorate of Local Governments, Disaster and Emergency Management Presidency General Directorate of Emergency Health Services, TÜRKSTAT, Insurance Association of Turkey, General Directorate of Lifelong Learning, General Directorate of Private Education Institutions, Notaries Union of Turkey, General Directorate of Communications, Municipalities, TÜVTÜRK	20%	-	-	-	100%
PI 4.4.1: **Rate of design of standard building projects with the aim to ensure that traffic-related duties can be performed more effectively**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Local Governments, Municipalities	5%	-	50%	100%	-
PI 4.4.2: **Rate of completion of modifications and improvements in currently used service buildings with the aim to carry out traffic-related services more effectively**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Local Governments, Municipalities	10%	-	-	50%	100%
PI 4.4.3: **Rate of completion of works concerning the building of new service buildings to replace those further use of which has not been approved with the aim to to carry out traffic-related services more effectively**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Local Governments, Municipalities	10%	-	-	-	25%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.4.4: **Rate of completion of research and feasibility studies carried out to upgrade vehicles used by traffic law enforcers to accommodate all traffic safety requirements**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Turkish Standards Institute, TÜBİTAK (Scientific and Technological Research Institute of Turkey)	5%	-	50%	100%	100%
PI 4.4.5: **Number of works carried out for the improvement of the outfit and equipment used by traffic law enforcers to ensure that enforcers can fully perform their tasks 24/7 and under any and all climate/ seasonal conditions**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Environmental Management, TÜBİTAK (Scientific and Technological Research Institute of Turkey)	5%	-	2	2	2
PI 4.4.6: **Number of works carried out to improve any and all technical and technological tools, equipment, instruments, materials and secondary enforcement devices in use with the ultimate goal to ensure that enforcers can fully perform their tasks 24/7 and under any and all climate/seasonal conditions**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Environmental Management, TÜBİTAK (Scientific and Technological Research Institute of Turkey)	5%	-	1	2	2
PI 4.4.7: **Publication of the Traffic Safety Annual Assessment Report**	RESPONSIBLE BODIES: Strategy Development Presidency, General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Highways, General Command of the Gendarmerie, General Directorate of Emergency Health Services, Municipalities, General Directorate of Local Governments	5%	-	100%	100%	100%
PI 4.4.8: **Rate of completion of works towards the establishment of "Accident Analysis and Reconstruction" units specialized in accident investigation and analyses**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: YÖK (Higher Education Board) Presidency General Directorate of Highways, General Directorate of Emergency Health Services, Forensic Medicine Institute	5%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.4.9: **Number of provinces, where "Accident Analysis and Reconstruction" units involving accident investigation and analysis experts will be established starting with metropolitan areas**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: YÖK (Higher Education Board) General Directorate of Highways, General Directorate of Local Governments, Municipalities, TÜBİTAK (Scientific and Technological Research Institute of Turkey)	10%	-	-	10	20
PI 4.4.10: **Number of works to monitor traffic safety-related international bodies and national good practices, initiatives, agreements, treaties and recommendations**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: YÖK (Higher Education Board), Turkish Standards Institute	5%	-	4	4	4
PI 4.4.11: **Number of traffic safety-related publications translated including studies, research and reports by respective international bodies and within the scope of national good practices and academic studies**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: YÖK (Higher Education Board), Turkish Standards Institute	10%	-	3	3	3
PI 4.4.12: **Number of coordination studies for joint efforts towards raising awareness on traffic safety through a follow-up of social responsibility projects other than traffic safety**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Lifelong Learning, General Directorate of Family and Social Services,	20%	-	2	2	2
PG 4.4.13: **Rate of completion concerning "e-notification" of traffic fines**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Civil Registration and Citizenship Affairs Revenue Administration, General Directorate of Public Accounts, Ministry of Transportation and Infrastructure General Directorate of Legal Services, Ministry of Environment and Urbanization General Directorate of Legal Services	5%	20%	30%	60%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.5.1: **Number of planning studies to ensure that the number of traffic enforcement staff is not less than 10% of the total number of staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	10%	-	2	2	2
PI 4.5.2: **Amount of ranking traffic staff among the total number of traffic staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: -	10%	-	5%	7%	10%
PI 4.5.3: **Amount of women traffic staff within the total number of traffic staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: -	10%	5%	8%	9%	10%
PI 4.5.4: **Amount of women traffic staff at the General Command of Gendarmerie within the total number of traffic staff**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: -	10%	-	5%	7%	10%
PI 4.5.5: **Amount of non-traffic staff at General Directorate of the Turkish National Police traffic units within the total number of traffic staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: -	10%	8%	5%	3%	%0
PI 4.5.6: **Rate of completion of works concerning unit-based planning of appointment and promotion of the traffic staff of General Directorate of the Turkish National Police , including Rank 7 (i.e., Captain and lower), which shall be carried out by the Traffic Presidency**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: -	20%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.5.7: **Legislative amendment concerning the assignment of 350 duty compensation points to traffic staff using such digital and electronic devices as radars, tachometers, breath analyzers, drug test kits following respective training courses and those that are responsible to regulate and enforce traffic flow as well as crash responders, and assignment of 250 duty compensation points to other staff on board traffic units which shall be through the modification of Table 1 annexed to the Decision Concerning Raises and Damages Payable to Civil Servants**	RESPONSIBLE BODIES: General Directorate of Public Finance Management and Transformation COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	30%	-	50%	100%	-
PI 4.6.1: **Rate of completion of works concerning the establishment of hands-on training facilities at the Training Center of the General Directorate of the Turkish National Police in Eskişehir and the Provincial Traffic School Command of the Gendarmerie in Bursa**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	10%	-	50%	100%	-
PI 4.6.2: **Rate of completion of works concerning the provision of the infrastructure needed to deliver such hands-on trainings concerning the use of digital/smart tachometers, ADR, radars, alcohol and drug test kits as well as on narrowing lanes, safe pull over, crash scene investigations, safe driving skills, etc. at the Training Center of the General Directorate of the Turkish National Police in Eskişehir and the Provincial Traffic School Command of the Gendarmerie in Bursa and so with the aim to improve efficiency of traffic enforcement**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	10%	-	25%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.6.3: **Number of General Directorate of the Turkish National Police and General Command of Gendarmerie traffic staff driving traffic enforcement vehicles trained on safe driving**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	10%	4.700	25%	50%	100%
PI 4.6.4: **Number General Directorate of the Turkish National Police and General Command of Gendarmerie traffic staff driving traffic enforcement motorcycles trained on safe riding**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	10%	-	10%	20%	30%
PI 4.6.5: **With the aim to raise traffic staff to provide high-quality services, the amount of increase in the number of staff receiving specialization training compared to the previous year**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	10%	-	20%	20%	20%
PI 4.6.6: **Number of traffic law enforcers with Training of Trainers for Roadside Inspection of Dangerous Goods provided by the Ministry of Transportation and Infrastructure**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	10	10	10
PI 4.6.7: **Number of staff (compared to the total number of staff) with training on developing effective communication skills provided by the General Directorate of the Turkish National Police /General Command of Gendarmerie with the aim to improve staff-capabilities on public relations as well as their communication skills**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Lifelong Learning	10%	-	25%	25%	25%
PI 4.6.8: **Number of countries the training methodology and the curricula of which have been examined with the aim to improve the level of training of traffic staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	10%	-	3	3	3

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.6.9: **Number of international traffic safety-related studies and practices examined and reported**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: YÖK (Higher Education Board)	20%	-	3	3	3
PI 4.7.1: **As regards enforcement staff at departments other than traffic units, total number of staff (nationwide) trained on "preparing traffic violation reports" and on "general compliance with traffic rules" (compared with the total number of staff)**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	100%	-	5%	5%	5%
PI 4.8.1: **Rate of preparation of guidelines and booklets demonstrating the detailed implementation of enforcement types with the aim to provide effective implementation of the "Circular on Measures to Ensure During Traffic Controls and in the Event of Accidents"**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	30%	-	25%	50%	100%
PI 4.8.2: **Within the scope of the circular on measures to employ in the event of traffic enforcement and accidents, the number of trained staff as part of total staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	30%	-	30%	70%	100%
PI 4.8.3: **Number of reports on enforcer inspection activities carried out annually with the aim to see whether enforcement is carried out in observance of the Circular or not**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	40%	-	4	4	4

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.9.1: **Rate of completion of the training curriculum and the training schedule of the "Crash Response and Rescue Training," which has to be prepared by the authorized/ responsible department for Fire Brigades in all provinces and districts**	RESPONSIBLE BODIES: Disaster and Emergency Management Presidency, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services, Municipalities	5%	-	100%	-	-
PI 4.9.2: **Amount of sufficient number of trainers trained by the responsible/authorized department on the "Crash Response and Rescue Training" for Fire Brigades in all provinces and districts**	RESPONSIBLE BODIES: Disaster and Emergency Management Presidency, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services, Municipalities	5%	-	100%	-	-
PI 4.9.3: **Rate of the "Crash Response and Rescue Training" delivered by the trainers for Fire Brigadiers in all provinces and districts**	RESPONSIBLE BODIES: Disaster and Emergency Management Presidency, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services, Municipalities	5%	-	-	50%	100%
PI 4.9.4: **Rate of completion of needs analyses concerning the sufficiency of tools, equipment, materials and other instruments for Fire Brigadiers in all districts and provinces for "Crash Response and Rescue," which shall be identified (needs) and coordinated by authorized/ responsible departments**	RESPONSIBLE BODIES: Disaster and Emergency Management Presidency, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services, Municipalities	10%	-	100%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.9.5: **Rate of commissioning of such tools, equipment, materials and other instruments for Fire Brigadiers in all districts and provinces for "Crash Response and Rescue"**	RESPONSIBLE BODIES: Disaster and Emergency Management Presidency, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services, Municipalities	10%	-	100%	100%	100%
PI 4.9.6: **Amount of AFAD (Disaster and Emergency Management Presidency) staff trained on "Crash Response and Rescue)**	RESPONSIBLE BODIES: Disaster and Emergency Management Presidency, COOPERATION BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey	5%	-	30%	70%	100%
PI 4.9.7: **Rate of completion of works concerning the preparation of response protocols for crash victims with the aim of delivering response trainings in a way to cover all health staff on board emergency services of affiliates of the Ministry of Health**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services COOPERATION BODIES: -	5%	-	100%	-	-
PI 4.9.8: **Rate of preparation of the training curriculum and completion of trainings for the staff of emergency units of the Ministry of Health concerning response to crash victims**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services COOPERATION BODIES: -	10%	-	100%	-	-
PI 4.9.9: **The number of staff of emergency units of health institutions as trainees of response training for crash victims within the total number such staff of said institutions**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services COOPERATION BODIES: -	10%	-	30%	70%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.9.10: **The rate of safe driving skills curriculum prepared for ambulance and fire engine drivers and for those on-board AFAD teams**	RESPONSIBLE BODIES: Presidency of Disaster and Emergency Management, General Directorate of Emergency Services, General Directorate of Local Government Union of Municipalities of Turkey COOPERATION BODIES: Municipalities	10%	-	100%	-	-
PI 4.9.11: **The number of ambulance and fire engine drivers and those on-board AFAD teams with safe driving skills training within the total number of staff**	RESPONSIBLE BODIES: Disaster and Emergency Management Presidency, General Directorate of Emergency Health Services, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: Municipalities	10%	-	20%	40%	60%
PI 4.9.12: **The rate of preparation of the curriculum for "Training for First Responders to Crash Victims" aimed at traffic law enforcers/crash responders**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Emergency Health Services	5%	-	100%	-	-
PI 4.9.13: **The amount of traffic law enforcers to have attended "Training for First Responders to Crash Victims" trainings within the total number of staff on-board all traffic units**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Emergency Health Services	10%	-	30%	70%	100%
PI 4.10.1: **The rate of completion of works aimed to encourage and enhance compliance with the TS ISO 39001Road Traffic Safety Management System of operators using the road network such as coaches, carriers, couriers and other transporters and forwarders, fuel transporters and distributors, service vehicles, marketing and sales companies**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate Turkish Standards Institute COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	100%	-	25%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.11.1 **With the aim to promote a no-claim model through reduction of policy premiums of safe drivers as well as by way of increased Compulsory Financial Liability Insurance for Motor Road Vehicle policy premiums for those that are frequently involves accidents, the rate of completion of works concerning the transfer of data pertaining to the reason (rule violated) for driver penalty points issued**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Insurance Association of Turkey, Insurance Information and Supervision Center	20%	-	50%	100%	-
PI 4.11.2: **With the aim to promote a no-claim model through reduction of policy premiums of safe drivers as well as by way of increased Compulsory Financial Liability Insurance for Motor Road Vehicle policy premiums for those that are frequently involves accidents, the rate of completion of works concerning the legislative amendment (Road Traffic Law No. 2918) to enable the insertion of driver information in the policy in addition to that of the operator**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Insurance Association of Turkey, Insurance Information and Supervision Center	20%	-	50%	100%	-
PI 4.11.3: **Rate of completion of works concerning use of penalty points by the Insurance Association of Turkey during policy pricing**	RESPONSIBLE BODIES: Insurance Association of Turkey, Insurance Information and Supervision Center COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	30%	-	50%	100%	-
PG 4.11.4: **Maddi hasarlı kaza tespit tutanaklarının İçişleri Bakanlığı ile paylaşılmasına ilişkin çalışmaların tamamlanma oranı**	RESPONSIBLE BODIES: Insurance Association of Turkey, Insurance Information and Supervision Center COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.11.5: **Rate of completion of the data sharing infrastructure needed to identify drugs that have a negative impact on driving safety among others on the MEDULA system during enforcement activities**	RESPONSIBLE BODIES: Social Security Institution COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	30%	50%	100%
PI 4.12.1: **Number of controls centrally conducted with the aim to "Control of Enforcers"**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	50%	-	4	4	4
PI 4.12.2: **Number of controls conducted at provinces with the aim of "Control of Enforcers"**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	50%	-	12	12	12
PI 4.13.1: **Number of circulars sent to respective bodies regarding the preparation of Ministerial instructions on measures to be employed to minimize the negative impacts of seasonal factors on traffic safety, where such circulars shall be sent in April and November, respectively, for measures to be employed during the summer and winter**	RESPONSIBLE BODIES: General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Transportation Services Regulation General Directorate, General Directorate of Local Governments	100%	2	2	2	2
PI 4.14.1: **Number of studies conducted concerning the exercise of such legal rights regarding the observance of traffic rules (such as the right of way) in ways not to risk traffic safety**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	100%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 4.15.1: **Rate of completion of preparatory works regarding the infrastructure needed for the establishment of the "Road Traffic Safety Museum"**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: Municipalities, General Directorate of Local Governments, Disaster and Emergency Management Presidency Presidency, General Directorate of Emergency Health Services Insurance Association of Turkey, TÜVTÜRK, General Directorate of Lifelong Learning, Notaries Union of Turkey, General Directorate of Cultural Assets and Museums	50%	-	100%	-	-
PI 4.15.2: **rate of completion of works concerning the commissioning of the "Road Traffic Safety Museum"**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: Municipalities, General Directorate of Local Governments, Disaster and Emergency Management Presidency, General Directorate of Emergency Health Services, Insurance Association of Turkey, TÜVTÜRK, General Directorate of Lifelong Learning, Notaries Union of Turkey	50%	-	-	50%	100%

Risks	• Shortcomings in inter-institutional coordination and cooperation • Changing institutional priorities • Possible legislative shortcomings • Possible shortcomings concerning human resources • Shortcomings during technical works by various institutions • Shortcomings during challenges concerning data collection, evaluation and analyses
Strategies	• Mitigation of enforcement risks • Maximum amount of branching in the field of traffic • Ensuring occupational professionalism through trainings delivered in enforcer training institutions • Increasing the number of trainers at the Training Center of the General Directorate of the Turkish National Police in Eskişehir and the Provincial Traffic School Command of the Gendarmerie in Bursa • Preventing possible deaths to arise from false response through training • Ensuring measurable enforcement activities that rely on inter-institutional cooperation, scientific research and data, which is also inclusive of all units concerned • Designing practical training programs as to practice and theory • Ensuring continuous improvement of training programs and trainers • Preparing course curricula and training materials once the amount of practical and theoretical curricula have been determined • Completing the driver/rider training circuit at Training Center of the General Directorate of the Turkish National Police in Eskişehir and the Provincial Traffic School Command of the Gendarmerie in Bursa to commence trainings as planned • Improving communication and public relations skills of traffic law enforcers • Improving institutional responsibilities • Carrying out legislative works as required • Carrying out bilateral technical works with respective institutions • Preparing, updating and monitoring consistent, problem-focused short and long-term traffic safety strategic plans, including the evaluation of the outcomes and the impacts thereof • Collaboration with universities and public bodies on matters requiring academic and technical specialization • Performance of needs analyses and determination of course content to enable traffic programs design in view of staff requirements • Delivery of specialty training to provide for the training of traffic experts to provide high-quality services • Development of a common terminology for all institutions involved
Findings	• Health risks and safety-of-life risks arising from vehicle traffic faced by traffic law enforcers during enforcement • Diverse characteristics of each type of enforcement activities • Shortcomings in integrated presentation of thematic works on traffic-safety • High cost of in-service trainings • The need to continuously update course-books and curricula against legislative changes in view of changing circumstances and other developments • Failure to design and supply books in ways that traffic staff could use and benefit from throughout their professional career • Lack of provision of a standard training curriculum for all crash responders • The need to protect crash respondents and their vehicles of crash-responder units from traffic accidents • In view that the traffic police directly communicate with all social groups, the importance of performance of such duties with further awareness

Findings	• Contribute to flourish a traffic culture within the society • Provision of trainings by qualified staff, which is important in terms of efficiency and productivity • Institutions avail of technologies during exchange of information • Daily increase in the number of both drivers and vehicles • The extensive coverage of Social Responsibility Projects, which are also effective tools of mass communication • Use of social media by a large part of the society • Challenges regarding traffic safety encountered during R&D activities
Needs	• Legislative changes as required • Ensuring cooperation between institutions • Prioritization of institutional priorities in policy papers, strategic and action plans • Delivery of formation and improvement trainings to the existing cadre of trainers • Identification of and supporting training tools, equipment and IT materials in ways to satisfy current requirements • Involvement of stakeholders other than government bodies (i.e., NGOs, business environment, industry, etc.) to works seeking to improve road safety



2. Infrastructure: Roads and Road Environment

Possible loss of life on roads can be prevented significantly through improved level of safety on streets, avenues and roads as well as determination of speed limits that are appropriate for respective road sections and which have to be observed.

Presence of unsafe road sections within the general road network, undivided roads providing for two-way traffic as well as presence of trees, posts, walls, etc., which increase the risk of fatal outcomes in the event of an accident necessitate infrastructural interventions in the road environment for traffic safety.

The road network under the responsibility of the General Directorate of Highways is a total of 68.247 km including 3600 km of motorways (4.5%), 31.002 km of state roads (45.4%) and 34.185 km of provincial roads (50.1%). 27.181 km of the total road network is composed of divided roads.

Outcomes of studies regarding social and economic impacts of road investments conducted in various countries indicate the high level of added value from public investments in roads.

Improvements have been achieved in terms of braking distances and visibility through the construction of divided roads and improvements in vertical and horizontal geometrical aspects of roads that lead to accidents due to small radii; blind-spots inside junctions have been remedied through improvements in intersections and accident impact reduced by way of enhanced lateral visibility.

In view to minimize road defects contributing to road traffic accidents;

works concerning the construction of motorways and dual carriageways, climbing lanes, refuges and engineering structures are ongoing, including improvements in intersections and extension of lanes and shoulders *within the scope of improving road geometry* as well as

Building of guardrails, signalization works, horizontal and vertical markings, lighting, construction of overhead and under-passes and other works concerning the improvement of accident blackspots within the scope of *improvement of traffic safety equipment and facilities.*

In addition to bicycle lanes already integrated with the urban transportation network, the *Bicycle Lanes Master Plan for Urban and Touristic Transportation* for a total of 3165 km cutting through historical, natural and cultural sites and as part of "Strategies and Standards" to provide the basis for a national vision, two routes have been identified, namely, the **Anatolian Corridor** and the Coastal Corridor. Furthermore, the Bicycle Lanes Regulation has been published and the ***Safe Riding Skills Manual*** for heightened rider and road safety and ***the Bicycle Lanes Guide*** have been prepared, and *Urban Bicycle Lanes Guide* has been updated.

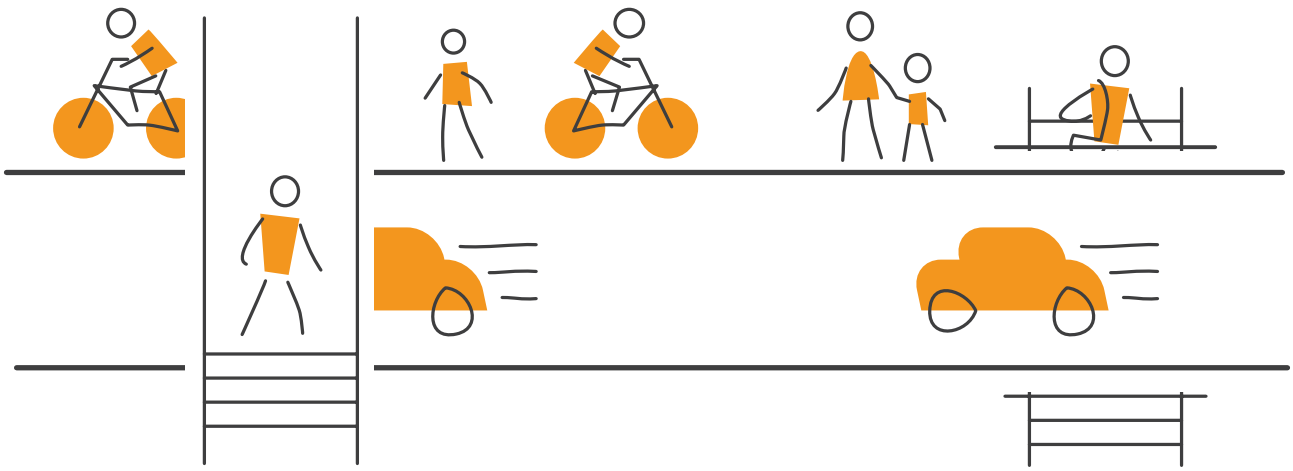
In the past, road infrastructure works have mainly focused on motor vehicles, compromising the safety of pedestrians, bicycles and motorbikes. Today, as many countries focus their works on walking and cycling, failure to improve related infrastructures to commensurately reduce the risk of injuries in traffic forces pedestrians and cyclists to share the same road environment with high-speed vehicles. In brief, improved infrastructures shall ultimately entail;

- Safer infrastructures for all road users,
- New bicycle routes/lanes and safer roadsides,
- Design of safer intersections,
- Separation of access roads and passageways,
- Prioritization of pedestrian zones,
- Restriction of traffic and speeds around settlements and schools, and
- Use of safer routes for public transportation.

In short, infrastructure design and improved infrastructures reduce death and injuries in traffic, curbs emissions and when integrated with speed management strategies, they provide for more walking and wider use of bicycles, also facilitating the transition from use of private cars to public transport.

Objective	**O.5. Better Traffic Safety Through Improved Infrastructure and Enhanced Safety Standards for Roads and the Road Environment**
Target-1	**T.5.1.** Taking measures to improve road traffic safety in the road network of the General Directorate of Highways and continuous improvement there of
Target-2	**T.5.2.** Inspection of roads and immediate surroundings of urban as well as inter-city roads followed by enhanced road traffic safety through improvements as and where required
Target-3	**T.5.3.** Improving the awareness of all road users on traffic signs on urban and inter-city roads
Target-4	**T.5.4.** Regulation of commercial activities along and involving fast flowing inter-city roads for increased traffic-safety of road users and traders
Target-5	**T.5.5.** Rectification of level crossings that are inconsistent with respective legislation and improving traffic-safety of road users in areas accommodating level crossings
Target-6	**T.5.6.** Improving safety of junctions in urban as well as inter-city roads
Target-7	**T.5.7.** Building world-class bicycle lanes and routes for cyclists
Target-8	**T.5.8.** Contribute to traffic safety by way of employing measures to calm urban traffic
Target-9	**T.5.9.** Ensuring easier access to public transport to reduce negative impacts of private car-use on traffic safety
Target-10	**T.5.10.** Ensuring easier use of sidewalks by vulnerable road users, especially the elderly, children and other disadvantaged persons and improving the accessibility of pedestrian crossings
Target-11	**T.5.11.** Establishing "Safe School Roads" for children through various arrangements and improvements on sidewalks, pedestrian crossings and the rest of the road environment along the roads taken by students to and from school
Table of Responsible and Cooperation Bodies related to Targets and Performance Indicators	1. Presidency of the Republic of Turkey • General Directorate of TRT (Turkish Radio and Television) 2. Ministry of Justice • Personal Data Protection Authority 3. Ministry of Family, Labor and Social Services • General Directorate of Family and Social Services • General Directorate of Services for the Elderly and Persons with Disabilities 4. Ministry of Environment and Urbanization • General Directorate of Environmental Management • General Directorate of Spatial Planning • General Directorate of Local Governments 5. Ministry of Interior • General Directorate of the Turkish National Police • General Directorate of Provincial Administration • General Command of the Gendarmerie 6. Ministry of National Education • General Directorate of Lifelong Learning • Secondary Education General Directorate • General Directorate of Private Education Institutions • General Directorate of Primary Education 7. Ministry of Industry and Technology • TURKSTAT 8. The Ministry of Health • General Directorate of Health Services

Table of Responsible and Cooperation Bodies in Relation with Targets and Performance Indicators	9. Ministry of Agriculture and Forestry • General Directorate of Nature Protection and National Parks • General Directorate of Food Control • General Directorate of Livestock • General Directorate of Agricultural Reform 10. Ministry of Transportation and Infrastructure • General Directorate of Infrastructure Investments • General Directorate of Highways • General Directorate of State Railways of the Republic of Turkey • Transport Safety Inspection Center • Transportation Services Regulation General Directorate 11. Municipalities 12. Confederation of Driver Trainers 13. Union of Municipalities of Turkey 14. Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey 15. Insurance Association of Turkey 16. Drivers and Motorists Federation of Turkey 17. Agricultural Credit Cooperatives of Turkey 18. Union of Agricultural Chambers of Turkey 19. YÖK (Higher Education Board)



Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.1.1: **Length (in km) of divided roads to be constructed in predetermined section of the General Directorate of Highways road network (excluding motorways)**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	10%	404	703	1.054	1.524
PI 5.1.2: **The number of Traffic Control Centers, which shall be built at Regional Road Operations Centers until 2023**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	10%	-	-	-	2
PI 5.1.3: **Number of regional administrations accommodating ITS departments**	RESPONSIBLE BODIES: Municipalities COOPERATION BODIES: General Directorate of Infrastructure Investments	5%	-	30	30	21
PI 5.1.4: **Length of rumble strips to be built on the General Directorate of Highways road network**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	5%	750	1.500	2.250	3.000
PI 5.1.5: **Number of horizontal markings on state and provincial roads (million m2)**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: Municipalities, General Directorate of Local Governments	5%	31	62	95	128
PI 5.1.6: **Number of vertical markings on state and provincial roads (million m2)**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: Municipalities, General Directorate of Local Governments	10%	175	350	535	720
PI 5.1.7: **Length of guardrails along state and provincial roads (km)**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	10%	1.500	3.000	4.500	6.000

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.1.8: **Rate of completion of "Rider-friendly Guardrails" on state and provincial roads**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	5%	-	10%	20%	30%
PI 5.1.9: **Number of Scale and Dimensional Checkpoints to be established on the General Directorate of Highways road network**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	5%	2	6	10	15
PI 5.1.10: **Number of transportation surveys to be conducted on the General Directorate of Highways**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	10%	4.500	9.000	13.500	18.500
PI 5.1.11: **Rate of completion of works concerning setting up of reflective markings or other similar and equivalent signs to warn drivers on motorways, state and/or provincial roads about run-off, curves, inclination, etc.**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of Infrastructure Investments	5%	-	30%	50%	100%
PI 5.1.12: **Rate of completion of the program concerning the identification of inter-city state highways with high operational speeds cutting through livestock activities, including warning signs for drivers using such roads**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments COOPERATION BODIES: General Directorate of Food Control, General Directorate of Livestock	5%	-	30%	60%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.1.13: **Rate of completion of the program concerning provisions for safe crossings for animals on inter-city state highways with high operational speeds that cut through migratory routes of wild animals or are surrounded by such forest areas, including physical arrangements to prevent uncontrolled crossings**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of Nature Protection and National Parks	10%	-	30%	60%	100%
PI 5.1.14: **Rate of completion of improvement works on motorways and state and provincial roads on focal areas for run-offs/swerving vehicles**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	5%	-	10%	30%	50%
PI 5.2.1: **Rate of completion of the "Turkey Road Assessment Program" similar to Euro Rap (European Road Assessment Program) concerning the classification and standardization of speed levels on all Turkish roads per the function and the amount of traffic thereof**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Union of Municipalities of Turkey	20%	-	30%	60%	100%
PI 5.2.2: **Rate of completion of works concerning the illumination of or placement of reflective warning signs on the road network consisting of main arteries and routes, including insufficiently illuminated intersections, accident-intensive road sections and accident blackspots**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	20%	-	30%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.2.3: **Number of projects to be carried out to ensure coordination between municipalities or the number trainings to be delivered with the aim to install sensory lighting systems for energy-savings and adequate amount of lighting**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Highways, General Directorate of Infrastructure Investments	20%	-	2	4	6
PI 5.2.4: **Rate of completion of works concerning setting up of reflective warning signs or equivalent markings in areas accommodating frequent animal crossing activity**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments COOPERATION BODIES: General Directorate of Nature Protection and National Parks, Municipalities	20%	-	30%	50%	100
PI 5.2.5: **In cases where certain sections of urban and inter-city roads, avenues and streets or pedestrian ways or sidewalks have been blocked by moving/ stationary heavy machinery; rate of completion of required works as to whether or not safety measures have been duly taken by authorities that have allowed the performance of such works in the road section concerned, regardless of imminent danger**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	20%	-	50%	100%	-
PI 5.3.1: **Rate of inspection of compliance of ground and similar markings to notify urban road users in settlement areas of the road and traffic conditions, the surroundings of the road as well as prohibitions and restrictions**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	30%	-	100%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.3.2: **Rate of completion of works to be carried out to ensure coordination between municipalities by way of development of standards to encourage setting up of reflective warning signs or similar warning systems to warn drivers upon approach to pedestrian-intense areas, junctions and school crossings**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Private Education Institutions, Municipalities	30%	-	30%	50%	100%
PI 5.3.3: **Number of documents for distribution at schools, driver training courses as well as during campaigns and training activities to further traffic-sign literacy**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: General Directorate of Basic Education, Drivers and Motorists Federation of Turkey, Confederation of Driver Trainers, Union of Chambers and Commodity Exchanges of Turkey	40%	-	250.000	250.000	250.000
PI 5.4.1: **Number of surveys and assessments to be carried out concerning the prohibition of the activities and removal of sales spots and commercial enterprises in the vicinity of roads in the inter-city road network with high operational speeds or those to be carried out to prevent any disruption of the traffic safety of access roads between such places and main roads for those that cannot be banned legally**	RESPONSIBLE BODIES: General Directorate of Highways, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	100%	-	6	6	6

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PG 5.5.1: **Number of periodical traffic safety assessments carried out annually on level crossings**	RESPONSIBLE BODIES: General Directorate of State Railways of the Republic of Turkey COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities	25%	-	2	2	2
PI 5.5.2: **Rate of completion of works concerning the compatibility of level crossings with the "Regulation on Measures to be Employed at Level Rail Crossings and the Implementing Principles Thereof" published in the Official Gazette No. 28696 of 3/7/2013**	RESPONSIBLE BODIES: General Directorate of State Railways of the Republic of Turkey COOPERATION BODIES: General Directorate of Local Governments, General Directorate of Highways, Union of Municipalities of Turkey, Municipalities	25%	-	30%	50%	100%
PG.5.5.3: **Number of level crossings transformed into controlled crossings**	RESPONSIBLE BODIES: General Directorate of State Railways of the Republic of Turkey COOPERATION BODIES: General Directorate of Highways, General Directorate of Infrastructure Investments, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities	25%	1.190	50	50	50
PI.5.5.4: **Number of level crossings transformed into overhead/ underpasses**	RESPONSIBLE BODIES: General Directorate of State Railways of the Republic of Turkey COOPERATION BODIES: General Directorate of Highways, General Directorate of Infrastructure Investments, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities	25%	9	6	6	6

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.6.1: **Rate of completion of annual road infrastructure works and works on the road environment performed with the aim of increasing traffic safety at intersections of roads within the remit of the General Directorate of Highways**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of Local Governments, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Union of Municipalities of Turkey, Municipalities, Transport Safety Inspection Center	25%	-	100%	100%	100%
PI 5.6.2: **Number of training and coordination activities concerning road infrastructure and road-environment arrangements seeking to improve traffic safety in junctions within the remit of municipalities**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways	25%	-	6	6	6
PI 5.6.3: **Number of projects to be carried out or trainings to be delivered to ensure cooperation between municipalities with the aim to make urban intersections with high number of accidents and congestion safer through such methodologies as "Yellow Box" scans or construction of "Intersection Arms at Various Heights"**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Infrastructure Investments General Directorate of Highways, YÖK (Higher Education Board)	10%	-	6	6	6

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.6.4: **Number of projects or trainings to be delivered for coordination between municipalities with the aim to co-utilization of "Give Way" signs and lines in urban intersections with high number of accidents and congestion**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Infrastructure Investments General Directorate of Highways, YÖK (Higher Education Board)	20%	-	6	6	6
PI 5.6.5: **Rate of completion of works carried out annually to transform uncontrolled intersections into roundabouts for traffic safety**	RESPONSIBLE BODIES: General Directorate of Highways, Municipalities COOPERATION BODIES: General Directorate of Local Governments, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Union of Municipalities of Turkey, Municipalities	20%	-	100%	100%	100%
PI 5.7.1: **Rate of completion of works concerning the registration by local administrations of all bicycle lane data on bicycle lanes in their area of responsibility on the "Bicycle Lanes Database"**	RESPONSIBLE BODIES: General Directorate of Environmental Management COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, General Directorate of Infrastructure Investments	25%	-	100%	100%	100%
PI 5.7.2: **Rate of bicycle lane projects receiving 50% grants from the authorized Ministry**	RESPONSIBLE BODIES: General Directorate of Environmental Management COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, General Directorate of Infrastructure Investments	25%	-	100%	100%	100%

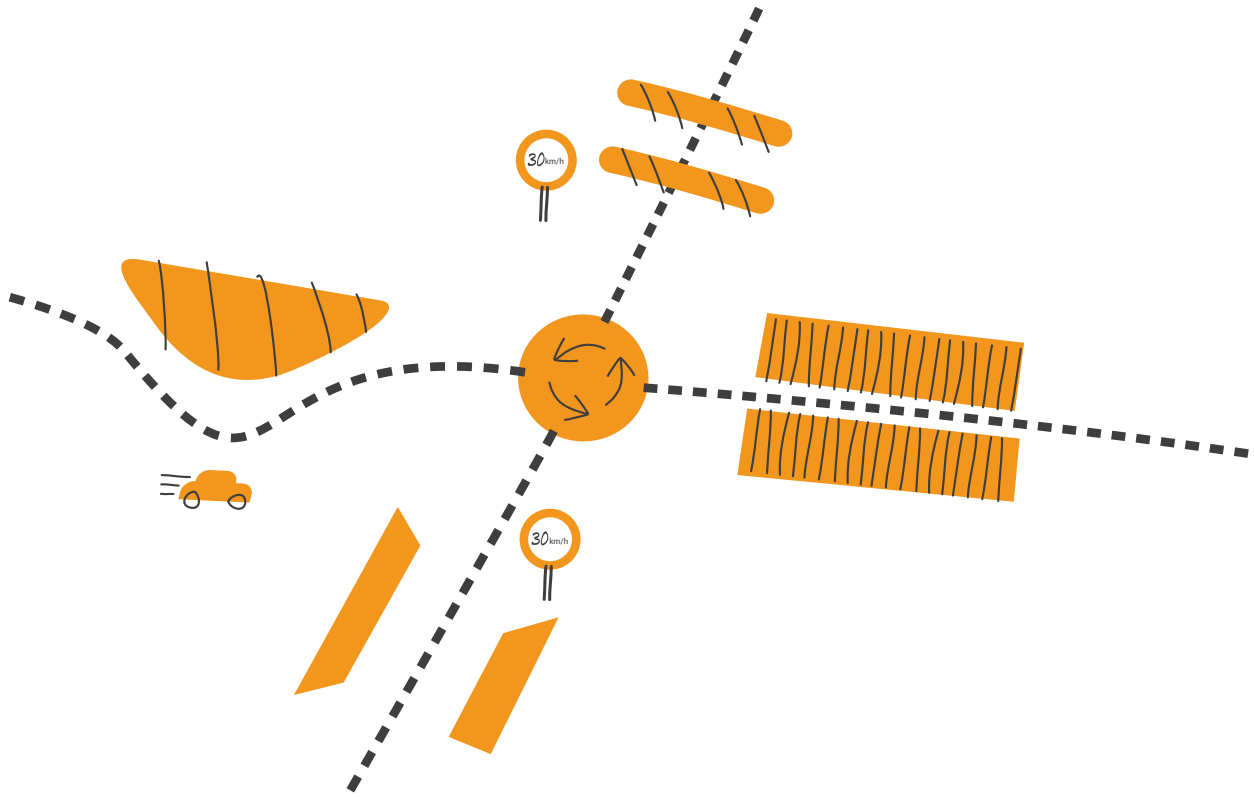
Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.7.3: **Rate of bicycle routes subject to vertical and horizontal marking for cyclists within the total bicycle routes**	RESPONSIBLE BODIES: General Directorate of Environmental Management COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, General Directorate of Infrastructure Investments	25%	-	20%	50%	100%
PI 5.7.4: **Number of annual assessments of the road construct and environmental planning activities to identify road sections on the intercity state highway network with high operational speed in areas accommodating a high number of agricultural activities, where the use of agricultural machinery (tractors, plows, harvesters, haymakers, etc.) cannot be prevented so as to allow safer use of such road sections safely by the operators of such machinery**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities, General Directorate of Agricultural Reform, Union of Chambers of Agriculture of Turkey, Agricultural Credit Cooperatives of Turkey	25%	-	1	1	1
PI 5.8.1: **Number of projects to be carried out or trainings to be delivered for coordination between municipalities with the aim to carry out activities to limit vehicle traffic, pedestrianization or to calm traffic down**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of TRT (Turkish Radio and Television)	50%	-	4	4	4

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PG 5.8.2: **Number of projects to be carried out or trainings to be delivered for coordination between municipalities with the aim to implement alternative modes of transportation in areas where vehicle traffic has been limited, in areas that have been pedestrianized or where traffic has been calmed**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, YÖK (Higher Education Board), General Directorate of Lifelong Learning	25%	-	4	4	4
PI 5.8.3: **Number of projects to be carried out or trainings to be delivered for cooperation between municipalities with the aim to carry forward efforts seeking to reduce the negative impacts of use of private cars**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, YÖK (Higher Education Board), General Directorate of TRT (Turkish Radio and Television), General Directorate of Lifelong Learning	25%	-	4	4	4
PI 5.9.1: **Number of projects to be carried out or trainings to be delivered for cooperation between municipalities with the aim to carry forward efforts seeking to encourage the use of public transportation**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, YÖK (Higher Education Board), General Directorate of TRT (Turkish Radio and Television), General Directorate of Lifelong Learning	100%	-	4	4	4

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.10.1: **Number of studies concerning the identification of needs to suit current requirements as well as other works in relation thereto with the aim to enhance the mobility of and level of comfort for persons with disabilities and those with limited mobility**	RESPONSIBLE BODIES: General Directorate of Family and Social Services COOPERATION BODIES: General Directorate of Highways, General Directorate of Health Services, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Personal Data Protection Authority, Union of Municipalities of Turkey, Municipalities	25%	-	2	2	2
PI 5.10.2: **Number of projects to be carried out or trainings to be delivered for cooperation between municipalities with the aim to construct accessible sidewalks in the urban environment for use by vulnerable and disadvantaged road users, especially the elderly, children and persons with disabilities**	RESPONSIBLE BODIES: General Directorate of Local Government, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Family and Social Services, General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Lifelong Learning, YÖK (Higher Education Board), General Directorate of TRT (Turkish Radio and Television)	25%	-	6	6	6
PI 5.10.3: **Number of projects to be carried out trainings to be delivered for cooperation between municipalities with the aim to provide sidewalks and pedestrian crossings equipped with ground markings to facilitate the movement of persons with visual disabilities, including sound alerts and buttons accessible by the elderly and children**	RESPONSIBLE BODIES: General Directorate of Local Government, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Services for the Elderly and Persons with Disabilities, Ministry of National Education, General Directorate of the Turkish National Police, General Command of the Gendarmerie, YÖK (Higher Education Board), General Directorate of TRT (Turkish Radio and Television)	25%	-	6	6	6

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.10.4: **Number of projects to be carried out trainings to be delivered for cooperation between municipalities regarding the application of guard rails on urban sidewalks**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of the Turkish National Police, General Command of the Gendarmerie	25%	-	6	6	6
PI 5.11.1: **Number of routes, where, within the scope of the *"Safe School Roads"* project, primary schools in all provinces and districts will be identified to ensure safe pedestrian access to schools for children without encountering any obstacles of traffic risks through the rendering of the physical conditions of sidewalks and pedestrian crossings accessible for children, including special signage and markings to clearly indicate that the area concerned is a *"Safe School Road"* as well as adequate lighting with a speed limit of no more than 30 km/h on each street joining such routes concerned**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Lifelong Learning, General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Basic Education, General Directorate of Infrastructure Investments, General Directorate of the Turkish National Police, General Command of the Gendarmerie	30%	-	1.003	2.006	3.009
PI 5.11.2: **Number of programs carried out to encourage and publicize "Safe Traffic Cities" practices in cities that, seeking to raise public awareness regarding traffic safety, develop transportation standards and implement projects concerning good road infrastructure as well as other road and road-environment arrangements to serve as an example to other cities**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: Transportation Services Regulation General Directorate, General Directorate of Highways, General Directorate of Provincial Administration, General Directorate of Spatial Planning	30%	-	1	1	1

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 5.11.3: **Number of "National Traffic and Journeys Survey" addressed to road users and the representatives of the transportation sector seeking to identify challenges in the national road network and to determine the effectiveness as well as advantages of newly-completed infrastructure projects**	RESPONSIBLE BODIES: General Directorate of Highways, Transportation Services Regulation General Directorate COOPERATION BODIES: TURKSTAT, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey, Drivers and Motorists Federation of Turkey, Insurance Association of Turkey	40%	-	1	1	1



Risks	• Rugged terrain and landslides causing delays in the work schedule along the main arterial roads on the N-S axis • Expropriation issues • Possible challenges regarding site allocation and permits for infrastructure facilities • Deviations in works on accident blackspots and areas with high potential of accidents • Possible delays during works for vertical/horizontal markings and guardrails • Fast pace of technological advancements • Failures in the timely delivery of such materials as various devices and the accessories thereof, spare parts, equipment"s, etc. used in transportation surveys • Staff and budget-related shortcomings encountered during fact-finding and accessibility-related efforts • Changing institutional priorities • Possible shortcomings in human resources management and discontinuities in the employment of specialized staff • Shortcomings in inter-institutional coordination and cooperation • Variations between Turkish and European road standards
Strategies	• As regards construction of roads, completion of investments in "roads and railroads linking prominent ports and other road investments along corridors accessing border crossings" as well as investments in divided roads and BHM (bituminous hot mix) applications "in sections of the road network with heavy-vehicle traffic" • Considering prioritization based on such characteristics as articulated truck (TIR) routes as per AADHVT, E-W corridors, main N-S arteries, ports, border gates and international corridors as determinants during construction works • Due diligence with national and international road traffic standards during planning, design and construction phases of infrastructure and superstructure works on urban and inter-city roads • Maximum use of ITS (traffic sensors, cameras, VMS applications, lane control markings, electronic enforcement systems, volume-sensitive traffic management systems, satellite tracking systems, smart traffic light sensor applications, etc.) in traffic management • Domestic production of technologies that support ITS, including incentives through cooperation with universities and the industry • Effective management of urban traffic by using data from camera systems, critical junctions and crossings as well as from vehicle on-board navigation systems and GPS devices and other systems collected at control centers data collection and measurements to resolve urban traffic-related problems • Dissemination of ITS (Intelligent Transportation Systems) applications on the road network for the improvement, protection and management of roads, including domestic production of ITS-compatible technologies • Dissemination of tonnage and dimensional checks for improved safety of the road network as well as for the protection of roads • Prioritization of works concerning the installation of such systems as in maintenance, repair, modernization works as well as other electronic systems such as pre-warning systems, dimensional control systems, high-speed in-motion scales in view of the current conditions in road control stations • Redressing of shortcomings identified on pedestrian crossings, including accessibility • Enhanced inter-institutional cooperation and efficiency, analyses as required following findings and practices

Findings	• In line with the target concerning the prevention of accidents, development and implementation of technological enforcement methodologies at once aligned with international standards and taking into consideration road user and vehicle characteristics • Launching of the "Safe Schools Roads" project and performance of works as required with regional directorates of the Ministry of National Education and the General Directorate of the Turkish National Police in coordination with Governors/District Governors • Inspection of compliance of traffic signage and markings with international standards, including urban roads • Deviations from targets in the event of failures in appropriate budgeting for works specified in the investment program • Shortcomings in processes due to unavailability of sufficient number of experienced staff • Shortcomings in the provision of horizontal markings on state and provincial roads due to adverse weather conditions • Delays due to legal processes during expropriation • Building of a total of 3000 km of bicycle roads in line with the target of "greener and loveable cities" included in the Presidential Action Plan, seeking to reduce the impact of air pollution from traffic, protect physical and mental health, improve quality of life, raise awareness on the protection of environment as well as to improve urban esthetics • Provision of financial support to bicycle road construction projects by local administrations by the Ministry of Environment and Urbanization • Rapid (daily) increase in the number of drivers and vehicles • Insufficiency of trainings provided to help flourish a traffic culture • Variations in speed limits applicable on similar roads of the nation
Needs	• Ensuring a balance between the targets and budgetary resources • Prioritization of coordination with stakeholders • Improving institutional capacity • Placing importance on prioritization efforts • Efforts to remedy shortcomings in the provision of materials • Ensuring continuity in the employment of specialized staff • Prioritization of institutional priorities in policy papers, strategic and action plans • Compliance with international standards of traffic-related bodies, tools and equipment used and of human resources • Compliance with international standards of traffic-related bodies, tools and equipment used and of human resources • Legislative changes as required

3. Vehicles

Vehicles adequately fitted with safety features *"...do not only reduce the risk of involvement in crashes but also, at the same time, provides maximum protection for both the passengers and other counterparts in the event of a traffic accident."*

Most frequently used safety measures in vehicle technologies such as airbags and safety belts are so designed as to protect passengers from the destructive power of an impact as well as from serious trauma.

Thanks to current vehicle technologies, vehicles, today, are fitted with safety systems/technologies developed, first, to prevent accidents. Fast technological advancements also have an impact on the development of vehicle safety systems, not to mention the diversified options available for consumers.

Inspection of road-worthiness of vehicles is yet another pillar of vehicle safety. The natural methodology of vehicle safety inspections is to have specialized staff to conduct such inspections. The necessity was observed to improve periodical technical inspections of vehicles within the scope of good international practices.

As part of technological advancements, there is also need for updating vehicle-safety standards within the framework of international legislation. Not only standards, but also the road infrastructure shall be also modernized as a system in line with the advancements in vehicle technologies as well as in ways to keep up pace with such technologies.

Within the scope of applicable international conventions (Customs Union and the Geneva Convention of 1958), the legislation concerning type approval of new vehicles for the market is harmonized with the technical legislation of the EU and the UN/European Economic Commission (EEC), and published accordingly.

Within this context, the EU Directive EU/2019/2144 concerning advanced safety systems for the protection of safety of life and property on roads in alignment with the latest technologies, and to reduce the number of crashes ending in death and injuries, which shall be compulsory for new vehicles for the market, was published on the date of 14/5/2020. From specified dates onwards, presence of advanced safety systems such as the following shall be mandated by the said Directive:

- Advanced emergency (automatic) braking systems,
- Emergency lane assistance systems,
- Driver fatigue and attention warning systems,
- Emergency brakes for pedestrians and cyclists,
- Impact warning systems for pedestrians and cyclists,
- Advanced driver attention warning system,
- Blind spot information systems,
- Incident data recorder systems,
- Intelligent speed assistance systems,
- Ease of installation for alcohol interlock systems,
- Lateral impact protection (in addition to front/rear impacts),
- and reverse maneuver sensory systems.

Safe vehicles play a vital role in preventing accidents and the possibility of serious injuries. The EU and the UN both determine safety standards for vehicles and provide a legal framework for voluntary reference by member states. The possibility for these vehicles that meet the standards concerned to get involved in traffic accidents as well as the possibility of serious injuries in such crashes is less.

In short, against the global backdrop of increased production and use of motor vehicles, focusing on vehicle safety entails novel technological opportunities concerning the reduction of both traffic accidents and the impacts thereof. Developing and implementing vehicle safety regulations have proven to curb, also, economic costs in addition to death and injuries in traffic accidents.

Objective	**A.6. Araç Güvenliğinin Güçlendirilmesi Suretiyle Trafik Güvenliğine Katkı Sunulması**
Target-1	**H.6.1.** Güvenli araç yaklaşımı ile kullanıcı hatalarından bağımsız olarak kazaların önlenmesi, yolcular, yayalar ve bisikletliler dâhil olmak üzere tüm karayolu kullanıcılarının korunmasını sağlamak için piyasaya arz edilecek yeni araçların gelişmiş güvenlik sistemleri/teknolojileri ile donatılmasına yönelik uluslararası tip onay mevzuatının eş zamanlı olarak yürürlüğe konulması
Target-2	**H.6.2.** Piyasa gözetimi ve denetimi faaliyetlerinin etkin olarak gerçekleştirilmesi
Target-3	**H.6.3.** Tescil kaydı bulunan tüm araçların muayeneye tabi tutulması
Target-4	**H.6.4.** Toplu taşıma araçlarında güvenlik sistemlerinin kullanımının artırılması
Target-5	**H.6.5.** Şehirlerarası yolcu taşımacılığı yapan araçların güvenlik düzeyinin artırılması
Target-6	**H.6.6.** Karayolunu kullanan traktörlerin ve diğer tarım alet ve makinelerinin standartlara uygunluğunun ve karayolunu azami güvenlikli olarak kullanmalarının sağlanması
Table of Responsible and Cooperation Bodies related to Targets and Performance Indicators	1. Presidency of the Republic of Turkey • General Directorate of TRT (Turkish Radio and Television) 2. Ministry of Environment and Urbanization • General Directorate of Local Governments 3. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 4. Ministry of Treasury and Finance • Revenue Administration • Insurance and Private Pension Regulatory and Supervisory Authority 5. Ministry of Culture and Tourism • Radio and Television Supreme Council 6. Ministry of Industry and Technology • General Directorate of Metering and Industrial Products Safety • General Directorate of Industry • Turkish Standards Institute 7. Ministry of Agriculture and Forestry • Department of Training and Publications • General Directorate of Agricultural Reform 8. Ministry of Transportation and Infrastructure • General Directorate of Highways • Transportation Services Regulation General Directorate 9. Municipalities 10. Federation of Bus Operators 11. Union of Municipalities of Turkey 12. Notaries Union of Turkey 13. Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey 14. Insurance Association of Turkey 15. Drivers and Motorists Federation of Turkey 16. Agricultural Credit Cooperatives of Turkey 17. Union of Agricultural Chambers of Turkey 18. TÜVTÜRK

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 6.1.1: Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Driver Fatigue and Attention Warning Systems" in a way to ensure such legislation is ratified simultaneously	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%
PI 6.1.2: Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Blind spot Information Systems" in a way to ensure such legislation is ratified simultaneously	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%
PI 6.1.3: Rate of completion of works concerning the identification of vehicles, including their compliance with applicable legislation, that must be fitted with "Fire Detection and Extinguisher Systems" within the scope of the provisions of the Regulation on Vehicle Production, Modification and Assemblies and the Regulation on the Type Approval of Motor Vehicles and the Trailers Thereof	RESPONSIBLE BODIES: General Directorate of Industry, Transportation Services Regulation General Directorate COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%
PI 6.1.4: Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new light service vehicles with the "Emergency Lane Assistance Systems" in a way to ensure such legislation is ratified simultaneously	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 6.1.5: **Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new light service vehicles with the "Emergency Brake Systems" in a way to ensure such legislation is ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%
PI 6.1.6: **Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Advanced Emergency Brake Systems" in a way to ensure such legislation is ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%
PI 6.1.7: **Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Advanced Driver fatigue and Attention Warning Systems" in a way to ensure such legislation is ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%
PI 6.1.8: **Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Intelligent Speed assistance Systems" in a way to ensure such legislation is ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%
PI 6.1.9: **Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Reverse Maneuver Detection Systems" in a way to ensure such legislation is ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 6.1.10: **Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Advanced Safety-belt Alert Systems" in a way to ensure such legislation is ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	5%	-	75%	100%	100%
PI 6.1.11: **Rate of completion of works concerning enactment of applicable legislation regarding the replication of the requirement concerning the use of winter tires in heavy vehicles during the winter for other light vehicles**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: Transportation Services Regulation General Directorate	5%	-	50%	100%	-
PI 6.1.12: **Number of training activities carried out for prior information of the public regarding the adoption of the behavior to use winter tires during the winter in other lighter vehicles, which is a mandate for heavy vehicles**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate, General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Insurance Association of Turkey, General Directorate of TRT (Turkish Radio and Television)	5%	-	1	1	1
PI 6.1.13: **Rate of completion of works concerning the publication of the international type approval legislation concerning the standardization of advanced on-board systems for all domestic and imported vehicles, which shall be ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Turkish Standards Institute	10%	50%	75%	100%	100%
PI 6.1.14: **Rate of completion of works concerning the introduction of incentivizing tax advantages for advanced on-boards systems**	RESPONSIBLE BODIES: Insurance Association of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Insurance and Private Pension Regulatory and Supervisory Authority	10%	-	30%	50%	100%

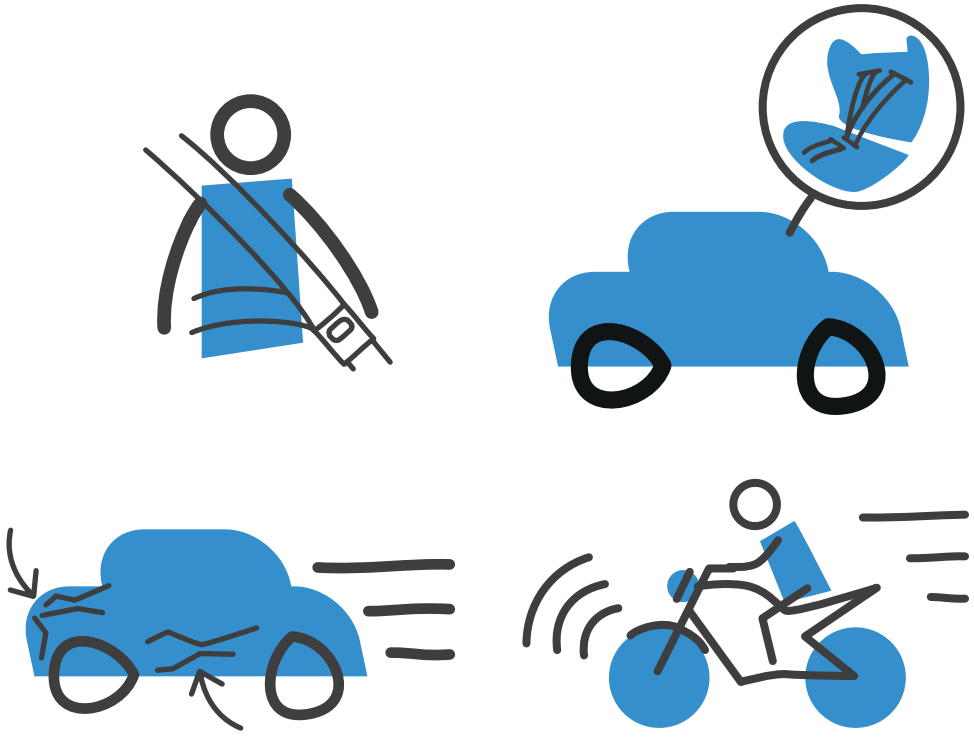
Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 6.1.15: **Rate of completion of works concerning the scrappage program regarding the scrappage of vehicles of certain model year and during the purchasing of vehicles fitted with on-board safety systems**	RESPONSIBLE BODIES: Insurance Association of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Insurance and Private Pension Regulatory and Supervisory Authority	10%	-	30%	50%	100%
PI 6.1.16: **Number of public spots seeking to showcase the life-saving role of advanced on-board safety systems**	RESPONSIBLE BODIES: Insurance and Private Pension Regulatory and Supervisory Authority COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	2	2	2
PI 6.2.1: **Number of vehicles and parts subject to market supervision and oversight**	RESPONSIBLE BODIES: General Directorate of Metering and Industrial Products Safety COOPERATION BODIES: Turkish Standards Institute	50%	1.400	1.400	1.500	1.600
PI 6.2.2: **Number of documents prepared for market surveillance and enforcement**	RESPONSIBLE BODIES: General Directorate of Metering and Industrial Products Safety COOPERATION BODIES: Turkish Standards Institute	50%	10	10	12	12
PI 6.3.1: **Number of studies to be carried out by the working group coordinated by the responsible unit concerning the re-evaluation of the periodical inspection times and other measures as required from a traffic safety perspective**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Revenue Administration, General Directorate of Highways, TÜVTÜRK	25%	-	1	1	1
PI 6.3.2: **Number of notices inviting those that have delayed their inspection by 12 months or more to visit the inspection station where they are registered at for an appointment following a scrutiny of all such vehicles through the registration system**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: TÜVTÜRK	25%	-	12	12	12

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 6.3.3: **Rate of completion of/ compliance with the amendment on the "Vehicle Inspection Regulation on the Commissioning and Operation of Vehicle Inspection Stations" with the aim to ensure that road worthiness of vehicles cruising on a certain route can be inspected at Mobile Inspection Stations**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: TÜVTÜRK	25%	-	100%	-	-
PI 6.3.4: **Number of "Mobile Inspection Stations" to carry out road-fitness inspection of vehicles on a certain route for purposes of traffic safety**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: TÜVTÜRK	25%	-	-	81	162
PI 6.4.1: **Number of countries studied as good examples of during and post-marketing inspection conditions applicable for public transport vehicles**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of Metering and Industrial Products Safety, TÜVTÜRK	25%	-	2	2	2
PI 6.4.2: **Number of studies coordinated by the responsible unit carried out with the aim to improve safety features of all vehicles used in the provision of public transportation services**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COORDINATION BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, TÜVTÜRK	25%	-	2	4	6
PI 6.4.3: **Amendment of the legislation to provide for the availability of child-seats/risers and safety belts for children, where commercial taxis shall provide at least 1 piece of such fixtures and other vehicles providing inter-city transportation services shall keep such fixtures in numbers corresponding to the 1/10 of the total number of seats available**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of Metering and Industrial Products Safety, General Directorate of Industry, TÜVTÜRK	25%	-	100%	-	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 6.4.4: **Amendment of the legislation to provide for the use of camera systems in all vehicles providing urban as well as inter-city transportation services, whereby such systems shall. be positioned to see the driver as well as the section of the road in the direction the vehicle is headed during the activity of such vehicles**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of Metering and Industrial Products Safety, General Directorate of Industry, TÜVTÜRK	25%	-	100%	-	-
PI 6.5.1: **Number of studies carried out to increase the use of safety belts on inter-city passenger buses**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Radio and Television Supreme Council, Drivers and Motorists Federation of Turkey, Notaries Union of Turkey, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey, Federation of Bus Operators	100%	-	2	2	2
PI 6.6.1: **Rate of increase in the amount of information efforts carried out in areas of agricultural production and transportation with the aim to reduce the number of tractors to have failed the initial inspection due to unsafety and major deficiencies**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Local Governments, Transportation Services Regulation General Directorate, Department of Training and Publications, General Directorate of Agricultural Reform, Union of Chambers of Agriculture of Turkey, Agricultural Credit Cooperatives of Turkey, Radio and Television Supreme Council, General Directorate of TRT (Turkish Radio and Television), Union of Municipalities of Turkey, TÜVTÜRK	50%	-	20%	30%	50%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 6.6.2: **Per-annum rate of tractors to fail the initial inspection due to unsafety and major deficiencies, which have been inspected with the aim to reduce the number of such fails**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: BODIES: Department of Training and Publications, Presidency General Directorate of Agricultural Reform, Union of Agricultural Chambers of Turkey, Agricultural Credit Cooperatives of Turkey, TÜVTÜRK	50%	-	50%	30%	20%
Risks	• High number of vehicles and components during marketing that do not comply with technical specifications • Lack of a database accommodating updated and accurate vehicle registration data as well as contact information of vehicle owners • Lack of capacity to provide sufficient number of staff for spot checks • Time needed to accustom citizens to use vehicle safety systems • Shortcomings in inter-institutional coordination and cooperation • Lack of capabilities to test post-production technical assemblies on vehicles for due operability • Lack in Turkey of test and inspection capabilities for all types of vehicles and components • Climatic variations between the provinces • Challenges in enforcement, failure of stakeholder bodies to perform their responsibilities as expected					
Strategies	• Work towards the development of national test and inspection capabilities • Strengthen institutional capacity through enhancing the capacities of inspection staff • Enhance vehicle safety systems through heightened standards • Safer urban travel of passengers • Prevention of possible accidents by way of detection of fatigue • Regarding the examination of data collected during tachometer inspections performed by traffic staff, provision of the required technical software and hardware to facilitate such inspections without incurring losses in labor and time • Enactment of the international type approval legislation published in relation with advanced on-board safety systems/technologies in integration and simultaneously with the European Union and the United Nations • Coordinated work with stakeholder institutions					

Findings	• Number of marketed vehicles and components increasing daily • Ensure production of vehicles and components in observance of respective technical specifications • Control of technical components later fitted on already-in-use vehicles • Citizens" reasons for using public transport for urban mobility; refraining from seat-belt provision to ensure quickest travel to destination and inadequate take-up of quality standards and safety measures by some operators • Fatigue and lack of sleep as the chief causes of accidents by drivers of vehicles of public transport • Buses catching fire • More emphasis on prevention of human failure at the origin and the safe vehicles approach to prevent emergence of such failures • Mandatory use in time of the currently optional advanced active and passive safety systems for all new vehicles • Vehicles used for transporting goods and passengers in harsh winter zones creating risk of accidents due to inappropriate use of tires
Needs	• Revision of domestic testing and inspection capabilities • Campaigns to inform drivers and the general public • Accuracy and reliability of data on vehicles of public transport • Mandate also to cover bus drivers • Vehicle inspections also to cover components • Ensuring continuity and efficiency of enforcements • Raising public awareness including Ministries and other bodies concerning the enactment of the international type approval legislation published in relation with advanced on-board safety systems/technologies in integration and simultaneously with the European Union and the United Nations • Carry out works to ensure that use of winter tires is mandatory for all vehicles



4. Trainings, Information Efforts and Campaigns Towards Road Users

Since training is defined as a process whereby to change human behavior as intended, training people to display behavior expected for traffic safety has become even more important. Such training is carried out through both formal and informal education bodies as well as driver training courses.

Road user behavior is one of the critical reasons behind road accidents. Road user behavior is determined by their previous and current training as well as their past travel experiences. Traffic does not concern only the drivers, pedestrians, passengers, cyclists and riders that we define as types of road users but also children, our future, the teachers who raise them, scholars, traffic law enforcers and engineers to design and construct road transport infrastructures and policy makers -i.e., the entire society.

"A sustainable, human-focused traffic training comprising of all types of road users can be defined as one of the most effective instruments to reduce traffic accidents."

Earlier any individual has been equipped with traffic awareness and responsibility, the more effective the result. Children trained on traffic at early ages not only can protect themselves in the current traffic environment but as drivers and pedestrians of the future, they shall also form the core of the adult society cognizant of their responsibilities.

Starting from pre-school period, traffic and road safety training shall be lifelong (for drivers, pedestrians and passengers) for all road users. A lifelong education and training policy would help road users understand the importance of road safety as well as certain measures.

By the General Directorate of the Turkish National Police and the General Command of the Gendarmerie under the Ministry of Interior "Traffic Investigators, Red Whistle for Violating Drivers, Tunnel of Life, Pedestrians First, Good Day at School Mr. Driver, Mobile Traffic Training Truck, Mobile Traffic Training Vehicle and similar traffic safety training activities and projects continue to be provided for road users, especially for the children and the youth, which can be expressed by thousands.

7. Objective	**O.7 Contribute to Road Traffic Safety Through Formal and Informal Education, Information Activities and Campaigns**
Target-1	**T.7.1.** Elevation of the process of licensing of drivers, including training and certification, to the level of EU standards through candidate drivers experienced thanks to the use of technologies
Target-2	**T.7.2.** Increased level of knowledge and awareness of drivers regarding legislation, infrastructure and technological advancements through refresher trainings
Target-3	**T.7.3.** Carry out activities to inform drivers about traffic safety and traffic rules
Target-4	**T.7.4.** Provision of traffic safety training to drivers in a way to cover Occupational Health and Safety
Target-5	**T.7.5.** Revision of SRC training and testing methodologies, elevation of vocational education and training standards in ways to contribute to traffic safety
Target-6	**T.7.6.** Standardize traffic education in pre-school establishments, with quantitative as well as qualitative enhancements for nationwide dissemination
Target-7	**T.7.7.** Improvement and standardization of traffic education in primary and secondary education, including traffic games and use of simulators to support the training process in addition to theory
Target-8	**T.7.8.** Raise awareness on traffic safety during education and training processes in primary and secondary education
Target-9	**T.7.9.** Raising specialist traffic teachers
Target-10	**T.7.10.** Increase the number of researches on traffic safety by universities, jointly develop digital-based training materials for use in primary and secondary education

Target-11	**T.7.11.** Carry out activities to raise traffic safety awareness of children and adults
Target-12	**T.7.12.** Building and commissioning of traffic training parks for children nationwide, with the aim to educate and train the children and the youth on traffic safety and traffic rules
Target-13	**T.7.13.** Raise awareness of the rest of the society concerning the traffic safety of the elderly and persons with disabilities
Target-14	**T.7.14.** Traffic safety training of mandatory conscripts
Target-15	**T.7.15.** Carry out information activities using mass communication tools in many walks of life
Target-16	**T.7.16.** Carry out public information campaigns targeting masses of people through informal education and training
Target-17	**T.7.17.** Traffic safety campaigns and impact analyses planned annually, with the support of professional bodies
Target-18	**T.7.18.** Public information on traffic safety through traffic training for family members with the aim to raise further awareness on traffic safety
Target-19	**T.7.19.** Ensure more frequent health checks and training for drivers in the risk group
Target-20	**T.7.20.** Contribute to traffic safety by making transportation more efficient and comfortable through sharing instant data (traffic, public transport, weather, social events, etc.) with the passengers waiting at the stations or traveling in the bus
Table of Responsible and Cooperation Bodies related to Targets and Performance Indicators	1. Presidency of the Republic of Turkey • Presidency of Religious Affairs • General Directorate of TRT (Turkish Radio and Television) 2. Ministry of Family, Labor and Social Services • General Directorate of Family and Social Services • General Directorate of Child Services • General Directorate of Services for the Elderly and Persons with Disabilities • General Directorate of Occupational Health and Safety • Vocational Qualifications Authority • Department of Guidance and Inspections 3. Ministry of Environment and Urbanization • General Directorate of Local Governments 4. Ministry of Youth and Sports • General Directorate of Sports Services 5. Ministry of Treasury and Finance • Insurance and Private Pension Regulatory and Supervisory Authority • TURKSTAT 6. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • General Directorate of Provincial Administration • General Directorate of Demographics and Civil Affairs • General Directorate of Civil Society Relations 7. Ministry of Culture and Tourism • Radio and Television Supreme Council • General Directorate of Cinemas 8. Ministry of National Education • General Directorate of Lifelong Learning • General Directorate of Support Services • General Directorate of Vocational and Technical Education and Training • Secondary Education General Directorate • General Directorate of Teacher Training and Development • General Directorate of Private Education Institutions • Board of Education • General Directorate of Primary Education • General Directorate of Innovation and Education Technologies

Table of Responsible and Cooperation Bodies related to Targets and Performance Indicators	9. Ministry of National Defense • General Directorate of Personnel Services 10. The Ministry of Health • General Directorate of Public Health • General Directorate of Health Services 11. Ministry of Agriculture and Forestry • Department of Training and Publications 12. Ministry of Transportation and Infrastructure • Information and Communication Technologies Authority • General Directorate of Highways • Transportation Services Regulation General Directorate 13. Municipalities 14. World Health Organization Turkey Office 15. Insurance Information and Supervision Center 16. Confederation of Driver Trainers 17. Union of Municipalities of Turkey 18. Notaries Union of Turkey 19. Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey 20. Insurance Association of Turkey 21. Drivers and Motorists Federation of Turkey 22. YÖK (Higher Education Board)

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.1.1: **Rate of completion of regulatory work concerning the improvement of hazard perception capabilities of candidate drivers (visionary driving skills), including due testing**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	15%	-	-	50%	100%
PI 7.1.2: **Rate of completion of works concerning gaining of experience in diverse road conditions (urban, inter-city, wet, snowy, icy roads, etc.) during practical driver training, testing of drivers on routes other than those used for practice as well as the rate of completion of other works to test such acquisitions**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: General Directorate of Highways, Municipalities	15%	-	50%	100%	-
PI 7.1.3: **Number of provinces (starting with metropolises) where fully-equipped traffic training circuits have been commissioned with the aim to elevate the standards as well as the quality of driver training and the practical areas for advanced driver trainings**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Municipalities, General Directorate of Provincial Administration, General Directorate of Local Governments	15%	-	20	20	41

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.1.4: **Rate of completion of regulatory works concerning the performance of practical training and tests in different times of the day (night and day)**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Board of Education	15%	-	50%	100%	-
PI 7.1.5: **Amount of increase in the number of trainers in line with the modifications in the driving system**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Board of Education, General Directorate of Teacher Training and Development	10%	-	20%	30%	50%
PI 7.1.6: **Rate of completion of works concerning the examination and implementation of other country practices on driver training**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Board of Education, General Directorate of Civil Registration	10%	-	25%	50%	100%
PI 7.1.7: **Rate of completion of works to modify the training curriculum for various types of driver's licenses**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Board of Education, General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	50%	75%	100%
PI 7.1.8: **Number of updates on the training curriculum applied in Motor Vehicle Driver Training Courses with the aim to inform candidate drivers using annual data on the number of violations leading to road accidents in Turkey as well as other data concerning traffic rules mostly-violated by drivers, which shall be drained from respective bodies**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: General Directorate of Communications, TURKSTAT	10%	-	1	1	1
PI 7.2.1: **Rate of completion of works concerning the determination of procedures and principles for refresher trainings for drivers transporting goods and passengers commercially**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions Transportation Services Regulation General Directorate COOPERATION BODIES: Board of Education,	25%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.2.2: **Number of drivers with refresher training within the total number of all drivers in training**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Drivers and Motorists Federation of Turkey, General Directorate of Demographics and Civil Affairs Confederation of Driver Trainers Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	25%	-	-	-	50%
PI 7.2.3: **Rate of completion of legislative modifications concerning mandatory training for drivers of vehicles to have been involved in traffic accidents by means of a violation in the past five years with the aim to minimize traffic accidents in Turkey, hence reduce death and injuries**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions, General Directorate of the Turkish National Police COOPERATION BODIES: Insurance Information and Monitoring Center, Insurance and Private Pension Regulatory and Supervisory Authority, General Command of the Gendarmerie	25%	-	100%	-	-
PI 7.2.4: **Number of drivers of vehicles to have been involved in traffic accidents by means of a violation in the past five years, who have been trained annually with the aim to minimize traffic accidents in Turkey, hence reduce death and injuries**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Insurance Information and Monitoring Center, Insurance and Private Pension Regulatory and Supervisory Authority, General Directorate of the Turkish National Police, General Command of the Gendarmerie	25%	3.500	5.000	10.000	15.000
PI 7.3.1: **Number of public surveys conducted concerning the determination of topics to include in the curriculum, which the drivers could need**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Drivers and Motorists Federation of Turkey, Board of Education, General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, YÖK (Higher Education Board), Confederation of Driver Trainers, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	25%	-	2	2	2

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.3.2: **Number of materials (booklets, brochures, fliers, etc.) on various topics to inform drivers**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: Drivers and Motorists Federation of Turkey, Board of Education, General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie, YÖK (Higher Education Board), Confederation of Driver Trainers, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	25%	-	5	5	5
PI 7.3.3: **Number of initiatives concerning the airing of a radio broadcast called "Traffic Time" as an initiative of the Police Radio, which shall be aired during rush hours with the aim to inform drivers and the general public on regional/local traffic volume as well as recent developments concerning traffic in Turkey**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of TRT (Turkish Radio and Television), General Command of the Gendarmerie	25%	-	50%	100%	100%
PI 7.3.4: **Number of works concerning public information during official holidays with heavy traffic (SMS, khutbahs, messages using digital navigation systems, etc.) carried out in coordination with other bodies with the aim to ensure traffic safety**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Presidency of Religious Affairs, Information and Communication Technologies Authority General Directorate of TRT (Turkish Radio and Television)	25%	4	6	8	10

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.4.1: **The amount of increase in the number of drivers trained in Occupational Health and Safety within the scope of in-service training (compared to 2021)**	RESPONSIBLE BODIES: Ministry of National Education General Directorate of Support Services Vocational Qualifications Authority COOPERATION BODIES: General Directorate of Private Education Institutions, Insurance Association of Turkey, Insurance and Private Pension Regulatory and Supervisory Authority General Directorate of Lifelong Learning, Counselling and Inspection Department, General Directorate of Occupational Health and Safety	100%	-	-	20%	50%
PI 7.5.1: **Rate of completion of works concerning the update and upgrade of SRC Training standards and testing methodology to the level of international standards**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate Vocational Qualifications Authority COOPERATION BODIES: General Directorate of Lifelong Learning, General Directorate of Private Education Institutions, General Directorate of the Turkish National Police, General Command of the Gendarmerie	50%	-	30%	70%	100%
PI 7.5.2: **Rate of refresher trainings for holders of vocational qualification certificates per the Regulation on Vocational Qualifications, tests and Certification**	RESPONSIBLE BODIES: Vocational Qualifications Authority, General Directorate of Vocational and Technical Education and Training COOPERATION BODIES: General Directorate of Private Education Institutions, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey, YÖK (Higher Education Board)	50%	-	20%	20%	20%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.6.1: **Rate of completion of works (curricula, course materials, training of trainers, etc.) to ensure that traffic trainings in all pre-school establishments in Turkey are delivered in line with certain plans and programs**	RESPONSIBLE BODIES: General Directorate of Basic Education COOPERATION BODIES: General Directorate of Family and Social Services, Board of Education	25%	-	50%	100%	-
PI 7.6.2: **Rate of trainings launched following the distribution of education and training materials (traffic safety coloring books, drama practices, games, sample cases, cartoons, etc.) to all schools involved for use in traffic classes in pre-school establishments**	RESPONSIBLE BODIES: General Directorate of Basic Education COOPERATION BODIES: General Directorate of Family and Social Services, Board of Education, Presidency General Directorate of Child Services	25%	-	-	-	100%
PI 7.6.3: **Rate of completion and realization of works concerning the provision of traffic classes and traffic billboards/corners in all pre-school education bodies with the aim to ensure fun-learning for children**	RESPONSIBLE BODIES: General Directorate of Basic Education COOPERATION BODIES: General Directorate of Family and Social Services, General Directorate of Child Services	50%	-	50%	100%	-
PI 7.7.1: **Number of awareness campaigns to encourage and promote the use of reflective color-coded materials (school bags, caps, sweaters, stickers, etc.), including awareness raising, to ensure further visibility of students to and from the school**	RESPONSIBLE BODIES: General Directorate of Family and Social Services, General Directorate of Secondary Education, General Directorate of Child Services COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities, Radio and Television Supreme Council, General Directorate for Civil Society Relations	20%	-	2	2	2

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.7.2: **Rate of completion of works to realize the projects "Traffic Patrol" and "Safe School Roads for Children" to ensure safe passage for all children to their school through the shortest route, including training of school crossing supervisors**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways	20%	-	50%	100%	-
PI 7.7.3: **Number of in-service programs prepared for Traffic Safety teachers**	RESPONSIBLE BODIES: General Directorate of Basic Education, General Directorate of Teacher Training and Development COOPERATION BODIES: General Directorate of Private Education Institutions, Board of Education	20%	-	-	2	2
PI 7.7.4: **Rate of completion of works needed (coursebooks, materials needed for the training of trainers, other educational materials, etc.) for the mandatory delivery of at least 1 hour of traffic safety courses in all primary and secondary education institutions**	RESPONSIBLE BODIES: General Directorate of Basic Education, General Directorate of Secondary Education, Board of Education, General Directorate of Teacher Training and Development COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	50%	100%	-
PI 7.7.5: **Rate of completion of works concerning the delivery of practical trainings supported by simulators for a sufficient number of practical traffic topics for all age groups from each province with the aim to benefit students of Primary and Secondary Education Institutions**	RESPONSIBLE BODIES: General Directorate of Basic Education, General Directorate of Secondary Education COOPERATION BODIES: General Directorate of Provincial Administration, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	20%	-	25%	50%	100%
PI 7.8.1: **Number of traffic quiz shows between schools as part of the Traffic Safety Days and Traffic Safety Weeks at provinces**	RESPONSIBLE BODIES: General Directorate of Secondary Education, General Directorate of Basic Education COOPERATION BODIES: General Directorate of Vocational and Technical Education and Training	25%	-	81	81	81

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.8.2: **Rate of completion of the project seeking to deliver cycling techniques training to all students as part of PT classes in primary schools from a professional perspective with the ultimate goal to ensure that all children embrace traffic safety, to raise awareness on all vulnerable road users and most importantly cyclists, to ensure that children knowingly and willingly take up sports activities as well as to provide children with the opportunity to learn to ride safely**	RESPONSIBLE BODIES: General Directorate of Basic Education COOPERATION BODIES: Board of Education	25%	-	25%	50%	100%
PI 7.8.3: **Number of Traffic Safety questions in the YGS (Transition to Higher Education Exam)**	RESPONSIBLE BODIES: YÖK (Higher Education Board) COOPERATION BODIES: General Directorate of Private Education Institutions, Board of Education	25%	-	2	2	2
PI 7.8.4: **Number of Traffic Safety seminars organized annually in secondary and high schools coordinated by Provincial Directorates of the Ministry of National Education**	RESPONSIBLE BODIES: General Directorate of Secondary Education COOPERATION BODIES: General Directorate of Vocational and Technical Education and Training General Directorate of Innovation and Education Technologies	25%	-	2	2	2
PI 7.9.1: **Rate of completion of works needed for the establishment of an undergraduate "Traffic Teaching" department to train theoretical and practical teachers at primary and secondary schools as well as MVDCs (Motor Vehicle Driver Courses)**	RESPONSIBLE BODIES: YÖK (Higher Education Board), General Directorate of Teacher Training and Development COOPERATION BODIES: General Directorate of Private Education Institutions, General Directorate of Secondary Education, General Directorate of Basic Education, Board of Education	50%	-	30%	70%	100%
PI 7.9.2: **Rate of completion of works concerning the development and delivery of the Traffic safety module for Grades 3 and 4 of faculties of education until other Traffic Teaching initiatives have been completed**	RESPONSIBLE BODIES: YÖK (Higher Education Board) COOPERATION BODIES: Board of Education, General Directorate of Secondary Education	50%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.10.1: **Number of Traffic Safety award competitions for universities with the aim to develop virtual reality-based training materials**	RESPONSIBLE BODIES: YÖK (Higher Education Board) COOPERATION BODIES: Board of Education	20%	-	1	1	1
PI 7.10.2: **Number of activities (exhibitions, fairs, interviews, conferences, panel discussions, symposia, etc.) held in universities annually**	RESPONSIBLE BODIES: YÖK (Higher Education Board) COOPERATION BODIES: General Directorate of Vocational and Technical Education and Training General Directorate of Innovation and Education Technologies	20%	-	2	2	2
PI 7.10.3: **Number of per-semester trainers trained at the Traffic Institute of the Police Academy**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie, YÖK (Higher Education Board)	10%	4	2	2	2
PI 7.10.4: **Annual number of research and studies performed at the Traffic Institute under the Police Academy**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie, YÖK (Higher Education Board)	10%	5	13	13	13
PI 7.10.5: **Annual number of academic consultancies by the Traffic Institute under the Police Academy**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: YÖK (Higher Education Board)	10%	17	20	20	20
PI 7.10.6: **Number of national and international scientific meetings and seminars with the participation of scholars from the respective departments of universities with the aim to contribute to traffic safety efforts by the Traffic Institute under the Police Academy**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie, YÖK (Higher Education Board) Presidency, World Health Organization Turkey Office, Transportation Services Regulation General Directorate	10%	-	2	2	2

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.10.7: **Number of courses and certificate programs organized annually with the aim to contribute to traffic safety efforts by the Traffic Institute under the Police Academy including specialization and management capacity in traffic and transportation safety of respective staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie, YÖK (Higher Education Board) Presidency, World Health Organization Turkey Office, Transportation Services Regulation General Directorate	20%	-	5	5	5
PI 7.11.1: **Number of traffic safety-related competitions (cartoon, paintings, slogans, etc.) organized in all Ministry of National Education-affiliated schools**	RESPONSIBLE BODIES: General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Primary Education COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	100%	-	3	3	3
PI 7.12.1: **Number of "Traffic Training Parks for Children" constructed**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, General Directorate of Provincial Administration, General Directorate of Basic Education COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	30%	5	15	20	25
PI 7.12.2: **Number of "Traffic Training Parks for Children" renovated**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of Local Governments, General Directorate of Basic Education, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	30%	47	5	10	15

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.12.3: **Number of primary and secondary school students having received theoretical and practical training on traffic rules at "Mobile Traffic Training Trucks" with the aim of raising awareness on traffic safety**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Basic Education, General Directorate of Secondary Education	40%	13.000	17.000	20.000	25.000
PI 7.13.1: **Number of documents (brochures, fliers, etc.) handed out to drivers and candidate drivers to raise awareness on persons with limited access such as persons with disabilities, the elderly and the children**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	750.000	1.000.000	1.500.000
PI 7.13.2: **Number of short films and public spots prepared for publication on the social media with the aim to raise awareness on Traffic Accessibility**	RESPONSIBLE BODIES: General Directorate of Local Governments, General Directorate of Highways, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Primary Education	20%	-	4	4	4
PI 7.13.3: **Number of Traffic Accessibility campaigns**	RESPONSIBLE BODIES: General Directorate of Local Governments, General Directorate of Highways, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Primary Education	20%	-	1	1	1

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.13.4: **Rate of completion of traffic safety trainings delivered at official/private homes for the elderly and care centers for persons with disabilities**	RESPONSIBLE BODIES: General Directorate of Services for the Elderly and Persons with Disabilities COOPERATION BODIES: General Directorate of Lifelong Learning, General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	50%	70%	100%
PI 7.13.5: **Number of public spots prepared for and broadcast on TV/radio with the aim to raise public awareness regarding the challenges encountered by persons with disabilities and other persons with limited mobility**	RESPONSIBLE BODIES: General Directorate of Services for the Elderly and Persons with Disabilities COOPERATION BODIES: Radio and Television Supreme Council, General Directorate of TRT (Turkish Radio and Television), General Directorate of Private Education Institutions	20%	-	4	4	4
PI 7.14.1: **Rate of completion of traffic safety trainings for conscripts at compulsory military service**	RESPONSIBLE BODIES: General Directorate of Personnel Services, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police, General Directorate of Private Education Institutions	100%	-	30%	70%	100%
PI 7.15.1: **Number of spot movies on traffic safety prepared for movie theater entr'actes**	RESPONSIBLE BODIES: General Directorate of Cinemas COOPERATION BODIES: General Directorate of Family and Social Services, Radio and Television Supreme Council	10%	-	2	2	2
PI 7.15.2: **Number of traffic safety spot movies for broadcasting in public open spaces for purposes of reception such as official/ private health institutions, notaries, civil registration offices, municipalities, bus stations, airport lounges and sports arenas, etc.**	RESPONSIBLE BODIES: General Directorate of Family and Social Services, General Directorate of Lifelong Learning COOPERATION BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, General Directorate of Public Health, General Directorate of Civil Registration and Citizenship Affairs Notaries Union of Turkey, Radio and Television Supreme Council	15%	-	4	4	4

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.15.3: **Annual number of campaigns focusing on traffic safety-related topics carried out in cooperation with NGOs and in ways also to include social media**	RESPONSIBLE BODIES: General Directorate of Civil Society Relations COOPERATION BODIES: Board of Education, Municipalities Union of Turkey, Insurance Association of Turkey, Notaries Union of Turkey, Drivers and Motorists Association of Turkey, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	20%	-	2	2	2
PI 7.15.4: **Number of brochures designed for purposes of distribution in such spaces as bus, tram, subway stops, piers, etc.**	RESPONSIBLE BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Provincial Administration, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Drivers and Motorists Federation of Turkey	15%	-	4	4	4
PI 7.15.5: **Number of brochures designed and printed for distribution to official staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: All public institutions	10%	-	300.000	500.000	700.000
PI 7.15.6: **Number of joint efforts towards public information in sports arenas**	RESPONSIBLE BODIES: General Directorate of Health Services, General Directorate of Sports Services COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	10	20	30

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.15.7: **Selection of program content aired on national TV with the aim to raise public awareness on traffic safety from a traffic safety perspective and further grading and selection of those for awarding successful ones**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Radio and Television Supreme Council	20%	1	1	1	1
PI 7.16.1: **Rate of completion of works concerning the preparation of the "Traffic Safety Module" to be included in the curricula of professional and crafts courses delivered at public education centers**	RESPONSIBLE BODIES: General Directorate of Lifelong Learning COOPERATION BODIES: General Directorate of Family and Social Services, General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	100%	-	-
PI 7.16.2: **Number of courses delivered at public education centers with the aim to teach a profession or a craft including the traffic safety module**	RESPONSIBLE BODIES: General Directorate of Lifelong Learning COOPERATION BODIES: General Directorate of Family and Social Services	20%	-	-	50%	100%
PI 7.16.3: **Rate of completion of works concerning the preparation of the traffic safety module, which shall be included in the curriculum of courses delivered by the Vocational Qualifications Authority**	RESPONSIBLE BODIES: Vocational Qualifications Authority COOPERATION BODIES: General Directorate of Lifelong Learning, General Directorate of Family and Social Services	20%	-	100%	-	-
PI 7.16.4: **Number of courses delivered by the Vocational Qualifications Authority with the aim to teach a profession or a craft, with the inclusion of the traffic safety module**	RESPONSIBLE BODIES: Vocational Qualifications Authority COOPERATION BODIES: General Directorate of Lifelong Learning, General Directorate of Family and Social Services	20%	-	-	50%	100%
PI 7.16.5: **Number of traffic literacy courses opened at public education centers**	RESPONSIBLE BODIES: General Directorate of Lifelong Learning COOPERATION BODIES: General Directorate of Family and Social Services	10%	2	5	5	5

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.16.6: **Rate of completion of works concerning the nation-wide delivery of traffic trainings within the scope of professional development trainings for school-bus drivers and counselors**	RESPONSIBLE BODIES: General Directorate of Lifelong Learning COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Family and Social Services	10%	-	50%	100%	100%
PI 7.17.1: **Number of traffic safety campaigns carried out with professional assistance**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of TRT (Turkish Radio and Television), Higher Education Board, General Directorate of Lifelong Learning, General Directorate of Family and Social Services, General Directorate of Health Services, Insurance Association of Turkey, Drivers and Motorists Federation of Turkey, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	50%	-	2	2	2
PI 7.17.2: **Number of impact analyses concerning traffic safety campaigns carried out**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES General Directorate of Lifelong Learning, General Directorate of TRT (Turkish Radio and Television), YÖK (Higher Education Board)	50%	-	2	2	2
PI 7.18.1: **Number of trainees having attended in traffic trainings delivered within the scope of "Family Education Programs" organized by the Ministry of Family, Labor and Social Services**	RESPONSIBLE BODIES: General Directorate of Family and Social Services COOPERATION BODIES: General Directorate of Lifelong Learning	100%	-	-	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.19.1: **Rate of completion of research, assessment and decision-making processes with the aim to identify activities to be targeted towards the determination of risky drivers (drivers frequently involved in accidents)**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Insurance Information and Supervision Center	25%	-	100%	-	-
PI 7.19.2: **Rate of completion of the required legal and administrative regulations concerning refresher/ developmental trainings for risky drivers (drivers frequently involved in accidents) including health checks for those deemed necessary**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions, General Directorate of Health Services COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Insurance Information and Supervision Center	25%	-	100%	-	-
PI 7.19.3: **Rate of completion of the required refresher/ developmental trainings for risky drivers (drivers frequently involved in accidents) including psycho-technical and health checks for those deemed necessary**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions, General Directorate of Health Services COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Insurance Information and Supervision Center	50%	-	-	50%	100%
PI 7.20.1: **Number of municipalities to have established integrated passenger information systems on-board public transportation vehicles and at stops, to assist, also, persons with limited mobility**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of Local Governments, Information and Communication Technologies Authority	50%	-	30	30	21

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 7.20.2: **Number of municipalities providing unanimous access to basic information collected from public transportation vehicles for use in mobile passenger information system**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of Local Governments, Information and Communication Technologies Authority	50%	-	30	30	21
Risks	• Reflecting the cost of driver training courses candidate drivers • Shortcomings in trainer staff needed for the new driver licensing system • Variations between Turkish and European road standards • Insufficiency of informative material to have an impact on driver behavior • Challenges concerning the printing and distribution of informative materials • Shortcomings in inter-institutional coordination and cooperation • Lack of interest of drivers • Lacking capacity of driver training courses to deliver practical training • Lack of willingness of families to act as voluntary guides • Failure to organize due to force major • Insufficient participation in competitions • Failure to reach out to sufficient number of people by means of informative activities such as short films, public spots, etc. • Possible shortcomings concerning human resources					
Strategies	• Extending the duration and improving the impact of practical training for candidate drivers to reduce the number of accidents • Improving drivers" ability to foresee dangers through the introduction of risk perception training • Facilitation of drivers" capacity to adapt to changing and improving systems and legislation • Keeping driving capacities of drivers under control • Improving drivers" capacities through markings that are widely accepted internationally • Developing the content, design, publication and distribution of manuals supported by visual content • Developing holistic policies with stakeholder institutions • Ensuring measurable training activities that rely on inter-institutional cooperation, scientific research and data, which is also inclusive of all units concerned • In line with the target to prevent accidents, development and implementation of technological training methodologies complying with international standards, which take into consideration driver and vehicle characteristics • Enhanced level of development through practical trainings for individuals to acquire SRC certification • Identification of exceptional holders of SRC certificates for catch-up training					

Strategies	• Teachers experienced in traffic education helping children adapt the right traffic behavior at an early age • Ensure children's quick adoption of right behaviors with "learn with fun" methodology • A layered approach in design of training materials to facilitate learning in children • Great benefit of trainings delivered by specialist-trainers in all traffic parks to shape the traffic conscience of future generations • In view that education starts at home, raise traffic-conscious families and contribute to consolidate school-education • Transform children behavior to habits through avail of current technologies as well as by doing and experiencing • Teach and encourage children for cycling also to promote bicycles as environmental, healthy alternatives that do not create any traffic problems • Develop of virtual reality training modules in cooperation with universities • Ensure that children can practice what they have learned into behaviors through simulated trainings • Further children's interest in traffic safety • Each school to identify risk factors in cooperation with other respective bodies and in view of their specific needs • Identify teacher responsibilities and activities regarding the creation of role models • Identify traffic safety-gaps in the school environment for further remedial recommendation to responsible bodies • Keeping traffic safety on the agenda during various activities involving schools at the provincial level • Motivate children for school activities at the provincial level • Delivery of training by specialized staff to enable the Gendarmerie focus on enforcement as its principal duty • Include rules to observe by students as future pedestrians, passengers and drivers in the curricula of Health Sciences and Traffic Culture classes • Handling of traffic trainings and traffic engineering by field experts through the creation of the required job opportunities • Significant importance of theoretical and practical trainings in terms of instilling the intended traffic culture to be delivered at Traffic Training Parks for children of primary and secondary school age, when, especially basic knowledge and skills are learned and consolidated • Outreach to all segments of the society through campaigns and films for purposes of training • Ensure that the "accessibility character" to be designed appears in all course books • Delivery of traffic literacy training to conscripts in cooperation with the Ministry of Defense and the Ministry of National Education • Ensure that the rest of the society empathizes with persons with disabilities by making their public transportation challenges visible • Integrate traffic rules training with the most sought-after traffic courses • Contribute to prevent traffic accidents through awareness and informative trainings for families (adults) • Establish practice-based traffic training spaces and parks as well as traffic classes and billboards/corners to ensure fun-learning for children • Carry out campaigns to promote the use and free-distribution of such bright-colored reflective materials as school bags, caps, sweaters, stickers, etc. for further visibility of students

Findings	• Following an assessment of the reasons for working accidents in Turkey ending in loss of life in years 2015, 2016 and 2017; finding the reason for 21% of all accidents with loss of life to be "loss of control" during use of equipment and vehicles (motor vehicles or non-motorized vehicles) • Finding that within the 21% of all working accidents due to loss of control of vehicles and equipment ending in death, the share of traffic accidents ending in loss of life is 98%. • Failures of the driver licensing system concerning the adoption of adequate practical experience • Unavailability of refresher training for licensed drivers • Drivers losing their driving skills due to not driving actively after licensing • Absence of an integrated information system for drivers • Provision of regular traffic training for the training staff with initial teacher training formation instead of for members of the police or the Gendarmerie, which shall contribute to the education and training processes at respective schools • Delivery of training by specialized staff to enable the police and the Gendarmerie focus on enforcement as their principal duty • Shortcomings in training materials for different class-levels prepared by training specialists • Finding that trainings delivered are only-qualitatively assessed and that information on students" level of learning, consolidation and habit formation is not available due to lack of further information on the impacts of such trainings • Failures in the provision of standardized traffic training in pre, primary and secondary schools • Training content prepared with more fun activities to facilitate learning and further interest • The need to more actively involve universities in ensuring traffic safety • The need to deliver traffic trainings regularly by specialist trainers with teaching formation • The need for traffic units to use social media effectively • Lack of social media materials targeting youth • Rapid (daily) increase in the number of drivers and vehicles • Lacking and insufficient level of traffic training of persons with incomplete formal education • Military service to provide an opportunity for training of conscripts from all segments of the society meeting military service requirements • Unconscientious acts of drivers of public transport vehicles as well as their failure to observe traffic rules
Needs	• Formation of a working group to revise driver-licensing system consisting of staff from various bodies • Revision of drivers licensing schemes in the EU • Prioritization of institutional priorities in policy papers, strategic and action plans • Completion of legislative regulations as required • Compliance with international standards of traffic-related bodies, tools and equipment used and of human resources • Revision of course content by the Ministry of National Education • Determination of training programs for exceptional holder of SRC certificates • Creation of job opportunities for trainers at traffic parks • Traffic training curriculum for revision, which shall also entail further interest in traffic safety • Specialist staff to prepare short and animated movies as well as public spots • Specialist staff to prepare the fun-learning material and curriculum (with supporting visuals of errors and accidents) • Prioritization of institutional priorities in policy papers, strategic and action plans • Ensure that working groups are composed of experienced members

5. Traffic Enforcement

Traffic enforcement is the most effective intervention to ensure observance of traffic rules by road users Changing road user behavior to ensure compliance with the rules requires to reinforce road user perception (defined as **"Perceived Risk of Being Caught"**) that any violations will be penalized, consolidated with immediate sanctions.

The society demands increased traffic enforcement and in return, enforcers request more understanding and as much support as possible for enforcement activities of all sorts, which seek to protect the health and safety of the society.

The ultimate goal of traffic enforcement is to ensure safety of life and property for all. From this perspective, it is only normal for certain enforcement methodologies and sanctions to lose their importance whereas others can become more important or implemented more frequently in tandem with social demands and reduced violations. Increased administrative sanctions is another preferred methodology to eliminate risky behaviors leading, especially, to serious injuries and deaths.

Traffic enforcement has always been and is still an important method to redress risky driver behavior as well as for enhanced traffic safety. During the implementation term of the 2011-2020 Road Traffic Safety Strategy and Action Plan, traffic law enforcers have had significant success towards traffic safety.

Especially the Traffic Safety Implementation Policy Document enacted in 2017 has brought a new dimension to target oriented enforcement activities, putting Turkey among the handful of countries to achieve the target of 50% reduction in traffic accidents in the period between 2011 and 2020.

Traffic enforcement focus has recently shifted from focusing on the root causes of violations and especially repeat-violators instead of mere violation of traffic rules, including interventions addressing the real causes of the problem through new strategies and focusing on risky drivers locally.

The 2021-2023 Road Traffic Safety Action Plan prepared within the scope of the Safe System Approach examines;

i. Focusing on Violations of Rules,
ii. Vehicles,
iii. Roads,
iv. Electronic Systems,
v. Aircrafts,
vi. On-board Systems,

As well as;

vii. The contribution of the **Enforcement Aids** on traffic safety have been analyzed within the scope of the 2021-2023 Road Traffic Safety Action Plan prepared within the scope of the Safe System Approach.

i. Safe System Approach; Traffic Enforcement Focusing On "VIOLATION OF RULES"

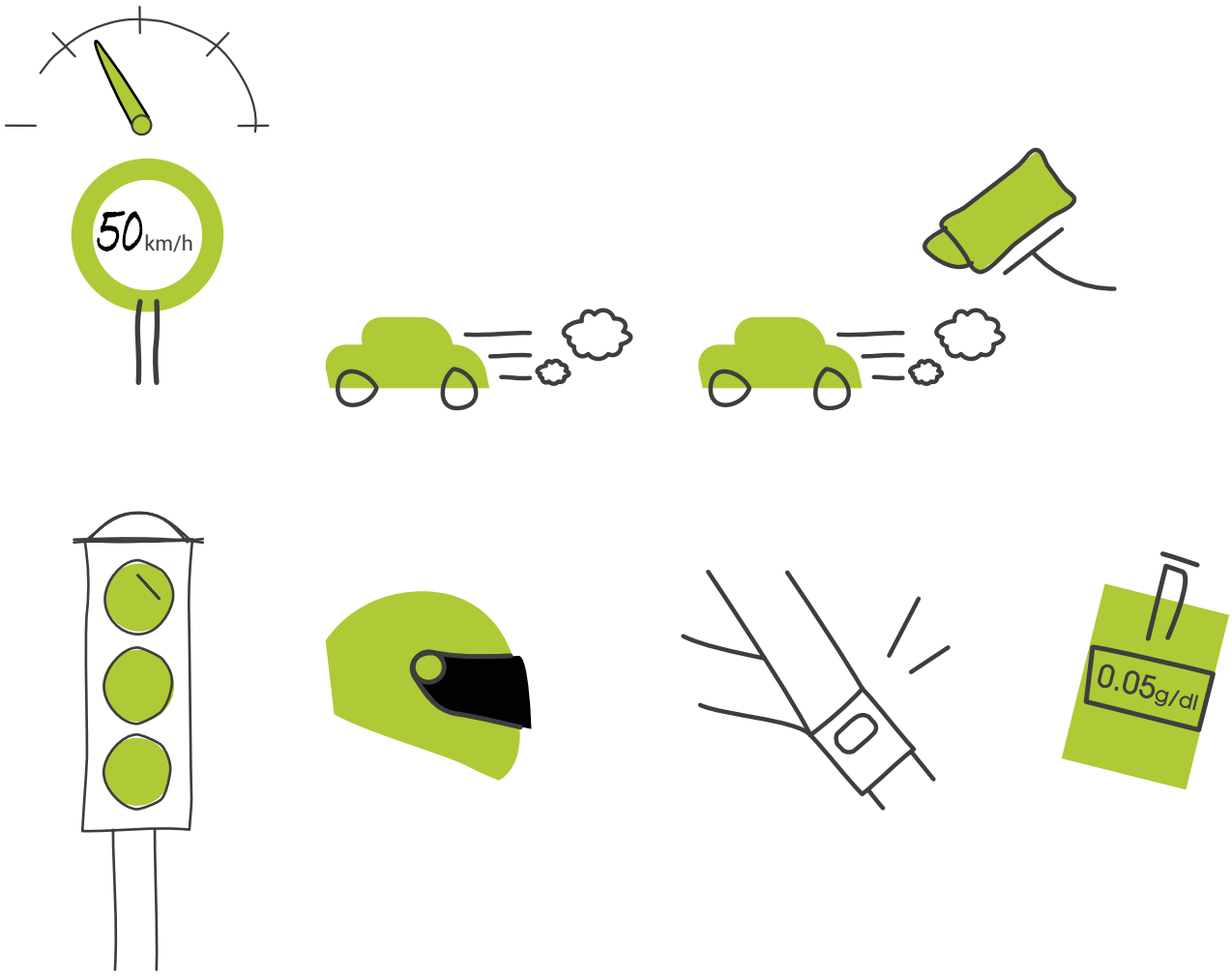
Analyses and other studies on road traffic safety demonstrate the pivotal nature of works to be carried out on various components of traffic (i.e., road users -humans, vehicles, roads and the road environment) around which such theories as Vision Zero and the Safe System Approach designed for traffic safety shall evolve.

Traffic rules that are effective on driver behavior requires voluntary adherence by drivers even in absence of any possibility of being caught or sanctioned. Otherwise, driver behavior can revert to non-compliant, when the perceived sense of being caught or the severity of sanctions are reduced.

For this reason, similar to other prevalent conditions that effect social acceptance of other laws and rules, there are two basic conditions to ensure voluntary acceptance of traffic rules by road users, which concern:

1. Recognition of rules, and
2. Practicality of rules.

In view that **traffic accidents are a public health issue, preventable and that can be resolved through the Safe System Approach,** elimination of all factors leading up to human-induced traffic accidents (humans being the primary system-component) require a scientific effort.



1. Speed Enforcement

Excessive or inappropriate speed is the cause of 1/3 of all deaths in traffic accidents around the world and also the primary cause of increased severity of traffic accidents due to other reasons. Speed-related deaths can be reduced through road design, engineering measures, and use of in-car technologies and elimination of the speeding habit as well as traffic enforcement.

Speed enforcement on road sections, where accidents occur is easily accepted by the society. Furthermore, speed enforcement is also pivotal in prevention of other traffic violations.

The rate of driver failure within the total of speed-related accidents is around 40%. A 5% decrease in average speed translates into a 30% reduction in deadly accidents. Electronic Enforcement Systems are the most effective method for speed reduction.

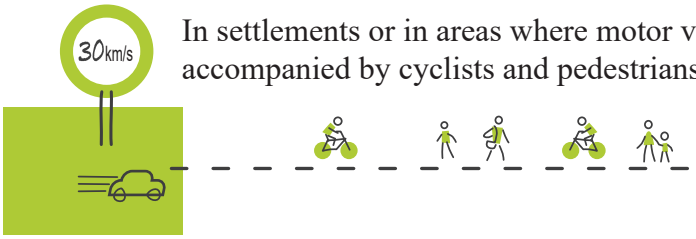
Objective	**O.8. Contributing to Traffic Safety Through Effective, Continuous and Intensive Speed Enforcement within the Scope of the Safe System Approach**
Target-1	**T.8.1.** Reduction of speed-related accidents leading to death and injuries
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • Strategy Development Presidency 3. Ministry of Industry and Technology • General Directorate of Metering and Industrial Products Safety • General Directorate of Industry • Turkish Standards Institute 4. Ministry of Transportation and Infrastructure • General Directorate of Highways • Transportation Services Regulation General Directorate • Transport Safety Inspection Center 5. Municipalities 6. Union of Municipalities of Turkey

Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 8.1.1: **Rate of completion of the legal amendment to change the number of speed violations from 5 to 3 in the previous year retrospectively from the date of violation concerned, which shall entail confiscation of the license of the driver concerned**	RESPONSIBLE BODIES: Strategy Development Presidency, General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	20%	-	50%	100%	-

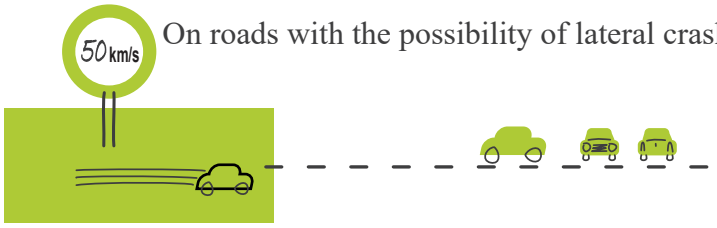
Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 8.1.2: **Rate of completion of works concerning the finalization of legal regulations concerning vehicles, infrastructures and training for total mobilization as well as other efforts concerning the announcement of the "2021-2022 Anti-speed Movement with the aim to counter excessive and inappropriate speed**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, Transportation Services Regulation General Directorate, Transport Safety Inspection Center, General Directorate of Local Governments, General Directorate of Industry, Turkish Standards Institute, Union of Municipalities of Turkey, Municipalities	20%	-	100%	100%	-
PI 8.1.3: **Rate of completion of R&D concerning speed enforcement using helicopters**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Industry, General Directorate of Metering and Industrial Products Safety, Turkish Standards Institute	20%	-	30%	70%	100%
PI 8.1.4: **Amount of increase in the number of vehicles controlled as part of speed enforcement by the traffic teams of the General Directorate of the Turkish National Police**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	10%	827.500*	6%	6%	6%
PI 8.1.5: **Amount of increase in the number of vehicles controlled as part of speed enforcement by the traffic teams of the General Command of the Gendarmerie**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	10%	400.000**	6%	6%	6%
PI 8.1.6: **Number of new generation mobile radars added on the inventory for use in speed enforcement (including radar vehicles)**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	20%	-	-	200	200

*Estimated data for the first 10 months of 2020
**Estimated data for the first 10 months of 2020

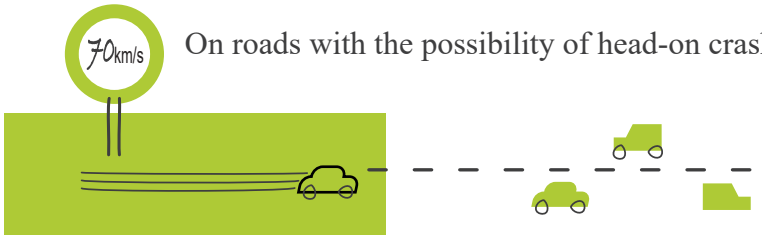
Risks	• Failure of stakeholder institutions in due performance of their responsibilities • Respective legislative initiatives lagging behind • Failure to provide sufficient budget
Strategies	• Redress all enforcement shortcomings in 2021-2022 to remedy the issue of speeding, which is a critical contributor to accidents through campaigns and enforcement activities • Identify the type of enforcement appropriate for each road type
Findings	• A 5% decrease in average speed translates into a 30% reduction in deadly accidents • Speed violations as the greatest contributor to death and injuries in traffic accidents • Insufficiency of traffic law enforcers as sole authorities to counter speed violations • The need to counter speed violations with utmost social reaction as the greatest cause of loss of life in traffic • Electronic Enforcement Systems as the most effective enforcement method to curb speed
Needs	• Increase the impact of electronic enforcement systems • Simultaneous delivery of campaigns and enforcement activities • Elimination of social reaction against speed enforcement through raising public awareness by promotion of speed enforcement as one of the most efficient methodologies to prevent accidents leading to death and injuries



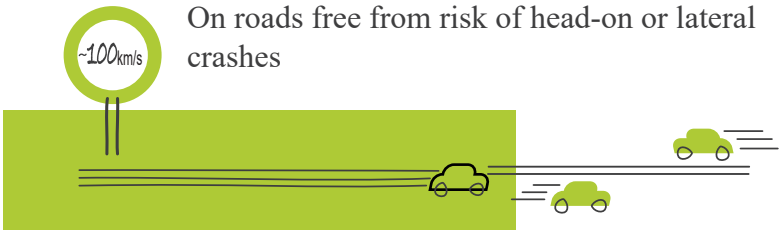
In settlements or in areas where motor vehicles are accompanied by cyclists and pedestrians



On roads with the possibility of lateral crashes



On roads with the possibility of head-on crashes



On roads free from risk of head-on or lateral crashes

2. DUI (Alcohol) Enforcement

Although figuratively not so frequent as other failures in traffic that cause loss of life, alcohol is yet another critical factor to risk traffic safety. Internationally acclaimed studies indicate that blood alcohol above 0.05g/dl significantly increases the risk of a traffic accident.

As part of efforts towards traffic safety and with the aim to ensure that drivers are encouraged to drive in observance of traffic rules, restrictions and prohibitions as well as to prevent accidents due to drink-driving and to minimize resulting deaths and injuries,

Specific enforcement activities to reinforce the perception of "not getting away" in addition to nation-wide targeted DUI enforcement are also carried out. During enforcement activities in 2019, totally 198.301 drivers were caught drink driving, where DUI amounted to some 1.3% of accidents with loss of life and injuries due to driver failure in the same period.

Objective	**O.9 Contribute to Traffic Safety Through Effective, Continued and Intensive Alcohol Enforcement Within the Scope of the Safe System Approach**
Target-1	**T.9.1.** Increase efficiency and dissuasive power of DUI enforcement
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Justice • Forensic Medicine Institute • General Directorate of Penal Affairs 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • Strategy Development Presidency 3. The Ministry of Health • General Directorate of Public Health 4. Municipalities 5. Confederation of Craftspeople and Artists of Turkey 6. Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey 7. Drivers and Motorists Federation of Turkey 8. YÖK (Higher Education Board)

Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 9.1.1: **Rate of completion of regulations to enable re-licensing of DUI commercial drivers (transport of passengers and goods) whose licenses have been revoked and who shall attend driving courses following psycho-technical evaluation and psychiatric assessment for re-licensing**	RESPONSIBLE BODIES: Strategy Development Presidency COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Drivers and Motorists Federation of Turkey, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	10%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 9.1.2: **Number of information activities (posters, brochures, short movies, etc.) in alcohol vending establishments concerning the negative impacts of DUI on traffic safety**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Municipalities, Confederation of Craftspeople and Artists of Turkey	10%	-	3	4	5
PI 9.1.3: **Amount of increase in the number of drivers through alcohol enforcement by the traffic police compared to the previous year**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	20%	6.130.000*	6%	6%	6%
PI 9.1.4: **Amount of increase in the number of drivers through alcohol enforcement by the traffic department of the Gendarmerie compared to the previous year**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	20%	696.000*	6%	6%	6%
PI 9.1.5: **Number of alcohol enforcement activities assisted by all enforcement units with the aim to increase the visibility of alcohol enforcement efforts, for due judicial procedure as well as to have the opportunity to intervene and prevent the negative impacts of DUI on individuals**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	20%	-	50%	100%	100%
PI 9.1.6: **Number of provinces, where specialized alcohol/drug enforcement units with duly-equipped vehicles have been established in cooperation with universities to perform continuous and intensive alcohol/drug controls**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Forensic Medicine Institute, General Directorate of Penal Affairs, General Directorate of Public Health, YÖK (Higher Education Board)	20%	-	1	3	5

*Estimated data for the first 10 months of 2020 is calculated

Risks	• Failure to ensure timely follow-up of technical devices requiring calibration • Inaccurate results in measurements due to presence of alcohol or alcohol derivatives in foodstuff consumed
Strategies	• Identification of days and hours of increased alcohol consumption for shock (random) controls • Integrated use of training and enforcement for multiplier effect • Use of experienced staff in enforcement practices to reduce duration of measurements • Maintain controls and checks for drivers of intercity public transportation vehicles with determination • Plan special checks and controls (enforcement) in addition to nation-wide alcohol enforcement activities to minimize traffic accidents and resulting loss of life and property with the ultimate goal of improving the efficiency of enforcement
Findings	• Increased alcohol consumption during weekends and official holidays • The need to conduct enforcement activities in areas with high level of alcohol consumption
Needs	• Involvement of staff in enforcement activities who are trained and experienced on the use of respective technical devices • Fast completion of legislative amendments as required • Procurement of more alcohol-meter kits, including mouthpieces • Identify regions with high level of alcohol consumption

3. Enforcement on Drugs and Stimulants

Article 48 of the Road traffic Law No. 2918 prescribes sanctions applicable for driving under the influence of drugs and stimulants whereas procedures and principles applicable to the determination by traffic law enforcers of the use of drugs or stimulants by drivers have been prescribed in Article 97 of the Road Traffic Regulation.

Driving under the influence of drugs/stimulants *is generally defined as "an individual's blood testing positive for any substances or any dose thereof, which lead or might lead to a measurable reduction in his/her psycho-motor capabilities."*

In preliminary tests during enforcement, drivers testing positive are detained for further referral to the nearest health institution for blood confirmation, which, if confirmed entails due legal procedure.

During controls for drugs and stimulants carried out by traffic law enforcers using technical capabilities in 2019, 2075 drivers tested positive, who were referred to due judicial/legal procedure.

Objective	**O.10. Contribute to Traffic Safety Through Effective, Continuous and Intensive Controls for Drugs/Stimulants within the Scope of the Safe System Approach**					
Target-1	**T.10.1.** Deliver theoretical as well as practical training on the use of drug testers and test-kits during traffic enforcement					
Target-2	**T.10.2.** Reduce traffic accidents through prevention of use of drugs/stimulants					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Justice • Forensic Medicine Institute • General Directorate of Legislation 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. The Ministry of Health • General Directorate of Health Services 4. Drivers and Motorists Federation of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 10.1.1: **Rate of provision of user training on drug testing devices and test-kits for traffic safety staff during Basic Traffic and Accident Inspection Training**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	25%	-	50%	100%	100%
PI 10.1.2: **Rate of delivery of user training on drug testing devices and test-kits for traffic safety staff of the Gendarmerie during Traffic Courses**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	25%	10%*	50%	100%	100%

*Estimated data for the first 10 months of 2020 is calculated

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 10.1.3: **Number of staff given user training on drug testing devices and test-kits within the scope of specialized traffic training for traffic staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	25%	-	400	800	1.000
PI 10.1.4: **Number of staff given user training on drug testing devices and test-kits within the scope of specialized traffic training for traffic staff of the Gendarmerie**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	25%	330*	500	600	700
PI 10.2.1: **Number of Drug Test Devices available/used for traffic law enforcers of the General Directorate of the Turkish National Police**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	20%	40	100	150	200
PI 10.2.2: **Number of Drug Test Devices available/used for traffic law enforcers of the General Command of the Gendarmerie**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	20%	12	25	35	45
PI 10.2.3: **Amount of increase in the number of drivers checked by traffic staff of the Police during drug tests**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	20%	1.463*	6%	6%	6%
PI 10.2.4: **Amount of increase in the number of drivers checked by traffic staff of the Gendarmerie during drug tests**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	20%	-	6%	6%	6%
PI 10.2.5: **Rate of completion of regulations to enable re-licensing of drivers whose licenses have been revoked due to driving under the influence of drugs/stimulants and who shall attend driving courses following psycho-technical evaluation and psychiatric assessment for re-licensing at the end of the 5-year period following such revocation requiring re-attendance to a driver training course**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Drivers and Motorists Federation of Turkey	10%	-	30%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 10.2.6: **Rate of completion of works concerning capacity building to enable in-situ confirmation by health workers through blood and urine sampling of the test results of drivers who tested positive during preliminary checks and controls by traffic law enforcers**	RESPONSIBLE BODIES: General Directorate of Legislation, General Directorate of Health Services COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Forensic Medicine Institute	10%	0	50%	100%	-
Risks	• Shifting institutional agendas and priorities • Insufficient budget allocation for activities • Failure to calibrate devices requiring calibration on time • Failure to dispatch positive test results obtained by staff without the training for drug testing devices to other respective unit in a timely fashion					
Strategies	• Ensure trainees of basic specialty training also to attend to at least one practical DTD (Drug Testing Device) training in addition to theory • Delivery of the Drug Testing Device and Kit Training module the curriculum of which has been updated as part of specialty training first at the Training Center of the General Directorate of the Turkish National Police in Eskişehir and the Provincial Traffic School Command of the Gendarmerie in Bursa, or, if this is not possible, delivery of such training in the provinces • Prioritizing enforcement activities following trainings to consolidate staff skills of the use of such devices • Use of experienced staff in enforcement practices to reduce duration of measurements • Uninterrupted control of drivers of commercial vehicles transporting inter-city passengers and goods					
Findings	• Limitations concerning the geographical extent of drug enforcement (alcohol enforcement covers a larger area) due to unavailability of drug testing devices in all provinces and all districts • Need for more drug testing devices that actual allocation due to increased tendency to use drugs/stimulants during weekends and official holidays					
Needs	• Increase the number of specialist trainers on Drug Testing Devices and Kits • Allocation of test device and kits to the Training Center of the General Directorate of the Turkish National Police in Eskişehir for use in practical trainings • Allocation of test device and kits to the Provincial Traffic School Command of the Gendarmerie in Bursa for use in practical trainings • Appointment of staff with previous training and experience as well as with the knowledge of how to use testers to enforcement duty for drug/stimulants • Fast completion of legislative amendments as required • Rolling out of drug/stimulant enforcement activities in all provinces					

4. Seat Belt Enforcement

According to scientific research and evidence ***"seat-belt use reduce in-car deaths during an accident by 45% and severe injuries by 55%:"***

Use of seat belts in EU member states is estimated at 90% and 71% for front and backseats, respectively. ETSC (European Transportation Safety Council) assessments reveal that 900 lives lost in traffic accidents could have been saved only if the rate of seat-belt use in member states could be 99% in 2012, when seat-belt warnings were mandated for all vehicles.

according to the ***"A Follow-up Study on the Seat-belt Use of Drivers and Front-seat Passengers in Turkey"*** by the Traffic Presidency of the General Directorate of the Turkish National Police and in collaboration with METU (Middle East Technical University), only 50.1% of drivers and 40.6% of front-seat passengers in Turkey buckle up. The same numbers are in the respective order of 42.4% and 31% for urban and 61.5% and 52.2% for out-of-city environments.

Objective	**O.11 Contribute to Traffic Safety Through Effective, Continued and Intensive Seat-belt Enforcement Within the Scope of the Safe System Approach**					
Target-1	**T.11.1.** Increased seat-belt use with further deterrence through information and effective enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • Strategy Development Presidency 2. Ministry of Transportation and Infrastructure • Transportation Services Regulation General Directorate					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 11.1.1: **Amount of increase in the number of vehicles controlled by traffic law enforcers of the General Directorate of the Turkish National Police through fixed/mobile (using informants) seat-belt enforcement**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	15%	17.390.000*	6%	6%	6%
PI 11.1.2: **Amount of increase in the number of vehicles controlled within the scope of seat-belt enforcement via KGYS (Urban Safety Management System)**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	15%	-	6%	6%	6%
PI 11.1.3: **Amount of increase in the number of vehicles controlled by the traffic teams of the Gendarmerie within the scope of seat-belt enforcement via KGYS (Urban Safety Management System)**	RESPONSIBLE UNITS: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	20%	3.360.000*	6%	6%	6%

*Estimated data for the first 10 months of 2020 is calculated

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 11.1.4: **Number of efforts carried out to inform drivers found not to wear seat-belts in "Tunnels for Life" established with the slogan "A Short Break for Life"**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	10%	-	100%	100%	100%
PI 11.1.5: **Rate of realization of regulations concerning the driver/operator liability in use of seat-belts on board intercity coaches**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	50%	100%	-
PI 11.1.6: **Rate of completion of the regulation concerning the 1-monthly temporary confiscation of the licenses of drivers who have been processed three times within the last year, retrospectively from the date of final violation**	RESPONSIBLE BODIES: Strategy Development Presidency COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	50%	100%	-
PI 11.1.7: **Efforts towards gradual fines in case of multiple violation of the seat-belt rule**	RESPONSIBLE BODIES: Strategy Development Presidency COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	50%	100%	-

Risks	• Changing institutional priorities • Legislative regulations taking time • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation
Strategies	• Consolidation of seat-belt use as a behavior in drivers and passengers • Inclusion of the use of on-board child restraints to seat-belt enforcement and information of drivers regarding the injury-prevention capacity of such systems in the event of an accident • Ensure seat-belt use during possible emergencies via warning systems in case forgotten • Increase the rate of seat-belt use by drivers and passengers through increased seat-belt enforcement
Findings	• Minimization of deaths and injuries during accidents with the seat-belt • Passengers not having the habit of wearing a seat-belt on-board intercity commercial passenger transportation vehicles • Information of the wider public regarding seat-belt use as the right and an exemplary behavior
Needs	• Completion of legislative regulations as required • Enhance the current adult habit of wearing seat-belts through on-site and frequent enforcement • Ensure social behavioral changes in children of certain ages through campaigns and trainings • Warnings and training on seat-belt use for the drivers and users of service buses for public and private bodies



5. Helmet Enforcement

Helmets and goggles must be worn during journeys for protection against possible traffic accidents. Use of helmets in motor-bicycles and motorbikes reduce deaths and injuries in accidents up to 45%.

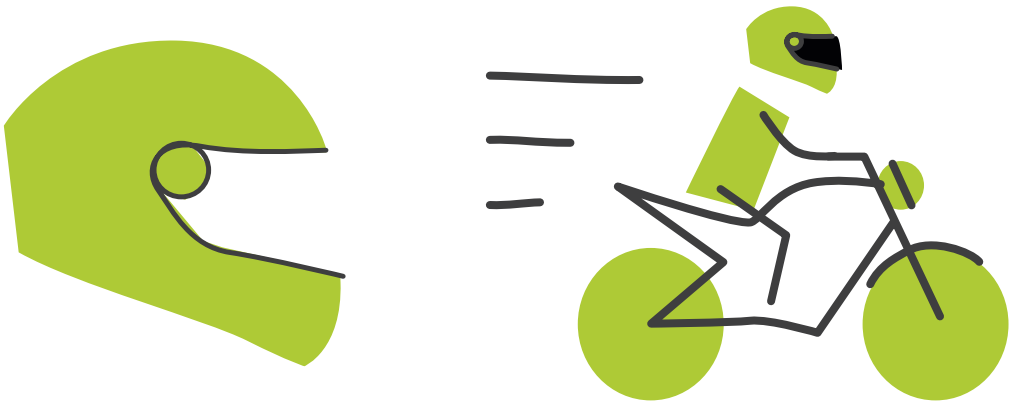
Helmet use also reduces head trauma by 25% for cyclists during accidents.

Article 78 of the Road Traffic Law No. 2918 and Article 150 of the Road Traffic Regulation provides principles concerning the availability and use of protective equipment by certain drivers and passengers during journeys.

In 2019, a total of 341.305 cyclists were fined for not using protective helmets.

Objective	**O.12. Contribute to Traffic Safety Through Effective, Continued and Intensive Helmet Enforcement within the Scope of the Safe System Approach**					
Target	**T.12.1.** Increased use of helmets for bicycles, motorbikes and motor-bicycles					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • Strategy Development Presidency 2. Ministry of Industry and Technology • General Directorate of Industry • Turkish Standards Institute 3. Ministry of Commerce • General Directorate of Imports • General Directorate of Consumer Protection and Market Supervision					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 12.1.1: **Rate of completion of legislative arrangements concerning the regulation of the import and sales of motorbikes and motor-bicycles and mandating the inclusion of helmets in the sales and rental of such vehicles with the aim to reduce deaths in accidents involving motorbikes and motor-bicycles**	RESPONSIBLE BODIES: General Directorate of Imports, General Directorate of Consumer Protection and Market Supervision COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Turkish Standards Institute	30%	-	50%	100%	-
PI 12.1.2: **Rate of completion of legislative regulations concerning the non-permission of drivers and passengers sanctioned for not using helmets to continue their journeys without the helmet**	RESPONSIBLE BODIES: Strategy Development Presidency COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	30%	-	100%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 12.1.3: **Rate of completion of the required works concerning mandating the use by cyclists and riders of motorbikes and motor-bicycles of such protective equipment as reflective vests and helmets.**	RESPONSIBLE BODIES: Strategy Development Presidency COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Industry, Turkish Standards Institute	40%	-	50%	100%	-
Risks	• Possible shortcomings regarding enforcers • Challenges in the enactment of a new rule • Failure to complete legislation on time					
Strategies	• Increase the frequency of enforcement activities in areas where motorbikes and bicycles are widely used • Minimize accident harm on vulnerable road users • Legislative basis to mandate use of helmets during sales and rental of motor-bicycles and motorbikes					
Findings	• Increasing number of motor-bicycles, bicycles and motorbikes especially during summer months • Compromised traffic safety due to use of motorbikes without registration					
Needs	• Urgent completion of legislative regulations • Maintaining intensive and effective enforcement					



6. Enforcement on Child Restraints

Failure to use on-board child restraint systems including safety belts, child seats and risers lead to increased risk of death in accidents, mostly due to forehead trauma.

Prohibiting the transportation of children less than 3 years of age on M1, M1G, N1, N1G and N3-class vehicles without child restraint systems, Article 150 of the Road Traffic Regulation mandates the use of child restraints suitable for the weight of children concerned during the transportation of children shorter than 150 cm and lighter than 36 kg, whereby children taller than 135 cm can use vehicle safety-belts under the condition that they shall not be seated in the front seat.

Objective	**O.13. Contribute to Traffic Safety Through Effective, Continued and Intensive Enforcement Concerning the Use of Child Restrains within the Scope of the Safe System Approach**					
Target	**T.13.1.** Increased awareness on the use of child restraints through enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • Strategy Development Presidency 2. Ministry of Industry and Technology • General Directorate of Industry • Turkish Standards Institute 3. Ministry of Transportation and Infrastructure • Transportation Services Regulation General Directorate 4. Drivers and Motorists Federation of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 13.1.1: **Number of specific child restraint enforcement activities by the traffic law enforcers of the General Directorate of Turkish National Police**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	30%	3	3	3	3
PI 13.1.2: **Number of specific child restraint enforcement activities by the traffic law enforcers of the Gendarmerie**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	30%	-	1	2	3
PI 13.1.3: **Rate of completion of initiatives to mandate the availability and use of child restraints on taxi cabs and buses used for intercity passenger transportation**	RESPONSIBLE BODIES: Strategy Development Presidency COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Transportation Services Regulation General Directorate General Directorate of Industry, Turkish Standards Institute, Drivers and Motorists Federation of Turkey	40%	-	-	50%	100%

Risks	• Possible shortcomings regarding law enforcers • Shortcomings in inter-institutional coordination and cooperation
Strategies	• Understanding by drivers of the importance of child restraints in accidents
Findings	• Critical importance of child restraints in terms of death and injuries during accidents • Passengers not-accustomed to request child restraints on board commercial vehicles
Needs	• Urgent completion of legislative regulations • Maintaining intensive and effective enforcement



7. Enforcement on Mobile Devices and Others Distractions

Similar to other distractions, use of mobile phones is another increasing problem in terms of traffic safety. Despite insufficiency of field data, "10-30% of causes of accidents are considered to be related to distraction.

Researches show ***that "drivers using mobile devices are 4 times more likely to involve in an accident that those that do not."***

During nation-wide stationary and mobile enforcement, drivers using mobile devices are administratively sanctioned and special enforcement activities with stationary/mobile (using informants) units are also carried out.

In 2019, during enforcement by traffic units, a total of 970.119 drivers have been sanctioned administratively for using mobile devices during driving.

Objective	**O.14. Contribute to Traffic Safety Through Effective, Continued and Intensive Mobile Phone Enforcement Within the Scope of the Safe System Approach**					
Target-1	**T.14.1.** Increased deterrence through effective enforcement on use of mobile phones while driving					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • Strategy Development Presidency					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 14.1.1: **Number of stationary/mobile (using informants) enforcement activities throughout the year by traffic law enforcers of the General Directorate of the Turkish National Police concerning the use of mobile phones while driving**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	30%	6	7	8	9
PI 14.1.2: **Number of stationary/mobile (using informants) enforcement activities throughout the year by traffic law enforcers of the General Command of the Gendarmerie concerning the use**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	30%	2	7	8	9
PI 14.1.3: **Rate of completion of the regulation concerning the 1-monthly temporary confiscation of the licenses of drivers who have been processed three times within the last year for use of mobile phone while driving, retrospectively from the date of final violation and the increase of the administrative fine applicable for such drivers**	RESPONSIBLE BODIES: Strategy Development Presidency COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	40%	-	50%	100%	-

Risks	• Shortage of staff • Seasonal/periodical changes in enforcement priorities • Inability to use aerial vehicles fully due to seasonality
Strategies	• Increased perception of the risk of being caught through civilian enforcement • Minimization of violations through the use of all sorts of enforcement tools • Increased rate of compliance through shock(random) controls
Findings	• Extensive use of mobile phones • Distractive nature of mobile phones and similar devices while driving
Needs	• Provision of enforcement vehicles for use during enforcement • Redress staff and equipment shortcomings for civilian teams • Implementation of campaigns simultaneously with enforcement



8. Red Light Enforcement

Study of in-city accidents show that majority of accidents occur at junctions. Enforcement on compliance with traffic lights that are vital for regulation of vehicle traffic at junctions -especially red-light compliance- is of critical importance for traffic and especially for pedestrian safety.

For this reason, special random (using informants) enforcement on junctions without Electronic Enforcement Systems are also carried out to prevent accidents due to red light violations in addition to enforcement for "Traffic Light and Signage Violations" carried out to oversee compliance with right of way and traffic lights and signage at junctions.

Drivers were found to violate traffic lights in 24% of accidents in 2019.

Objective	**O.15. Contribute to Traffic Safety Through Effective, Continued and Intensive Red-Light Enforcement Within the Scope of the Safe System Approach**					
Target-1	**T.15.1.** Ensure traffic safety through prevention of red-light violations					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of Transportation and Infrastructure • General Directorate of Highways 4. Municipalities 5. Union of Municipalities of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 15.1.1: **Number of studies and analyses by the traffic law enforcers of the General Directorate of the Turkish National Police to identify junctions that are accident blackspots due to red light violation in each province and each district**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie, General Directorate of Highways,Municipalities	10%	-	4	4	4
PI 15.1.2: **Number of studies and analyses by the traffic law enforcers of the Gendarmerie to identify junctions that are accident blackspots due to red light violation in each province and each district**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police, General Directorate of Highways, Municipalities	10%	-	4	4	4
PI 15.1.3: **Number physical regulatory and signalization works carried out as well as the number of studies conducted at junctions identified in each province and each district by the traffic law enforcers of the General Directorate of the Turkish National Police that are accident blackspots due to red light violation**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Directorate of Highways, General Directorate of Local Governments COOPERATION BODIES: General Command of the Gendarmerie, Union of Municipalities of Turkey, Municipalities	15%	-	4	4	4

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 15.1.4: **Number physical regulatory and signalization works carried out as well as the number of studies conducted at junctions identified in each province and each district by the traffic law enforcers of the General Command of the Gendarmerie that are accident blackspots due to red light violation**	RESPONSIBLE BODIES: General Command of the Gendarmerie, General Directorate of Highways, General Directorate of Local Governments COOPERATION BODIES: General Directorate of the Turkish National Police, Union of Municipalities of Turkey, Municipalities	15%	-	4	4	4
PI 15.1.5: **Number of provinces, where works concerning violations are spotted using stationary/mobile camera recorders on electrified junctions**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, Municipalities	10%	-	30	30	21
PI 15.1.6: **Amount of increase in the number of cars subject to seat-belt enforcement by traffic law enforcers of the General Directorate of Turkish National Police within the scope of stationary/mobile (in coordination with other units) controls**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: -	20%	512.000*	6%	6%	6%
PI 15.1.7: **Amount of increase in the number of cars subject to seat-belt enforcement by traffic law enforcers of the Gendarmerie within the scope of stationary/mobile (in coordination with other units) controls**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: -	20%	102.000**	6%	6%	6%
Risks	• Changing institutional priorities • Legislative regulations taking time • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff					
Strategies	• Increased sense of the possibility of being caught based on the principle of "Unpredictability of Controls" • Increased compliance by making citizens feel that they are seamlessly controlled • Identification of the right spots for controls					
Findings	• Red light violations normally ending in an accident • High rate of violation detection by electronic devices • Stationary controls being highly effective					
Needs	• Provide all provinces with mobile camera systems • Analyses by the organization responsible for road construction • Short remedy time for deficiencies as a result of analyses					

*Estimated using red light violation penalties issued by traffic law enforcers in the first 10 months of 2020
**Estimated using data for the first 10 months of 2020

9. Enforcement Activities for the Protection of Pedestrians and Other Vulnerable Road Users

According to studies by the World Health Organization, pedestrians constitute 22% of all traffic accident deaths with adult males losing more lives in such accidents with loss of life that mostly take place during the night. In economically well-off countries, accidents involving pedestrians occur, mostly, in urban areas and in rural areas in other countries with lesser economies.

Pedestrians, cyclists and motorbike riders are under more risk in terms of traffic safety, hence the term ***"Vulnerable Road Users".*** Pedestrians in this sense also include children, the elderly and persons with disabilities.

Upon the amendment of the Road Traffic Law in 2018 the right of way of pedestrians has been recognized upon entry and egress in marked-only junctions without any traffic law enforcers or traffic lights.

As a result of campaigns targeting both drivers and pedestrians and traffic enforcement activities performed effectively and continuously ***with aim to raise "pedestrians first" awareness in the society,*** pedestrian deaths on scene of the accident which was 1077 in two years before the amendment of the Law has decreased from 1077 to 695 in the two years following the amendment of the Law, a drop of 382. By means of this amendment, a 35.5% decrease has been achieved in the number of deaths at the accident scene.

Objective	**O.16. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Enforcement for the Protection of Pedestrians in Line with the Pedestrians First Principle Within the Scope of the Safe System Approach**					
Target-1	**T.16.1.** Taking precautions to prevent accidents involving pedestrians					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of Transportation and Infrastructure • General Directorate of Highways 4. Municipalities 5. Union of Municipalities of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 16.1.1: **Number of provinces where junctions, pedestrian crossings, other spaces and routes heavily used by pedestrians have been identified**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	20%	-	81	81	81
PI 16.1.2: **Rate of completion of works carried out by respective units concerning the setting of a 30 km/h speed limit in such areas as sections of the road around the vicinity of school/ pedestrian crossings and streets and avenues around residential areas inside the remit of traffic units of the General Directorate of the Turkish National Police**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	20%	-	100%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 16.1.3: **Rate of completion of works carried out by respective units concerning the setting of a 30 km/h speed limit in such areas as sections of the road around the vicinity of school/ pedestrian crossings and streets and avenues around residential areas inside the remit of traffic units of Gendarmerie**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	20%	-	100%	100%	100%
PI 16.1.4: **Number of enforcement/ specific enforcement activities carried out by the traffic law enforcement units of the General Directorate of the Turkish National Police concerning driver compliance with the right of way of pedestrians upon approach to entry and exit in marked-only junctions without any traffic law enforcers or traffic lights and pedestrian/school crossings**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Highways, General Command of the Gendarmerie, Municipalities	20%	10	12	12	12
PI 16.1.5: **Number of enforcement/ specific enforcement activities carried out by the traffic law enforcement units of the Gendarmerie concerning driver compliance with the right of way of pedestrians upon approach to entry and exit in marked-only junctions without any traffic law enforcers or traffic lights and pedestrian/ school crossings**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police, General Directorate of Highways, Municipalities	20%	10	12	24	36
Risks	• Changing institutional priorities • Inability to perform simultaneous controls on all pedestrian crossing for effective enforcement					
Strategies	• Identification and marking of areas of shared use by pedestrians and motor vehicles and pedestrian-intense areas • Performance of enforcement activities for speed reduction in specified areas					
Findings	• Severity of accidents involving pedestrians • The need to consider pedestrians as part and parcel of traffic					
Needs	• Ensuring minimum speed limits in specified areas					

10. Enforcement on Aggressive Driver Behavior

Aggressive driver behavior defines "deliberate and reckless way of driving in ways to endanger one's own life as well as the lives of others due to impatience, boredom, enmity or urgency."

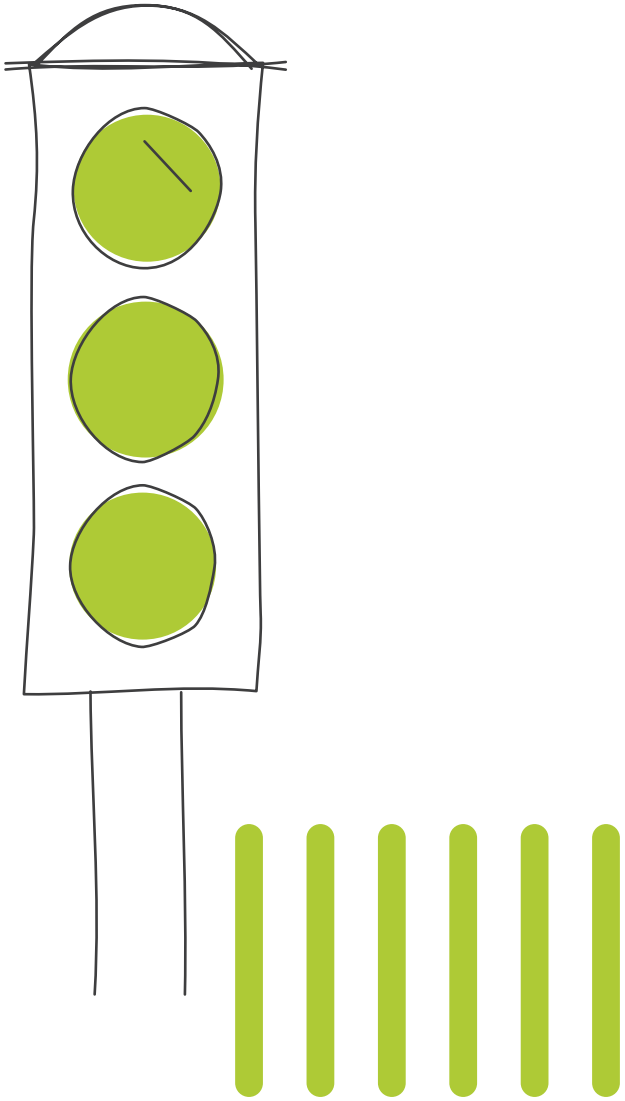
Tailgating, drifting, changing lanes, improper passing can be given as examples to such behavior. Accordingly, highly-visible road traffic enforcement and controls can consolidate the perception of road users that they can be caught anytime, anywhere.

Unpredictability of enforcement activities and control spots as to where and when is widely deterrent and encourages drivers to act as compliant drivers wherever they are.

With the amendment of Articles 46 and 67 of the Law No. 2918, sanctions on vehicles and drivers to compromise road traffic safety by way of drifting and weaving in and out of lanes have become stricter.

Objective	**O.17. Contribute to Traffic Safety Through Effective, Continuous and Intensive Enforcement on Aggressive Driver Behaviors within the Scope of the Safe System Approach**					
Target-1	**T.17.1.** Enhance traffic safety changing behavior of aggressive drivers through enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 2. Ministry of Transportation and Infrastructure • General Directorate of Highways 3. Municipalities					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 17.1.1: **Number of studies and analyses by the traffic law enforcement units of the General Directorate of the Turkish National Police to identify routes (in provinces and districts) on which aggressive driver behavior (drifting, dragging, etc.) are extensively seen**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie, General Directorate of Highways, Municipalities	30%	-	4	4	4
PI 17.1.2: **Number of studies and analyses by the traffic law enforcement units of the Gendarmerie to identify routes (in provinces and districts) on which aggressive driver behavior (drifting, dragging, etc.) are extensively seen**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police, General Directorate of Highways, Municipalities	30%	-	4	4	4
PI 17.1.3: **Number of specific enforcement activities performed on routes on which violations have been identified as a result of studies and analyses on aggressive driver behavior**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, Municipalities	40%	-	24	24	24

Risks	• Changing institutional priorities • Legislative regulations taking time • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation
Strategies	• Increased perception of the risk of being caught through civilian enforcement • Minimization of violations through the use of all sorts of enforcement tools • Increased rate of compliance through shock(random) controls
Findings	• Difficulty to control driver misbehavior • Universality of certain aggressive driver behavior
Needs	• Establish civilian teams • Supply of aerial vehicles for enforcement





11. Enforcement on Driver Fatigue and Rest Time

This type of enforcement called ***"Examination of Driver Competence"*** concerns the inspection of the impacts on driving of sickness, tiredness, sleep or drowsiness, especially, of the elderly drivers and the drivers of commercial transporters of passengers and goods.

Research show that drowsiness and tiredness while driving are equally compromising in terms of traffic safety as driving under the influence of narcotics, psychotropic drugs and psychoactive substances as well as use of mobile phones and other electronic devices that lead to visual incapacity while driving.

Drowsiness and tiredness are critical factors leading to accidents involving individual drivers. Micro-sleep or short-term memory loss that can last 4-5 seconds means that more than 100 m are covered under sleep at a speed of 90 km/h, which is ample time for an accident to occur.

Rest times and periods of drivers commercially transporting passengers and goods are inspected using tachograph data and non-conformant drivers are not allowed to resume driving. In this regard, a total of 54.592 such drivers were found in violation of rest periods in 2019.

Objective	**O.18. Contribute to Ensure Traffic Safety Through Effective, Continuous and Intensive Drowsiness and Fatigue Control of Drivers within the Scope of the Safe System Approach**					
Target-1	**T.18.1.** Increase the number of enforcement activities for commercial transporters of passengers and goods to prevent drivers from driving while drowsy or fatigued					
Target-2	**T.18.2.** Increase the number of controls on other drivers to prevent driving while drowsy or fatigued					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Family, Labor and Social Services • General Directorate of Occupational Health and Safety • Department of Guidance and Inspections • Social Security Institution 2. Ministry of Environment and Urbanization • General Directorate of Local Governments 3. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 4. Ministry of Industry and Technology • General Directorate of Industry 5. Ministry of Transportation and Infrastructure • Transportation Services Regulation General Directorate • General Directorate of Highways 6. Drivers and Motorists Federation of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 18.1.1: **Number of simultaneous, planned and jointly-carried out enforcement activities performed intensively for the inspection of working and rest periods of transporters of passengers and goods with the aim to prevent their involvement in accidents related with fatigue and lack of sleep due to driving more than time allowed for work**	RESPONSIBLE BODIES: General Directorate of Highways, Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Occupational Health and Safety, Department of Guidance and Inspections	30%	13	14	15	16

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 18.1.2: **The rate of completion of works concerning the inspection of the working conditions, rest and working periods of drivers as well as other scrutiny and evaluations in relation thereto by occupational inspectors within the general scope of occupational health and safety in view that driving, as a profession, is an important line of work where any mistake can have a direct impact on loss of life**	RESPONSIBLE BODIES: Counselling and Inspection Department, General Directorate of Occupational Health and Safety COOPERATION BODIES: Transportation Services Regulation General Directorate, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Social Security Institution	30%	-	30%	70%	100%
PI 18.1.3: **Rate of completion of works concerning the provision of traffic law enforcement units with vehicles, equipment, instruments and in terms of human resources as well as gradual decrease of their area (route) of responsibility and other works concerning enhancing the capabilities thereof within their remit with the aim to facilitate visibility and effectiveness of fatigue controls on main routes for transportation of passengers and goods, including mobile enforcement**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Industry, General Directorate of Occupational Health and Safety, Department of Guidance and Inspections, Transportation Services Regulation General Directorate, General Directorate of Highways	40%	-	30%	70%	100%
PI 18.2.1: **Rate of completion of works concerning the identification of road side rest parks where long-distance drivers can have short pauses to relieve fatigue and drowsiness before and after holidays when road traffic mobility increases significantly**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Drivers and Motorists Federation of Turkey	50%	-	100%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 18.2.2: **Rate of long-distance drivers directed to roadside parks, where they can have short pauses to relieve fatigue and drowsiness before and after holidays when road traffic mobility increases significantly to the number of all long-distance drivers using the same route**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, Drivers and Motorists Federation of Turkey	50%	-	100%	100%	100%
Risks	• Changing institutional priorities • Legislative regulations taking time • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation					
Strategies	• Perform systematical and comprehensive enforcement activities to remove habits concerned • Improve visibility of official units on the route to maximize attention of drivers • Increased use of on-board vehicle warning systems					
Findings	• Significance of swerves, run-offs, roll-overs due to sleep deprivation and fatigue within the total number of accidents • Most accidents during intercity travel happening closer to destination • Deterrence law enforcement on people					
Needs	• Further awareness on institutional responsibilities • Knowing that professional driving in terms of transportation of goods and passengers is one of the most critical professions where occupational health and safety shall not be compromised • The need to perform road traffic safety enforcement by all stakeholder institutions concerned in view of the remit thereof • Strengthening of all system components in line with the safe system approach • Strengthen the capacities of traffic law enforcement					

ii. Traffic Enforcement Through the Use of "VEHICLE-FOCUSED" Traffic Enforcement Within The Framework of Safe System Approach

Part of traffic accidents on the road network are accidents involving one vehicle, which is another chapter in international analyses on accidents.

One-vehicle accidents are mostly the result of use of mobile phones, which are distractions for drivers or of other factors such as fatigue or drowsiness and use of alcohol, etc. that disrupt safety of driving, including speeding, which alone increases the risk of accident significantly.

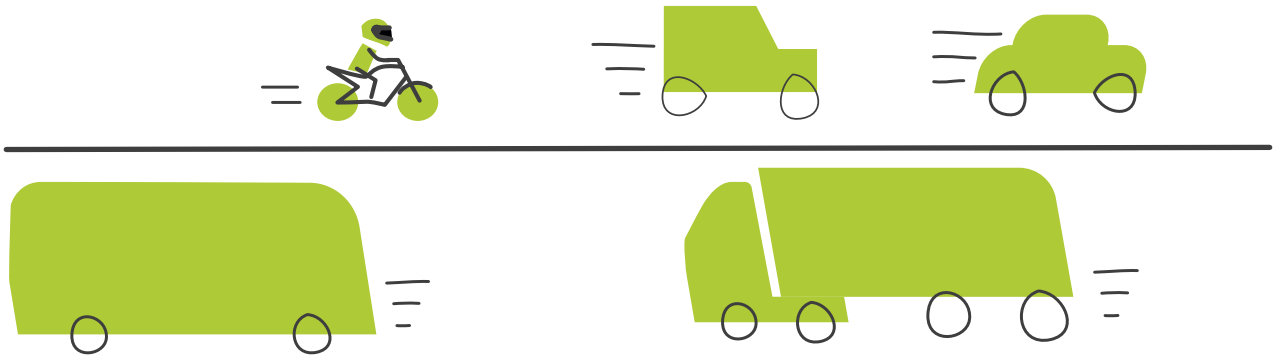
Another dimension of one-vehicle accidents concerns accidents involving pedestrians as vulnerable road users.

Safer use of the road environment as regards commercial activities required a more detailed handling of the issue of transportation of passengers and goods for commercial or other purposes other than personal or private reasons.

Motor-bicycles, motorbikes and bicycles are getting popular every day, with significant increase in the number of motorbikes in urban and intercity traffic as well as an increasing number of bicycles and motor-bicycles in urban traffic.

The "Regulation on the Type Approval and Market Supervision and Enforcement on Motor Vehicles and the Trailers, Parts, Systems and Separate Technical Units Thereof" (AB2018/858) published in the Official Gazette No. 31104 dated 19.04.2020 and

the "Regulation on the Type Approval of Motor Vehicles and the Trailers and of the Parts, Systems and Separate Technical Units Designed Therefore in View of Overall Safety Thereof, including the Protection of Road Users and Passengers" (AB/2019/2144) published in the Official Gazette No. 31127 dated 14.05.2020 are the building blocks of increasing the safety features of vehicles.



1. Enforcement to Prevent One-Vehicle Accidents

More than 60% of one-vehicle accidents occur on roads outside of settlement. The most effective ways of preventing one-vehicle accidents on roads outside of settlement areas are *"improved infrastructure"* and enforcement of *"speed limits appropriate for the road concerned."*

Objective	**O.19. Contribute to Ensure Road Traffic Safety by Way of Prevention of One-vehicle Accidents Through Effective, Continuous and Intensive Enforcement Within the Scope of Safe System Approach**
Target-1	**T.19.1.** Performance of works and enforcement as required to reduce the number of one-vehicle accidents
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of Transportation and Infrastructure • General Directorate of Infrastructure Investments • Department of Supervisory Services • General Directorate of Highways • Transport Safety Inspection Center 4. Municipalities 5. Union of Municipalities of Turkey

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 19.1.1: **Number of inspections, assessments and analyses concerning the identification of road sections with a high number of roll-overs, run-offs and swerves, including the identification of the problems and further remedial action and improvements by units responsible for the construction, maintenance and repair of such roads**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Infrastructure Investments, Department of Supervisory Services, Transport Safety Inspection Center	30%	-	2	2	2

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 19.1.2: **Rate of completion of works concerning the improvement of required infrastructure on road sections identified, which shall be carried out by the organization responsible for the maintenance and repair of the road**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Infrastructure Investments, Department of Supervisory Services, Transport Safety Inspection Center	30%	-	25%	50%	100%
PI 19.1.3: **Amount of installation of vehicle/traffic law enforcer models/dummies on road sections identified as well as stationary and mobile enforcement activities carried out by traffic law enforcers**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments Union of Municipalities of Turkey, Municipalities	40%	-	100%	100%	100%
Risks	• Shortcomings in timely regulation • Projects requiring time • Effect of seasonal factors					
Strategies	• Availability of signs and other markings to warn drivers before control points • Raising awareness of drivers through campaigns • Increasing inter-institutional coordination and cooperation • Improving institutional capacity • Encouraging active and efficient use of active and passive safety systems by both drivers and passengers					
Findings	• Remedial action on road construct and speeding as the main causes of one-vehicle accidents • Sleep deprivation and fatigue of drivers being the main causes of accidents • One-vehicle accidents leading to death and severe injuries on intercity roads					
Needs	• Increased number of warning signs and markings • Increased number of vehicle/traffic law enforcer models/dummies • Increased visibility of traffic teams • Ensure continuity of traffic enforcement • Work to inform drivers regarding the outcomes of sleep deprived and fatigued driving • Increase the perceived sense of being caught • Increased compliance through the use of electronic enforcement systems to increase the perceived sense of being watched at all times					

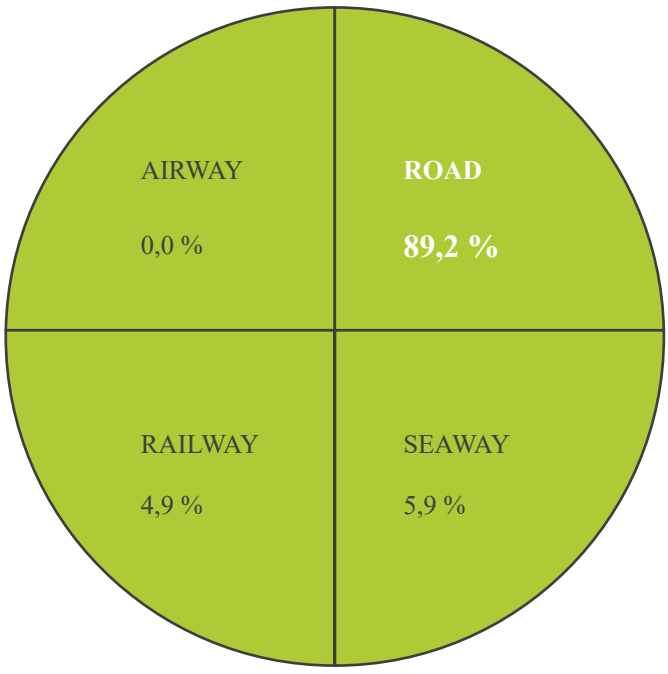
2. Enforcement on Vehicles Used in Transportation of Goods and Passengers

Organizations carrying out commercial activities using the road network at all levels and other businesses performing such activities as works, maintenance, repair and construction on the road network must behave in observance of traffic safety.

Organizations related with road structure or those that need the road network to perform their activities have both ethical and legal responsibility to ensure traffic safety of both their employees as well as the wider public. These organizations also have the resources and the expertise needed to further enhance traffic safety.

Legislation in Turkey concerning the regulation of road transportation as required for national economy; concerning the regulation and safety of transportation activities; determination of service conditions for freighters, agencies, transportation middle-men as well as conditions applicable to cargo storage and courier services; identification of the competencies, rights and other liabilities and responsibilities of those employed in transportation services and legislation seeking to ensure due operation of road transportation activities in a way integrated with other transportation systems as well as to ensure that existing capabilities are availed of more efficiently are as follows:

- Law No. 4925 on Road Transportation,
- Regulation on Road Transportation No. 30295 of 08.01.2018,
- Regulation No. 25572 of 03.09.2004 on the Vocational Competency Training for transportation Activities,
- Regulation No. 25384 of 25.02.2004 on Personnel Service Buses Used by Public Bodies,
- Regulation No. 30221 of 25.10.2017 on School Buses.



Modes of Transportation of Goods-2019

The imbalance between various modes of transport is the biggest problem for road traffic safety in Turkey and the upward trend in road transportation is deemed to continue unless the demand for road transportation is channeled to other modes.

2.1. Enforcement on Buses in Intercity Transportation of Passengers

In addition to bus companies transporting passengers, intercity passenger transportation activities organized by civil society organizations, associations, schools and tour operators for purposes of touristic activities during the summer/ winter as well as sports and cultural activities are also equally important in terms of road traffic safety.

Looking into accidents involving vehicles used in intercity transportation of passengers, it is seen that such accidents are the result of drivers not dropping speed upon approach to junctions during the day, drivers not observing lane keeping and lane changing rules or those that fail to keep the following distance in addition to other such reasons as driving without foresight of weather conditions as well as ***driving in a sleep deprived or fatigued state*** and driver's/ passengers' failure to put on their seat-belts, which causes loss of life and serious injuries.

Traffic law enforcement is carried out as a continuous effort with the aim to ensure a more regulated and a safer environment for intercity passenger transport and to minimize the accidents involving these vehicles and deaths, to maximize drivers" compliance with traffic rules and to prevent unsafe (or pirate) transportation activities.

Upon finding that accidents resulting in loss of life and serious injuries involving passenger coaches are relatively more frequent between the hours of 02:00-08:00, ***"Traffic Control Stations"*** have been set up for such vehicles on certain arterial routes.

Although the ration of coaches used in transportation of passengers to all registered vehicles was 0.9% in 2009, their rate of involvement in accidents within all vehicle types was highest with 2.8%.

Objective	**O.20. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Enforcement on Coaches Used in the Transportation of Passengers within the Scope of the Safe System Approach**
Target-1	**T.20.1.** Increased enforcement on the vehicles and drivers of vehicles of intercity passenger transportation
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Family, Labor and Social Services • Social Security Institution 2. Ministry of Environment and Urbanization • General Directorate of Local Governments 3. Ministry of Treasury and Finance • Revenue Administration 4. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • General Directorate of Investments and Facilities 5. Ministry of Transportation and Infrastructure • Yatırım ve İşletmeler Genel Müdürlüğü 6. Ulaştırma ve Altyapı Bakanlığı • Department of Supervisory Services • General Directorate of Highways • Transportation Services Regulation General Directorate 7. Municipalities 8. Municipalities Union of Turkey

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PG 20.1.1: **Number of 24/7 control points erected on main arteries and routes accommodating buses for intercity transportation of passengers and seasonal workers**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Department of Supervisory Services, General Directorate of Highways, Services Regulation General Directorate, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities	20%	3	5	7	9
PI 20.1.2: **Rate of increase in enforcement activities by civilian staff concerning buses transporting intercity passengers with B1 and D1 licenses (enforcement on the move)**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Transportation Services Regulation General Directorate	20%	3.700	6%	6%	6%
PI 20.1.3: **As regards intercity transportation, rate of completion of initiatives concerning the simultaneous use with the Ministry of Interior of the U-ETDS system (Electronic Traffic Enforcement System for Transportation) commissioned by the Ministry of Transportation and Infrastructure, including performance of enforcement activities through the system, which shall be also integrated with those of the Ministry of Culture and Tourism, the Ministry of Treasury and Finance and the Ministry of Family, Labor and Social Services**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of Investments and Facilities, Revenue Administration, Social Security Institution Presidency General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impa-ct on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 20.1.4: **Number of biannual visual and print disclosure on TV and through the Press of the outcomes of accidents with death involving vehicles used in road transportation of passengers and similar vehicles, vehicles, drivers and number plates of the latter as well as the title of the bus operator within the framework of the Additional Article 4 of the Law No. 2918**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Transportation Services Regulation General Directorate	20%	-	2	2	2
PI 20.1.5: **Rate of completion of works concerning the amendment of Article 26 of the Road Transportation Law No. 4925 for due alignment with the sanctions prescribed in the Additional Article 2 of the Road Traffic Law**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	50%	100%	-
Risks	• Failure to understand the need to duly perform institutional responsibilities • Changing institutional priorities • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation • Legislative regulations taking time					
Strategies	• Disclosure of company names to have a positive enhancer effect on competition • Prevent possible accidents through increased number of trainings to reduce driver failures due to fatigue • Effective use of technologies • Increasing inter-institutional coordination and cooperation • Improving institutional capacity • Increased number of intercity roadside enforcement activities • More detailed enforcement of tachometer use and speed controls including transportation distance and substitute drivers • Strict enforcement on operators					
Findings	• Minimum level of the quality standards and safety precautions by some companies • Sleep deprivation and fatigue as the primary reason for accidents for the drivers of such vehicles					
Needs	• Legislative changes as required • Accuracy and reliability of data on vehicles of public transport • Prioritization of quality enforcement • Further training for drivers of bus drivers in passenger transportation					

2.2. Enforcement on Vehicles Used in Transportation of Goods

In view to increase the visibility and safety of vehicles transporting goods on intercity roads, it is important to continue enforcement activities with unwavering determination in order to prevent traffic violations that call for accidents, especially, the presence of lateral and rear protective frames that are obligatory for such vehicles, including rear reflectors and other markings.

Rest periods of the drivers of vehicles used in transportation of goods are controlled using data recorded on tachometers whereby drivers without adequate rest are not allowed to continue. Installations and equipment on-board vehicles of transport, drivers" competencies, the characteristics of the cargo transported as well as the road-fitness thereof are effectively controlled.

In this regard, a total of 54.592 such driver were found in violation of rest periods in 2019.

Objective	**O.21. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Enforcement on Heavy Vehicles Used in Transportation of Goods within the Scope of the Safe System Approach**					
Target-1	**T.21.1.** Reduction of the number of accidents involving heavy vehicles used in transportation of goods through enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Family, Labor and Social Services • Social Security Institution 2. Ministry of Environment and Urbanization • General Directorate of Environmental Management • General Directorate of Local Governments 3. Ministry of Treasury and Finance • Revenue Administration • General Directorate of Public Accounts 4. Ministry of Interior • General Directorate of the Turkish National Police • General Directorate of Provincial Administration • General Command of the Gendarmerie 5. Ministry of Culture and Tourism • General Directorate of Investments and Facilities 6. Ministry of Industry and Technology • General Directorate of Industry 7. Ministry of Transportation and Infrastructure • Department of Supervisory Services • General Directorate of Highways • Transportation Services Regulation General Directorate • Transport Safety Inspection Center 8. Municipalities 9. Union of Municipalities of Turkey 10. TÜVTÜRK					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 21.1.1: **Rate of completion of analyses of actors to multiply the risk of death and severe injuries for passengers on-board vehicles involved in accidents with a focus on heavy and large vehicles**	RESPONSIBLE BODIES: Transport Safety Inspection Center, General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Transportation Services Regulation General Directorate	15%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 21.1.2: **Rate of completion of works concerning the identification of in-city and intercity routes for vehicles that, per analyses, are heavier and larger than agreed limitations**	RESPONSIBLE BODIES: General Directorate of Local Governments, General Directorate of Highways, General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Transportation Services Regulation General Directorate, Department of Supervisory Services, Union of Municipalities of Turkey, Municipalities	15%	-	-	50%	100%
PI 21.1.3: **Number of planned joint enforcement activities carried out at pre-determined times**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways, Transportation Services Regulation General Directorate COOPERATION BODIES: Municipalities, Revenue Administration, General Directorate of Environmental Management	15%	-	12	12	12
PI 21.1.4: **The rate of increase in the number of heavy vehicles the type approval of the lateral and rear protection frame has been controlled**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, TÜVTÜRK COOPERATION BODIES: General Directorate of Industry, Transportation Services Regulation General Directorate	10%	9.396.000*	6%	6%	6%
PI 21.1.5: **As regards intercity transportation, rate of completion of initiatives concerning the simultaneous use with the Ministry of Interior of the U-ETDS system (Electronic Traffic Enforcement System for Transportation) commissioned by the Ministry of Transportation and Infrastructure, including performance of enforcement activities through the system, which shall be also integrated with those of the Ministry of Treasury and Finance and the Ministry of Family, Labor and Social Services**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of Investments and Facilities, Revenue Administration, Social Security Institution Presidency General Directorate of the Turkish National Police, General Command of the Gendarmerie	15%	-	50%	75%	100%

*Estimated using data for the first 10 months of 2020

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 21.1.6: **Rate of completion of preparations concerning enforcement on transportation activities using the U-ETDS system**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of Investments and Facilities, Revenue Administration, General Directorate of the Turkish National Police, General Command of the Gendarmerie	15%	-	50%	75%	100%
PI 21.1.7: **Rate of completion of works to enable data entry in administrative fine tickets by traffic law enforcers based on the Road Transportation Law, including upload of such tickets on the system**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Transportation Services Regulation General Directorate, General Directorate of Public Accounts, Revenue Administration	15%	-	100%	-	-
Risks	• Changing institutional priorities • Shortcomings in inter-institutional coordination and cooperation • Possible shortcomings concerning human resources					
Strategies	• Raising qualified staff • Increased number and effectiveness of enforcement on vehicles transporting goods through the use of qualified staff • Effective use of technologies • Increasing inter-institutional coordination and cooperation • Improving institutional capacity • Ensuring faster flow of data through the issuance and communication of administrative fine tickets through the system with reliance on the Road Traffic Law					
Findings	• Unavailability of staff to carry out qualified enforcement activities other than traffic law enforcers • The need to identify routes for transporters for traffic safety, which requires various analyses • Exceeding of speed limits and driving hours due to inapplicability of tachometer use in urban and adjacent municipal areas • Mail-delivery of administrative traffic fines issued by law enforcers with reliance on the Road Transportation Law, which hampers data flow as well as causes losses in labor and time					
Needs	• Completion of legislative regulations as required • Improved infrastructure capabilities • Analyses to identify the nationwide routes used by vehicles used in transportation of goods • Prioritization of quality and effective enforcement					

2.3. Enforcement on Transporters of Dangerous Goods (ADR)

Transportation of dangerous goods on public roads have to be performed in a safe and regulated fashion so as to ensure that human health as well as other living creatures and the environment are not harmed, including the control of the responsibilities and liabilities of those involved in such activities such as forwarders, receivers, fillers, loaders, dischargers, packers, operators of tanks, containers and portable tanks, transporters and drivers of any and all vehicles.

Vehicle hardware, competence of drivers, quality and road-fitness of cargo are subject to assessment as per traffic and ADR legislation.

Objective	**O.22. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Enforcement on Vehicles Transporting Dangerous Goods (ADR) within the Scope of the Safe System Approach**					
Target-1	**T.22.1.** Increased enforcement on vehicles transporting dangerous goods					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • Disaster and Emergency Management Presidency • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of Transportation and Infrastructure • General Directorate of Highways • Transportation Services Regulation General Directorate 4. Municipalities 5. Union of Municipalities of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 22.1.1: **Ratio of traffic staff at the general Directorate of the Turkish National Police and the General Command of the Gendarmerie with ADR training delivered by specialist staff to the total number of staff on-board these units with the aim to ensure ADR enforcement certification**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	%1	%1	%1
PI 22.1.2: **Number of roadside enforcement activities performed within the scope of transportation of dangerous goods**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	20.000	33.000	34.000	35.000
PI 22.1.3: **Number of planned joint enforcement activities to be carried out annually at predetermined periods**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	4	8	12

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 22.1.4: **Number of parking areas established by the respective authority for vehicles used in transportation of dangerous goods, which have been banned from traffic, prioritizing main arteries, routes and metropolitan areas**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate, General Directorate of Local Governments, General Directorate of Highways, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Disaster and Emergency Management Presidency	10%	-	30	30	21
PI 22.1.5: **Number of smart parking lots for vehicles used in transportation of dangerous goods and cargo**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	10%	-	-	-	1
PI 22.1.6: **Rate of completion of the mobile application developed following the completion of smart parking lots for vehicles used in transportation of dangerous goods and cargo**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate, General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities	10%	-	30%	60%	100%
PI 22.1.7: **Number of stationary checkpoints established by the respective authority for vehicles used in transportation of dangerous goods, which have been banned from traffic, prioritizing main arteries, routes and metropolitan areas**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Local Governments, Municipalities	10%	-	30	30	21
PI 22.1.8: **Number of provinces, where specific routes have been identified for the transportation of explosives, LPG, fuel oil, ammonium and nuclear substances**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Command of the Gendarmerie, General Directorate of Highways, General Directorate of Local Governments Municipalities	10%	-	30	30	21

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 22.1.9: **Number of amendments and other regulations in such areas as transportation, road network, accidents, enforcement and all related data concerning the transportation of dangerous goods**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate COOPERATION BODIES: General Command of the Gendarmerie, General Directorate of Highways, General Directorate of Local Governments Municipalities, Disaster and Emergency Management Presidency	10%	-	100%	100%	100%
Risks	• Changing institutional priorities • Shortcomings in inter-institutional coordination and cooperation • High risks involved in the transportation of dangerous goods especially in and around settlements					
Strategies	• Increased number of enforcement activities through training of qualified staff • Effective use of technologies • Improvement of institutional capacity through enhanced coordination and cooperation between respective institutions • Elimination of possible risks from cargo by way of allocation of parking areas and enforcement checkpoints specific for vehicles used in transportation of dangerous goods					
Findings	• Insufficiency of staff capable of qualified enforcement • LPG and fuel oil as the bulk (80%) of all dangerous goods transported on roads • Insufficient number of enforcement checkpoints and parking areas					
Needs	• Completion of legislative regulations as required • Specialization of traffic law enforcers in ADR-related enforcement • Identification of routes for transportation of dangerous substances scientifically • The need for designated parking areas and enforcement checkpoints in view of the environmental damages from dangerous substances • Improved infrastructure capabilities					

2.4. Enforcement on Urban Service Buses/Minibuses

Service buses/minibuses are used for the urban transportation of the staff of public and private bodies as well as other staff in many other sectors including touristic shuttles, free-of-charge services of private companies, etc.

Although the activities of such service buses/minibuses are regulated by municipalities, planned and targeted enforcement activities are also carried out in areas and along routes accommodating industrial activities as well as other businesses in view of the traffic conditions and the traffic volume of provinces.

Objective	**O.23. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Enforcement on Service Buses/Minibuses within the Scope of the Safe System Approach**					
Target-1	**T.23.1.** Prevention of accidents involving service buses/minibuses through enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie • General Directorate of Provincial Administration 3. Ministry of Transportation and Infrastructure • Transportation Services Regulation General Directorate 4. Municipalities 5. Union of Municipalities of Turkey 6. Road Transportation of Passengers Sector Council - Union of 7. Chambers and Commodity Exchanges of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 23.1.1: **Number of works to identify service routes in industry and business-intensive areas**	RESPONSIBLE BODIES: General Directorate of Local Governments, General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Union of Municipalities of Turkey, Municipalities, Drivers and Motorists Federation of Turkey, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	10%	-	2	2	2

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 23.1.2: **Rate of completion of works concerning the certification/ licensing of vehicles and drivers to be used with the aim to prevent unregistered/ unauthorized transportation activities in provinces**	RESPONSIBLE BODIES: General Directorate of Local Governments COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Union of Municipalities of Turkey, Municipalities, Drivers and Motorists Federation of Turkey, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	10%	-	100%	100%	100%
PI 23.1.3: **Number of intensive enforcements on service buses/ minibuses carried out jointly with stakeholder institutions**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Municipalities COORDINATION BODIES: General Directorate of Local Governments, Union of Municipalities of Turkey, Drivers and Motorists Federation of Turkey, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	20%	-	12	12	12
PI 23.1.4: **Amount of increase in the number of vehicles subject to enforcement during enforcement activities for service buses/minibuses transporting agricultural workers during the high season for agricultural activities**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	20%	195.000*	6%	6%	6%
PI 23.1.5: **Rate of realization of enforcement activities to ensure the operation of road vehicles transporting seasonal agricultural workers between the hours of 00:00 and 06:00 in line with the Circular on Seasonal Agricultural Workers No. 2017/6 by the Prime Ministry**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	20%	100%	100%	100%	100%

*Calculated as national estimate using data for the first 10 months of 2020

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 23.1.6: **Extent of inclusion of traffic safety measures in concession agreements of recipients of such transportation (service buses/ minibuses) services and the rate of completion of works concerning the enforcement thereof**	RESPONSIBLE BODIES: Public bodies procuring such services General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Transportation Services Regulation General Directorate Municipalities, General Directorate of Local Governments	20%	-	100%	100%	100%
Risks	• Changing institutional priorities • Legislative regulations taking time • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation					
Strategies	• Internal control by organizations such service buses/minibuses are affiliated with • Redress of shortcomings through intensive enforcement					
Findings	• Serious outcomes of accidents involving service buses/minibuses due to higher seating capacity • Low rate of seat-belt use					
Needs	• Establishment of a systematical supervisory mechanism on service buses/ minibuses • Completion of legislative regulations as required • Delivery of informative training and campaigns for public sector staff concerning seat-belt use					

2.5. Enforcement on School Buses

Enforcement concerning service vehicles subject to the Regulation on School Buses No. 30221 of 25.10.2017 is carried out with the aim to regulate and ensure the safety of transportation activities involving students in preschool and compulsory education as well as other children at kindergartens and children's clubs, including the determination of procedures and principles applicable to the competencies and working conditions of real and legal transportation bodies.

To ensure safe and peaceful travel for school-age children, to increase the perceived sense of "being caught" through enforcement activities and to maximize the attention and sensitivity of service bus drivers to prevent accidents involving these vehicles, in addition to "Regular Enforcement on School Buses/Minibuses", special enforcement activities are also carried out.

During such enforcement activities, compliance with the provisions of and issued specified in the Regulation on School Buses/Minibuses are inspected in addition to compliance with traffic rules, including notification of respective school administrations and municipalities in the event of any non-compliance.

Objective	**O.24. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Enforcement on Service Buses/Minibuses within the Scope of the Safe System Approach**					
Target-1	**T.24.1.** Ensure safe and peaceful travel of students and to prevent accidents involving school buses/minibuses					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Family, Labor and Social Services • General Directorate of Family and Social Services 2. Ministry of Interior • General Directorate of Provincial Administration • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of National Education • Secondary Education General Directorate • General Directorate of Private Education Institutions • General Directorate of Primary Education • General Directorate of Support Services 4. Ministry of Industry and Technology • General Directorate of Industry 5. Ministry of Transportation • Transportation Services Regulation General Directorate 6. Municipalities 7. Union of Municipalities of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 24.1.1: **Amount of increase in the number of enforcement activities throughout the entire academic year as per the Regulation on School Buses/ Minibuses especially during the start of the academic year and right after the term break**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Secondary Education COOPERATION BODIES: General Directorate of Primary Education	25%	414.350*	6%	6%	6%

* Calculated as national estimate using data for the first 10 months of 2020

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 24.1.2: **Number of joint efforts involving stakeholders before the start of the academic year focusing on the operation of school buses/minibuses as well as challenges encountered with the aim to ensure regulated and safer functioning of school transportation services**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of Support Services COOPERATION BODIES: General Directorate of Family and Social Services, Transportation Services Regulation General Directorate, General Directorate of Private Education Institutions, General Directorate of Basic Education, General Directorate of Industry, Municipalities	25%	1	2	2	2
PI 24.1.3: **Number of enforcement activities on school buses/ minibuses carried out jointly with stakeholder institutions**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Secondary Education COOPERATION BODIES: General Directorate of Private Education Institutions, General Directorate of Basic Education, General Directorate of Industry, Municipalities	25%	1	2	2	2
PI 24.1.4: **Number of enforcement activities on service buses/ minibuses performed by education bodies commissioning such transportation services**	RESPONSIBLE BODIES: General Directorate of Secondary Education, General Directorate of Private Education Institutions, General Directorate of Primary Education COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	25%	-	8	8	8
Risks	• Changing institutional priorities • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation					
Strategies	• Enforcement of service buses/minibuses and determination of criteria by bodies responsible for service buses/minibuses • Identification of shortcomings through intensive enforcement					
Findings	• Severe outcomes of accidents involving service buses/minibuses due to high seating capacity					
Needs	• Establishment of a systematical supervisory mechanism on service buses/ minibuses • Completion of legislative regulations as required • Updating legislation					

3. Enforcement on Motorbikes, Motor-bicycles and Bicycles

Technology and technical advancements have a variety of contributions to the transportation sector as well as the advent of vehicles. The PTW group of vehicles dominated by motorbikes and bicycles until recently has gone through changes culminating in variety.

In Turkey, the number of motorbikes and motor-bicycles as well as the amount of use thereof are on the rise, which constitute 14.6% of the total number of registered vehicles and 18.8% of vehicles involving in accidents.

In addition to existing enforcement efforts, also, targeted and planned simultaneous enforcement activities are carried out on such vehicles with the aim to prevent traffic accidents involving motorbikes and motor-bicycles and to enhance traffic safety for drivers and passengers.

Objective	**O.25. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Enforcement on Motorbikes, Motor-bicycles and Bicycles within the Scope of the Safe System Approach**					
Target-1	**T.25.1.** Prevention of accidents involving motorbikes, motor-bicycles, bicycles and e-scooters through regulation and enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Environmental Management • General Directorate of National Estate • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of Treasury and Finance • Insurance and Private Pension Regulatory and Supervisory Authority 4. Ministry of Industry and Technology • General Directorate of Industry 5. Municipalities 6. Notaries Union of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 25.1.1: **Rate of completion of legislation concerning the coverage of motor-bicycles (mopeds) under Compulsory Financial Liability Insurance for Motor Road Vehicles**	RESPONSIBLE BODIES: Insurance and Private Pension Regulatory and Supervisory Authority COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	50%	100%	-
PI 25.1.2: **Amount of increase in the number of enforcement activities on bicycles, motorbikes and motor-bicycles carried out by traffic law enforcers of the General Directorate of the Turkish National Police**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	20%	1.850.000*	6%	6%	6%

*Calculated as national estimate using data for the first 10 months of 2020

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 25.1.3: **Amount of increase in the number of enforcement activities on bicycles, motorbikes and motor-bicycles carried out by traffic law enforcers of the General Command of the Gendarmerie**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police	20%	132.000*	6%	6%	6%
PI 25.1.4: **Rate of completion of works concerning the sale of vehicles, which have been banned from traffic and confiscated as per the provisions of the Road Traffic Law or for being unattended and which have not been claimed by the owners thereof in 6 months**	RESPONSIBLE BODIES: General Directorate of National Estate COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	20%	-	50%	100%	100%
PI 25.1.5: **Rate of completion of works concerning the inclusion of scrapping of 2-wheeler motorbikes and bicycles in the "Regulation Concerning the Control of End-of-Life Vehicles" published in the Official Gazette No. 27448 of 30/12/2009**	RESPONSIBLE BODIES: General Directorate of Environmental Management COOPERATION BODIES: Notaries Union of Turkey	10%	-	50%	100%	100%
PI 25.1.6: **Rate of completion of works concerning the registration of electrical bicycles by Local Administrations with the aim to ensure traffic safety**	RESPONSIBLE BODIES: General Directorate of Local Governments, Municipalities COOPERATION BODIES: General Directorate of Environmental Management, General Directorate of Industry	10%	-	50%	100%	100%
Risks	• Changing institutional priorities • Legislative regulations taking time • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation					
Strategies	• Increase the frequency of enforcement activities in areas where motorbikes and bicycles are widely used • Consolidation of use of helmets so as to minimize the vulnerability of vulnerable road users in the event of an accident					
Findings	• Increasing number of motorbikes and motor-bicycles especially in the summer • Insufficient amount of use of helmets					
Needs	• Urgent completion of legislative regulations • Maintaining intensive and effective enforcement					

*Calculated as national estimate using data for the first 10 months of 2020

4. Enforcement on Tractors and Other Agricultural Vehicles and Machinery Using Roads

Another critical factor causing traffic accidents are "agricultural vehicles and tractors", which are also road users in numbers varying based on seasonality and regional conditions.

Such vehicles are seen to have negative impacts on traffic safety due to failures in observance of traffic safety by uncontrolled and unsafe presence of tractors, harvesters, etc. on the roads with missing or insufficient and inadequate use of lights, rear-reflectors and other fittings, which are also seen to carry non-standard loads including on trailers as a result of carrying out their activities in rural environments such as villages and for a limited amount time throughout the year only for purposes of agricultural activities.

At times of seasonal increase in agricultural activities in Turkey, planned and focused enforcement activities are carried out with the aim to minimize road traffic accidents, to enhance vehicle and driver compliance with traffic rules and to consolidate road users" sense of being caught through enforcement activities.

It seen that 8.2% of Turkey's motor vehicle profile is composed of tractors. In accidents involving tractors in 2019, a total of 188 persons have lost their lives, which corresponds to 7.4% of all deaths on the scene of accident.

Objective	**O.26. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Enforcement on Tractors, Other Agricultural Machinery and Equipment within the Scope of the Safe System Approach**
Target-1	**T.26.1.** Ensure traffic safety of tractors, other agricultural vehicles and machinery through enforcement
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Directorate of Provincial Administration • General Command of the Gendarmerie 3. Ministry of Industry and Technology • General Directorate of Industry • General Directorate of Metering and Industrial Products Safety • Turkish Standards Institute 4. Ministry of Transportation and Infrastructure • General Directorate of Highways 5. Ministry of Agriculture and Forestry • General Directorate of Agricultural Reform • Department of Training and Publications 6. Municipalities 7. Union of Agricultural Tools and Machinery Producers of Turkey 8. Union of Municipalities of Turkey 9. Agricultural Credit Cooperatives of Turkey 10. Union of Agricultural Chambers of Turkey 11. TÜVTÜRK

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 26.1.1: **Rate of completion of works concerning the attainment the level of international standards for the number, quality and visibility of lights and reflective parts on new agricultural vehicles and trailers thereof**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, TÜVTÜRK	15%	-	50%	100%	-
PI 26.1.2: **Rate of completion of regulatory works to ensure the use of rear and lateral protectors (underrun protectors) in new vehicles and the trailers thereof within the scope of international legislation and to prevent underrun as well as to prevent the effect of running into a rigid wall in an accident**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, TÜVTÜRK, General Directorate of Agricultural Reform, Union of Agricultural Tools and Machinery Producers of Turkey	15%	-	50%	100%	-
PI 26.1.3: **Number of enforcement activities carried out concerning the use of ROPS (Roll Over Protection Systems) in tractors produced after 2002, which also provides for a living/ survival space for drivers**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: TÜVTÜRK	10%	-	4	4	4
PI 26.1.4: **In view of the significant ability of new tractors to reach significant speeds, the rate of completion of works to mandate the use of Anti-blockage Brake Systems (ABS) on such vehicles as cars within the scope of respective international standards**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, TÜVTÜRK	10%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 26.1.5: **Amount of determination of traffic enforcement activities during the high-season for agricultural activities and for each region individually**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Agricultural Reform, Department of Training and Publications, Presidency Union of Chambers of Agriculture of Turkey, Agricultural Credit Cooperatives of Turkey	10%	-	100%	100%	100%
PI 26.1.6: **Number of information activities and campaigns carried out jointly with respective bodies and NGOs concerning the appropriate use of tractors, agricultural vehicles and machinery**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Provincial Administration, General Directorate of Agricultural Reform, Department of Training and Publications, Presidency Agricultural Credit Cooperatives of Turkey, Union of Chambers of Agriculture of Turkey, Union of Producers of Agricultural Tools and Machinery of Turkey, Municipalities	10%	-	4	4	4
PI 26.1.7: **Number of on-site informatory and enforcement activities concerning lighting and reflector fittings, etc. on agricultural vehicles at pre-determined times or each region, either before or during the season**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Agricultural Reform, Department of Training and Publications, Presidency Union of Chambers of Agriculture of Turkey, Agricultural Credit Cooperatives of Turkey	10%	-	4	4	4

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 26.1.8: **Rate of completion of works concerning the prohibition of large agricultural vehicles and machinery used seasonally from entering the road environment as well as other works concerning the provision of vertical and horizontal markings, use of trailers or alternative methods during their movement, including region-and/or-road-specific works in view of climatic, day/night, road and environmental conditions of the regions where they are used**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of Provincial Administration, General Directorate of Local Governments COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, TÜVTÜRK Union of Municipalities of Turkey, Municipalities	10%	-	50%	100%	-
PI 26.1.9: **Rate of completion of works concerning administrative and technical definition of and determination of the safety standards for makeshift agricultural vehicles called "chug" made by joining an engine, a trailer and a seat**	RESPONSIBLE BODIES: General Directorate of Industry, Turkish Standards Institute COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Union of Agricultural Tools and Machinery Producers of Turkey, General Directorate of Agricultural Reform, General Directorate of Metering and Industrial Products Safety	10%	-	100%	100%	100%
Risks	• Unforeseen increase in the number of agricultural vehicles • Regional variations between agricultural seasons					
Strategies	• Minimize accidents with death and injuries involving agricultural vehicles with compulsory technical fittings • Performance of planned enforcement activities • Further visibility of agricultural vehicles with lighting fixtures as required • Carry out awareness activities regarding the impact of agricultural vehicles on traffic safety					
Findings	• Missing and insufficient lighting systems on agricultural vehicles • Most accidents involving agricultural vehicles ending up in death and injury					
Needs	• Increase the number of enforcement activities in rural areas • Further the visibility of agricultural vehicles • Carry out legislative changes as required					

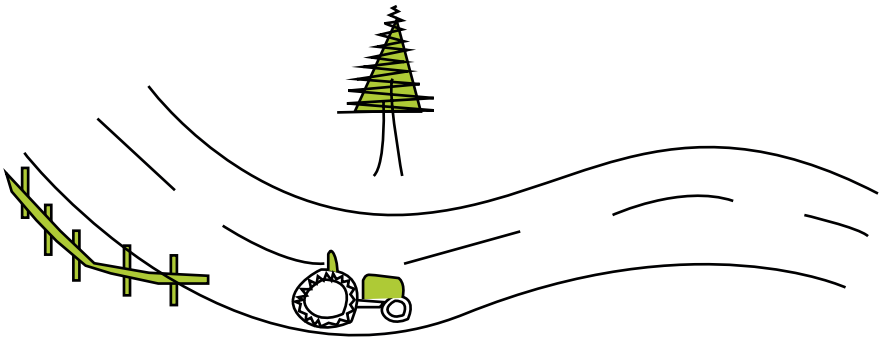
iii. Traffic enforcement Focused On Roads Within the Scope of the Safe System Approach

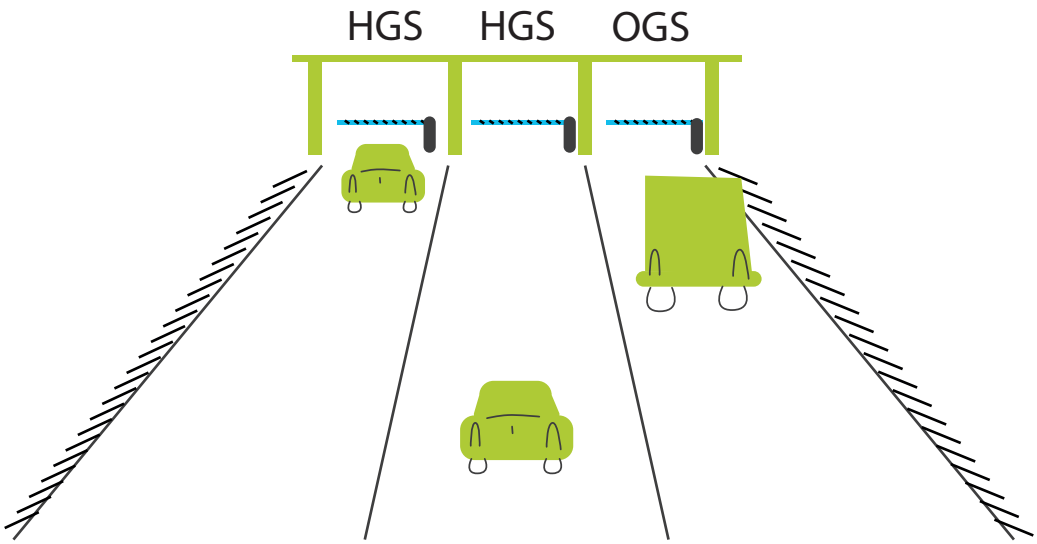
The main target of traffic enforcement is to ensure compliance of road users in tandem with the prevention of all possible physical damages on the material unity of humans as well as other acts to threaten property.

According to the 2020 inventory of the General Directorate of Highways, the national road network of Turkey is 68.251km, despite variations between the years, including;

- 3.060 km of motorways,
- 31.006 km of state highways,
- and 34.185 km of provincial roads.

In addition, the total length of village roads is another 182.500 km.





1. Traffic Enforcement on Motorways

Access-controlled Roads (i.e., Motorways) are roads specifically allocated for transit traffic allowing the use only by motor vehicles, with entry and exit restrictions other than through designated junctions, where entry of non-motor vehicles and animals is not allowed and where traffic is under to special supervision.

Motorways are also high-standard roads with minimum speed enforcement and with higher cruising speeds.

Objective	**O.27. Contribute to Road Traffic Safety Through Effective, Continuous and Intensive Traffic Enforcement on Motorways within the Scope of the Safe System Approach**					
Target-1	**T.27.1.** Reduction of traffic accidents on motorways through increased enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 2. Ministry of Transportation and Infrastructure • General Directorate of Highways					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 27.1.1: **Increase in the number of enforcement activities using Mobile Speed Violation Monitoring Systems on motorways without electronic enforcement systems (EDS)**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways	30%	-	6%	6%	6%
PI 27.1.2: **Number of aerial enforcement activities on motorways involving especially heavy vehicles parked and stopped on driving lanes, safety lanes, roadside facilities and gas stations as well as entry and egress junctions along motorways**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways	40%	52	52	52	52
PI 27.1.3: **Amount of increase in the number of enforcement activities concerning tailgating, inappropriate lane shifting and cleanliness of the road surface on motorways**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	30%	3	6%	6%	6%
Risks	• Suitability of weather for aerial enforcement					
Strategies	• Increase deterrence through varied enforcement • Improve visibility of official units on the route to maximize attention of drivers • Eliminate the risk of accidents and ensuring traffic fluidity by way of preventing parking and stopping on the main route					
Findings	• Motorway accidents resulting from speeding which have severe outcomes • Traffic risk from vehicles parked/stopped on the side of the road					
Needs	• Increased number of drones in provinces • Increased number of radars for mobile speed monitoring					

2. Traffic Enforcement of State Highways

State highways are the main roads that are other than those within the remit of municipalities and other institutions and that provide uninterrupted access for transit traffic to provinces, ports, shipyards, airports, railway stations as well as border crossings.

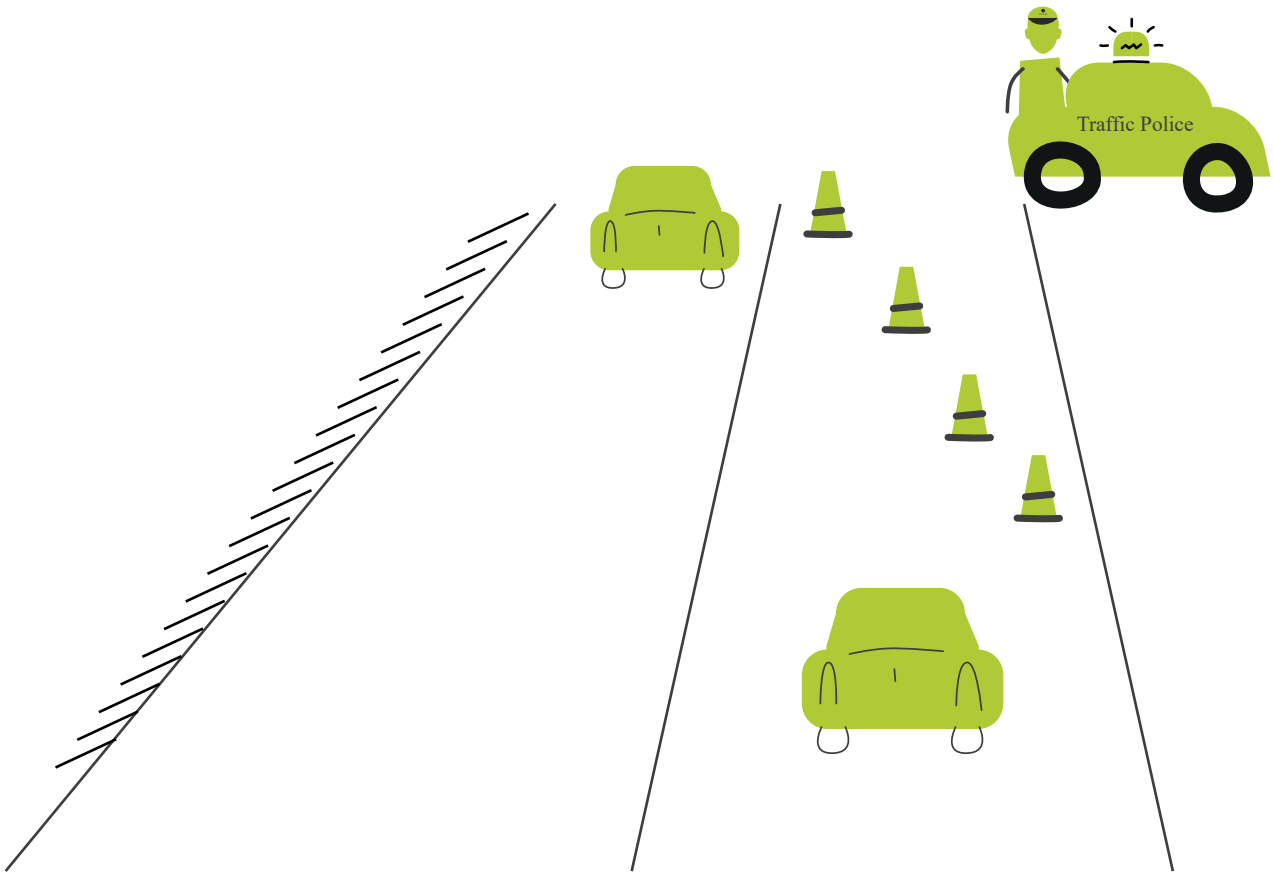
Analyses carried out demonstrate that accidents with death and injuries increase significantly during the summer in comparison with winter months, that crowds heading holiday resorts after cold periods increase the amount of traffic on state highways, including other such times as national and religious holidays that allow for extended pauses, causing occasional surge in the number of traffic accidents and resulting death and injuries.

Enforcement activities are carried out to ensure traffic safety on state highways that link Turkish settlements and which accommodate a significant portion of transportation of passengers and goods.

Objective	**O.28. Improving technical Capabilities and Capacities of Stationary/Mobile Checkpoints on State Highways within the Scope of the Safe System Approach**					
Target-1	**T.28.1.** Contribute to traffic safety by way of enforcement activities on vehicles of intercity transportation and the drivers thereof through enhanced capacity of roadside checkpoints and traffic law enforcers					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Family, Labor and Social Services • General Directorate of Occupational Health and Safety • Department of Guidance and Inspections 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of Industry and Technology • General Directorate of Industry 4. Ministry of Transportation and Infrastructure • General Directorate of Highways • Transportation Services Regulation General Directorate 5. TÜVTÜRK					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 28.1.1: **Number of annual trainings (Orientation, Basic OHS Training, technical trainings and refresher trainings, etc.) for staff working at roadside checkpoints**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	20%	-	1	1	1
PI 28.1.2: **Rate of completion of the revision of roadside control stations and works concerning the establishment of new ones**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: -	20%	-	100%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 28.1.3: **Rate of completion of legal, technical and administrative arrangements to facilitate the performance of checks and controls regarding the road-worthiness (tires, lights, mirrors, first-aid kit, inspections, tachometers, etc.) of vehicles checked at roadside control stations**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate General Directorate of Highways COOPERATION BODIES: General Directorate of Industry, TÜVTÜRK	20%	-	30%	50%	100%
PI 28.1.4: **With reliance on the authorization by Article 7 of the Road Traffic Law No. 2918, number of roadside control stations capable of analyses, including the quick response time regarding the download of tachometer data**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: Transportation Services Regulation General Directorate	20%	-	30%	50%	100%
PI 28.1.5: **Number of roadside control stations with joint teams (involving General Directorate of Highways specialists, work inspectors, technical staff, traffic law enforcers, etc.) and the infrastructure needed for tachometer analyses**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Transportation Services Regulation General Directorate General Directorate of Occupational Health and Safety, Department of Guidance and Inspections, TÜVTÜRK	10%	-	30%	50%	100%
PI 28.1.6: **Rate of completion of legislation concerning the authorization of the staff of the General Directorate of Highways, who is responsible for the inspection of the size, weight and tachometers of vehicles at roadside control stations, to carry out further inspection of the licenses of drivers of vehicles concerned**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: Transportation Services Regulation General Directorate	10%	-	50%	100%	-

Risks	• Changing institutional priorities • Possible shortcomings concerning human resources
Strategies	• Increase the number of roadside control stations • Formation of join working groups at roadside checkpoints for further development of a collaborative culture between institutions and to secure savings n time, space and human resources • Making utmost use of technological advancements during traffic law enforcement • Seamless performance enforcement activities especially on tachometers
Findings	• Prevention of violations by road users through the creation of a perception that traffic law enforcement is carried out regardless of place and time
Needs	• Legislative regulations • Provision of the needed soft and hardware



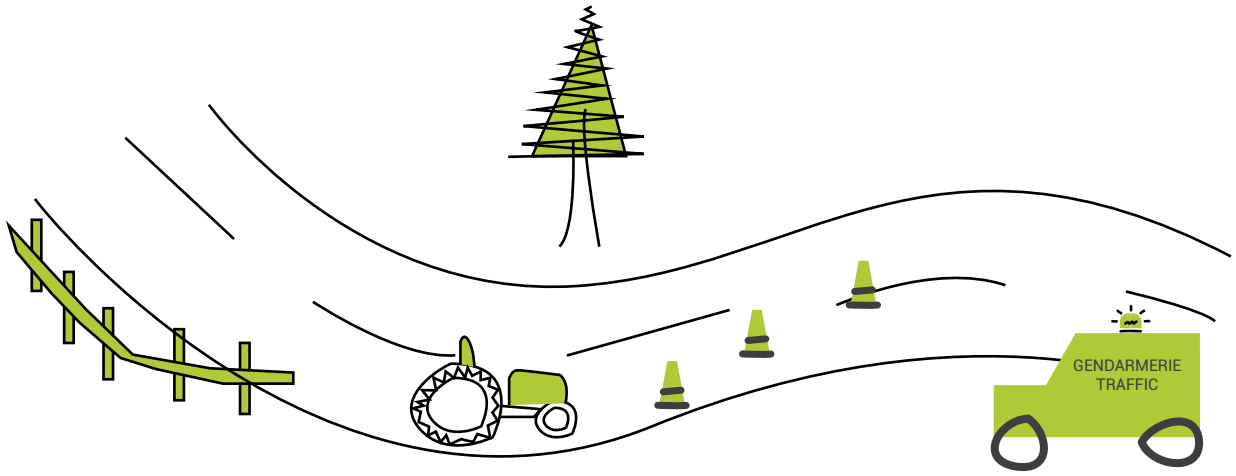
3. Traffic Enforcement on Provincial Roads

Provincial roads are roads that lie within city limits but other than those that are under the responsibility of municipalities and other public bodies, which links provinces with one another as well as to state highways, ports, railroad stations, shipyards, airports and to other provinces as required.

Analyses indicate that the number of accidents with death and injuries are significantly higher in summer than in winter, which occur especially on secondary roads between cities and towns mostly due to agricultural and other transportation activities, including occasional ups and downs in the number of casualties.

Objective	**O.29. Contribute to Traffic Safety Through Effective, Continued and Intensive Enforcement on Provincial Roads Within the Scope of the Safe System Approach**					
Target-1	**T.29.1.** Reduce traffic accidents on provincial roads through increased traffic enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Directorate of Provincial Administration • General Command of the Gendarmerie 3. Ministry of Transportation and Infrastructure • General Directorate of Highways 4. Municipalities					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 29.1.1: **Number of analyses carried out annually on road sections that are accident blackspots**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Provincial Administration, General Directorate of Highways, General Directorate of Local Governments, Municipalities	30%	-	2	2	2
PI 29.1.2: **Amount of increase in enforcement activities focusing on vehicle type and violations on road sections identified with reliance on analyses carried out**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Provincial Administration, General Directorate of Highways, General Directorate of Local Governments, Municipalities	40%	-	6%	6%	6%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 29.1.3: **Amount of increase in the number of enforcement activities on vehicles of transportation of goods and passengers on provincial roads**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	30%	-	6%	6%	6%
Risks	• Changing institutional priorities • Legislative regulations taking time • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation					
Strategies	• Maximize driver attention by way of increased visibility of official units along the entire route • Reduce speed-related accidents					
Findings	• Most accidents happening due to speed • Deterrent effect on citizens of presence/visibility of law enforcers					
Needs	• Reduced number of drones • Performance of intensive speed enforcement					



4. Traffic Enforcement of Rural and Village Roads

Village roads are roads other than state highways and provincial roads, which connect villages to subsequent settlements as well as to districts and provinces and state highways.

Village roads and rural roads are areas requiring special attention as regards traffic safety. In these areas, road and environmental conditions can be short of optimal.

The possibility of deterioration of these roads are also high due to natural and climate conditions as well as the terrain.

Objective	**O.30. Contribute to Traffic Safety Through Effective, Continued and Intensive Enforcement on Rural Areas and on Village Roads Within the Scope of the Safe System Approach**					
Target-1	**T.30.1.** Take precautions on accident hotspots on village roads and determination of speed limits for village roads					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of Provincial Administration • General Directorate of the Turkish National Police • General Command of the Gendarmerie • Strategy Development Presidency 3. Ministry of Transportation and Infrastructure • General Directorate of Highways 4. Municipalities					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 30.1.1: **Rate of completion of works concerning the identification and improvement of accident hotspots through analyses of such accident blackspots**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police, Municipalities	25%	-	100%	100%	100%
PI 30.1.2: **Number of enforcement activities carried out by increased number of traffic law enforcement teams on accident blackspots and especially on secondary linking roads**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police, Municipalities	25%	-	365	365	365
PI 30.1.3: **Number of planned targeted enforcement activities on vehicles using village roads**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of the Turkish National Police, Municipalities	25%	-	48	96	120

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 30.1.4: **Rate of completion of works concerning the definition of and setting the speed limit for village roads**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of Highways, Strategy Development Presidency COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Local Governments	25%	-	50%	100%	-
Risks	• Lack of road sections suitable to accommodate the required checkpoint pockets • Insufficient number of enforcement teams and staff					
Strategies	• Identification of vehicles that are short of the required technical fixtures on village roads as well as of drivers without sufficient or valid license to further prevent possible traffic safety risks therefrom • Increased impact of enforcement on drivers through increased sense/ perception of being caught					
Findings	• The perception that enforcement activities on village roads are short of required levels • Increased traffic density on village roads during holidays • The need to enforce lower speeds on village roads due to lesser infrastructure, capacity and markings on village roads compared to state highways and provincial roads as well as the difficulty of controls and enforcement and stronger impact of seasonal conditions • In view of the longer distance to communication and health facilities on village roads, prevention of possible accidents on village roads before such accidents occur					
Needs	• Cooperation with other bodies • Timing/planning of enforcement activities in a way to cover all areas of responsibility					

5. Traffic Enforcement on Urban Avenues and Streets

Among the Sustainable Development Goals announced by the United Nations, Goal No. 11 directly relates to the quality of urban living aiming to make "cities and human settlements inclusive, safe, resilient and sustainable".

Sub categories of targets thereunder also include other priorities especially for women, the elderly, children and persons with disabilities concerning accessibility of green and public spaces that are safe, inclusive, accessibility of basic public services, sustainable transportation, affordable housing, improved air and environmental quality, protection of natural and cultural heritage, etc.

Objective	**T.31. Contribute to Traffic Safety Through Effective, Continued and Intensive Enforcement on Urban Avenues and Streets Within the Scope of the Safe System Approach**					
Target-1	**T.31.1.** Analyze accident blackspots on urban avenues and streets, including development of preventive methodologies and supervision strategies for accidents					
Target-2	**T.31.2.** Increased enforcement on vehicles used in urban transportation of passengers for further contribution to traffic safety through the urban transportation culture					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Family, Labor and Social Services • General Directorate of Occupational Health and Safety • Department of Guidance and Inspections 2. Ministry of Environment and Urbanization • General Directorate of Local Governments Ministry of Interior 3. Ministry of Interior • General Directorate of the Turkish National Police • General Directorate of Provincial Administration • General Command of the Gendarmerie 4. Ministry of Transportation and Infrastructure • General Directorate of Highways 5. Municipalities 6. Union of Municipalities of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 31.1.1: **Number of joint analyses completed regarding the identification of accident hotspots on urban avenues and streets in collaboration with respective authorities every six months**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of Local Governments, General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: BODIES: General Directorate of Highways, Union of Municipalities of Turkey, Municipalities	50%	-	2	2	2

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 31.1.2: **Number of urban traffic enforcement prepared based on analyses to identify accident blackspots in urban avenues and streets in collaboration with respective authorities every six-months**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of Local Governments, General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, Union of Municipalities of Turkey, Municipalities	25%	-	2	2	2
PI 31.1.3: **Number of periodical activity reports also dwelling on the impact of six-monthly enforcement plans and the outcomes thereof on accidents in areas covered within the scope of enforcement activities, which have been submitted to the General Directorate of the Turkish National Police and the General Command of the Gendarmerie**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of Local Governments, General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	25%	-	2	2	2
PI 31.2.1: **Number of enforcements on violations carried out by civilian traffic law enforcers disguised as passengers on public transportation vehicles and taxis**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	50%	2	12	12	12
PI 31.2.2: **Number of planned enforcement activities carried out jointly in collaboration with all responsible bodies concerning public transportation vehicles, departure stations, stops as well as their behavior along the route**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities, General Directorate of Occupational Health and Safety, Department of Guidance and Inspections	50%	-	12	24	36

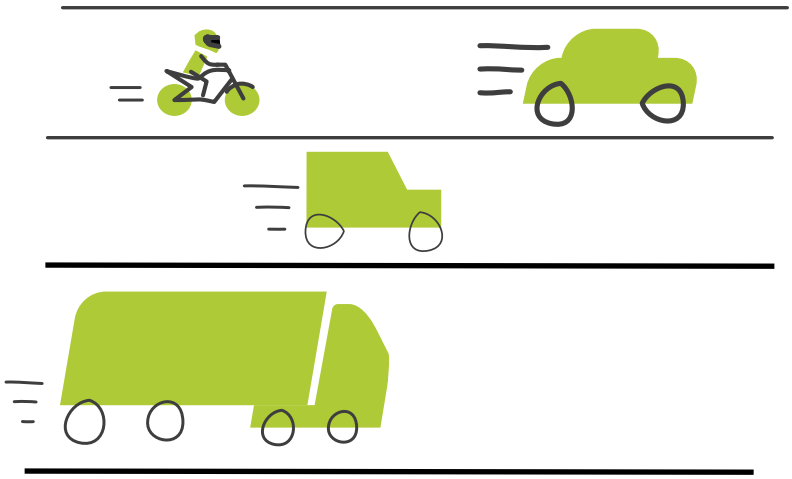
Risks	• Changing institutional priorities • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Shortcomings in inter-institutional coordination and cooperation
Strategies	• Work covering local accident blackspots • On-site determination of enforcement activities and measures concerning such areas identified • Ensure easier identification of violations by civilian teams • Creation on drivers of a continued sense of oversight • Ensure a good isolation of pedestrians and vehicles in areas where the two densely coincide • Encourage public transportation in city centers and creation of a traffic safety culture
Findings	• Higher possibility of drivers of public transportation vehicles having violations due to being an integral part of the traffic flow • Lack of a uniform study in municipalities all over Turkey regarding the identification of accident hotspots in urban roads, avenues and streets • Transportation priorities of local governments diverging from time to time from those of traffic safety • Availability of the potential of public transportation vehicles to encourage the formation of a traffic culture
Needs	• Guidance to local units for analyses and evaluations

iv. Within the scope of the Safe System Approach; Traffic Enforcement With "ELECTRONIC SYSTEMS"

Electronic Enforcement Systems (EDS) are another practical aspect of Enforcement Activities carried out within the scope of the Safe System Approach as one of the principal functions of ensuring traffic safety.

Once installed, electronic enforcement systems help eliminate human error for more reliable outcomes as well as provides for quicker response time for time-intensive works through the use of technologies





1. Traffic Enforcement Through KGYS (Urban Safety Management System)

Urban Safety Management Systems are systems installed and operated in such public spaces as city squares, roads, avenues, streets and parks as per Article 11/h of the Provincial Administration Law No. 5442 with the aim to ensure public order and public safety as well as to protect safety of life and property, to prevent crime and to ensure traffic safety and control.

Measure No. 512.5 in the Annual Presidential Program for 2020, prescribes that "Electronic Enforcement Systems shall measure and function with reliance on average speed enforcement instead of instant speed" ***whereby "...on the network of state highways within the remit of the General Directorate of Highways and on the provincial road network, priority routes shall be identified for the installation of Electronic Enforcement Systems measuring average speed, which shall be commissioned, first, on two such routes."***

Electronic Enforcement Systems to be identified and commissioned within this scope shall help improve and disseminate traffic enforcement in ways to identify violations leading to death and severe injuries.

Objective	**O.32. Contribute to Traffic Safety Through Traffic Enforcement Based on Urban Safety Management Systems (KGYS)**
Target-1	**T.32.1.** Within the scope of the PTS-EDS Project (Number Recognition Systems-Electronic Enforcement Systems Project), define "Average Speed Corridors" between PTS (Plate Number Recognition System) systems on routes accommodating heavy traffic and high number of accidents to prevent, ultimately, traffic accidents and death and injuries in relation thereto
Target-2	**T.32.2.** Identify violations of traffic rules using KGYS systems and to prevent traffic accidents through increased driver perception of the risk of being caught
Target-3	**T.32.3.** Reduce the number of traffic accidents and resulting death and injuries in tunnels by way of transformation of tunnels on provincial roads and state highways into average speed corridors
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarme (GCG) 3. Ministry of Industry and Technology • General Directorate of Industry 4. Ministry of Transportation and Infrastructure • General Directorate of Highways 5. Municipalities 6. Union of Municipalities of Turkey 7. Turkish Standards Institute 8. TÜVTÜRK

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 32.1.1: **Number of Average Speed Corridors commissioned under the PTS-EDS Project**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, General Directorate of Industry, Union of Municipalities of Turkey, Municipalities, TÜVTÜRK	50%	12	24	36	48

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 32.1.2: **Number of Average Speed Corridors established within the scope of the PTS-EDS Project on accident blackspots and road sections where deaths have been identified due to excessive and inappropriate speed**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, General Directorate of Industry, Turkish Standards Institute, Union of Municipalities of Turkey, Municipalities	50%	12	20	30	40
PI 32.2.1: **Number of provinces where red light, safety belt, mobile phone and pedestrians-first enforcement activities are carried out using KGYS systems**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Local Governments, General Directorate of Industry Union of Municipalities of Turkey, Municipalities	50%	-	30	30	21
PI 32.2.2: **Number of provinces, where traffic violation enforcement activities are carried out using KGYS systems**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Industry, Union of Municipalities of Turkey, General Directorate of Local Governments, Municipalities	50%	-	30	30	21
PI 32.3.1: **Rate of completion of analyses for the identification of tunnels to be used as average speed corridors**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Industry, Union of Municipalities of Turkey, General Directorate of Local Governments, Municipalities, Turkish Standards Institute	50%	-	100%	-	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 32.3.2: **Rate of realization of average speed corridors in tunnels identified as a result of the analysis**	RESPONSIBLE BODIES: General Directorate of Highways, General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie, General Directorate of Industry, Union of Municipalities of Turkey, General Directorate of Local Governments, Municipalities, Turkish Standards Institute	50%	-	-	100%	-
Risks	• Changing institutional priorities • Legislative regulations taking time • Possible shortcomings in human resources management and discontinuities in the employment of specialist staff • Extension of the period of alignment with technological advancements					
Strategies	• Transfer of staff enrolled in traffic enforcement to enforcement activities carried out in other areas for HR savings • Reduce driver failures in traffic accidents through increased sense of being caught in drivers • Ensure regular and safe flow of traffic on the roads • Ensuring stable speeds through Average Speed Enforcement Systems to control increased levels of CO2 and reduce noise at variable speeds					
Findings	• Rapid (daily) increase in the number of drivers and vehicles • Electronic enforcement systems being an effective means to provide for widest area of enforcement in all time slots • Significant influence of the perceived sense of being caught on drivers • 40% of all accidents due to speeding • Mobile use to quadruple the risk of an accident • Seat-belts providing baseline protection in traffic accidents					
Needs	• Prioritization of institutional priorities in policy papers, strategic and action plans • Institutions to perform their traffic safety-related duties and responsibilities duly					

2. Traffic Enforcement Through Electronic Enforcement Systems on Motorways

The Road Traffic Safety Strategy and Action Plan 2011-2020 and the National Intelligent Transportation Systems Strategy Document 2014-2023, including the Action Plan for 2014-2016 attached, acknowledges that Electronic Enforcement Systems (EDS) can be installed on motorways in line with the target to curb deaths in traffic accidents by 50% until 2020, whereby toll-collection systems already installed on motorways could be used or used with software add-ons considering entry and egress points as terminals of a speed corridor and ensuring conformance with legal speed limits based on the formula Speed = Distance (km)/Time, and so without incurring additional costs.

The impact on traffic accidents of speed enforcement by way of identification of average speed corridors on routes accommodating such systems or along other adjacent routes under the halo effect is from 12% to 56%.

A reduction of 33% and 30% in deaths and injuries, respectively, has been observed between 2017 and 2019 when Electronic Enforcement Systems installed on motorways to create average speed corridors were in use to prevent deaths and injuries in traffic accidents.

Objective	**O.33. Contribute to Traffic Safety Through Enforcement Using Electronic Enforcement Systems on Motorways**					
Target-1	**T.33.1.** Establish Average Speed Corridors on motorways constructed with BOT model (Build Operate Transfer), prevent speed-related traffic accidents by way of improvement of systems installed on motorways with EDS systems					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Directorate of Provincial Administration 2. Ministry of Industry and Technology • General Directorate of Industry 3. Ministry of Transportation and Infrastructure • General Directorate of Highways • General Directorate of the Turkish Post Company 4. ASELSAN 5. Turkish Standards Institute					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 33.1.1: **Rate of completion of installation of average speed corridors using the infrastructure of and data from toll collection stations available on motorways built through BOT**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: General Directorate of Industry, Turkish Standards Institute	30%	-	50%	100%	-
PI 33.1.2: **Rate of commissioning of speed corridors on motorways built through BOT**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: General Directorate of Industry, Turkish Standards Institute	40%	-	-	-	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 33.1.3: **Number of studies concerning the improvement of the existing Electronic Enforcement Systems in use on motorways**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Highways, General Directorate of Industry, ASELSAN, General Directorate of the Turkish Post Company, Turkish Standards Institute	30%	-	1	1	1
Risks	• Shortcomings in inter-institutional coordination and cooperation • Changing institutional priorities • Legislative regulations taking time • Extended time needed for alignment with technological advancements					
Strategies	• Reduce driver failures in traffic accidents through increased sense of being caught in drivers on all motorways • Enhance system efficiency through the provision of road users with required information also in line with other objectives • Reduce the number of traffic accidents due to speeding, seat-belt violations and other distractions • Savings in labor through maximum area coverage and 24/7 enforcement • Ensure regular and safe flow of traffic on the roads					
Findings	• Rapid (daily) increase in the number of drivers and vehicles • Driver failure as the No. 1 cause of traffic accidents in Turkey • Electronic Enforcement Systems to provide for maximum area coverage at all times • Significant influence of the perceived sense of being caught on drivers • Accidents due to high operational speeds ending mostly in death and injuries • Unavailability of stationary roadside controls due to high operational speeds					
Needs	• Prioritization of institutional priorities in policy papers, strategic and action plans • All institutions to perform their traffic safety-related responsibilities					

3. Traffic Enforcement Based on Electronic Enforcement Systems Within the Scope of Additional Article 16 of the Road Traffic Law No. 2918

Additional Article 16 of the Road Traffic Law No. 2918 authorizes municipalities to "install Electronic Enforcement Systems".

Violations identified by Electronic Enforcement Systems installed as per the "Procedures and Principles Concerning the Application of the Additional Article 16 of the Road Traffic Law No 2918 and the Technical Requirements Document attached thereto are used as precursors of administrative sanctions, which contributes to traffic safety.

Objective	**O.34. Contribute to Traffic Safety Through Further Efficiency of Electronic Enforcement Systems Within the Scope of Additional Article 16 of the Road Traffic Law**					
Target-1	**T.34.1.** Regulate traffic and reduce the number of deaths through the use of Electronic Enforcement Systems within the scope of additional article 16 of the road traffic law					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Directorate of Provincial Administration 2. Ministry of Environment and Urbanization • General Directorate of Local Governments 3. Ministry of Industry and Technology • General Directorate of Industry 4. Ministry of Transportation and Infrastructure • General Directorate of Highways 5. Municipalities 6. Union of Municipalities of Turkey 7. Turkish Standards Institute					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 34.1.1: **With the aim to ensure the installation of Electronic Enforcement Systems based on the principle of "Average Speed;" rate of proposition of Average Speed Enforcement Systems by the EDS Commission under the General Directorate of the Turkish National Police once the matter is tabled by the Commission in view of respective demands within the scope of the Additional Article 16 of the Road Traffic Law**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Industry, Turkish Standards Institute, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities	20%	100%	100%	100%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 34.1.2: **With the aim to prevent loss of life in traffic accidents, the rate of proposition concerning the coverage of "Accident Black-spots" within Electronic Enforcement Systems by the EDS Commission under the General Directorate of the Turkish National Police once the matter is tabled by the Commission in view of respective demands within the scope of the Additional Article 16 of the Road Traffic Law**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Industry, Turkish Standards Institute, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities	20%	100%	100%	100%	100%
PI 34.1.3: **With the aim to prevent loss of life in junctions, the rate of propositions concerning the "Detection System for Red Light Violations" by the EDS Commission under the General Directorate of the Turkish National Police concerning within the scope of the Additional Article 16 of the Road Traffic Law**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Industry, General Directorate of Local Governments, Union of Municipalities of Turkey, Municipalities	20%	100%	100%	100%	100%
PI 34.1.4: **Number of works carried out to replace and complete lost, damages or discolored vertical and horizontal markings following monthly review by installing municipalities of the compliance thereof by the Road Traffic Markings and Signage Standards throughout the effect of respective protocols**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Local Governments, General Directorate of Highways, Municipalities	20%	37	4	4	4
PI 34.1.5: **Rate of completion of works concerning the transformation of the "instant speed detection systems" actively used Electronic Enforcement Systems to Average Speed Detection Systems following the termination of the respective contract**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Local Governments, General Directorate of Highways, Municipalities	20%	-	100%	-	-

Risks	• Shortcomings in inter-institutional cooperation and coordination • Changing institutional priorities
Strategies	• Higher contribution to traffic safety of the use of "Average Speed Detection Systems" instead of "Instant Speed Detection" as part of Electronic Enforcement Systems due to the ability thereof to regulate navigational speed in a wider area, to ensure longer driver attention span as well as the ability to cover accident blackspots • Reduce traffic accidents by way of identification of the hottest spots for accidents as well as by installing the most appropriate systems in view of causes for accidents • Reduce accidents through the installation of red-light violation systems on junctions that are accident blackspots due to red light and right-of-way violations • Reduce driver failures in traffic accidents through increased sense of being caught in drivers • Ensuring stable speeds through Average Speed Enforcement Systems to control increased levels of CO2 and reduce noise at variable speeds
Findings	• Transform all Instant Speed Detection systems in to ASDS (Average Speed Detection System) as deemed appropriate by the provincial EDS Commission in view of the greater contribution of the former to traffic safety • Significant influence of the perceived sense of being caught on drivers • Rapid (daily) increase in the number of drivers and vehicles • The Average Speed Detection System being an effective method to reduce the number of traffic accidents in Turkey as well as in other developed countries
Needs	• Staffing of field experts in respective bodies • A detailed work by the Provincial EDS Commission to be conducted at the provincial level regarding the identification of accident hotspots • Prioritization of institutional priorities in policy papers, strategic and action plans

V. Traffic Enforcement Through the Use of "AERIAL VEHICLES" Within the Scope of the Safe System Approach

Airborne traffic enforcement is one of the most prominent enforcement methodologies resulting from the adaptation of technical and technological advancements in enforcement.

Aerial traffic enforcement is carried out using helicopters and drones with a focus on drivers especially on roads and intersections with heavy traffic during rush hours and to consolidate the sense of being caught, inappropriate shifting and weaving between the lanes, inappropriate parking, failure to observe the rules of taking-over and parking/stopping, etc.

Aerial traffic enforcement also covers other violations such as inappropriate parking and stopping on intercity roads, inappropriate and dangerous use of lanes (including lane shifting and weaving) by heavy vehicles, weaving on urban roads, red light violations, use of mobile phones, helmet and seat-belt enforcements and other violations concerning appropriate parking and stops.

Objective	**O.35. Contribute to Traffic Safety Through Effective, Continuous and Intensive Traffic Enforcement Using Aerial Vehicles**					
Target-1	**T.35.1.** Prevent violations of traffic rules using helicopters for traffic enforcement					
Target-2	**T.35.2.** Prevent violation of traffic rules using UAV/drone-type aerial vehicles for traffic enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 2. Ministry of Agriculture and Forestry • General Directorate of Meteorology					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 35.1.1: **Number of works concerning the identification of provinces and flight routes for aerial enforcement to be carried out using helicopters**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Meteorology	40%	-	4	4	4
PI 35.1.2: **Amount of increase in the total flight hours as part of traffic enforcement by the General Directorate of the Turkish National Police**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Meteorology	30%	1.471*	6%	6%	6%
PI 35.1.3: **Amount of increase in the total flight hours as part of traffic enforcement by the Gendarmerie**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Meteorology	30%	218**	6%	6%	6%

*Calcuated as national estimate using data for the first 10 months of 2020
**Calcuated as national estimate using data for the first 10 months of 2020

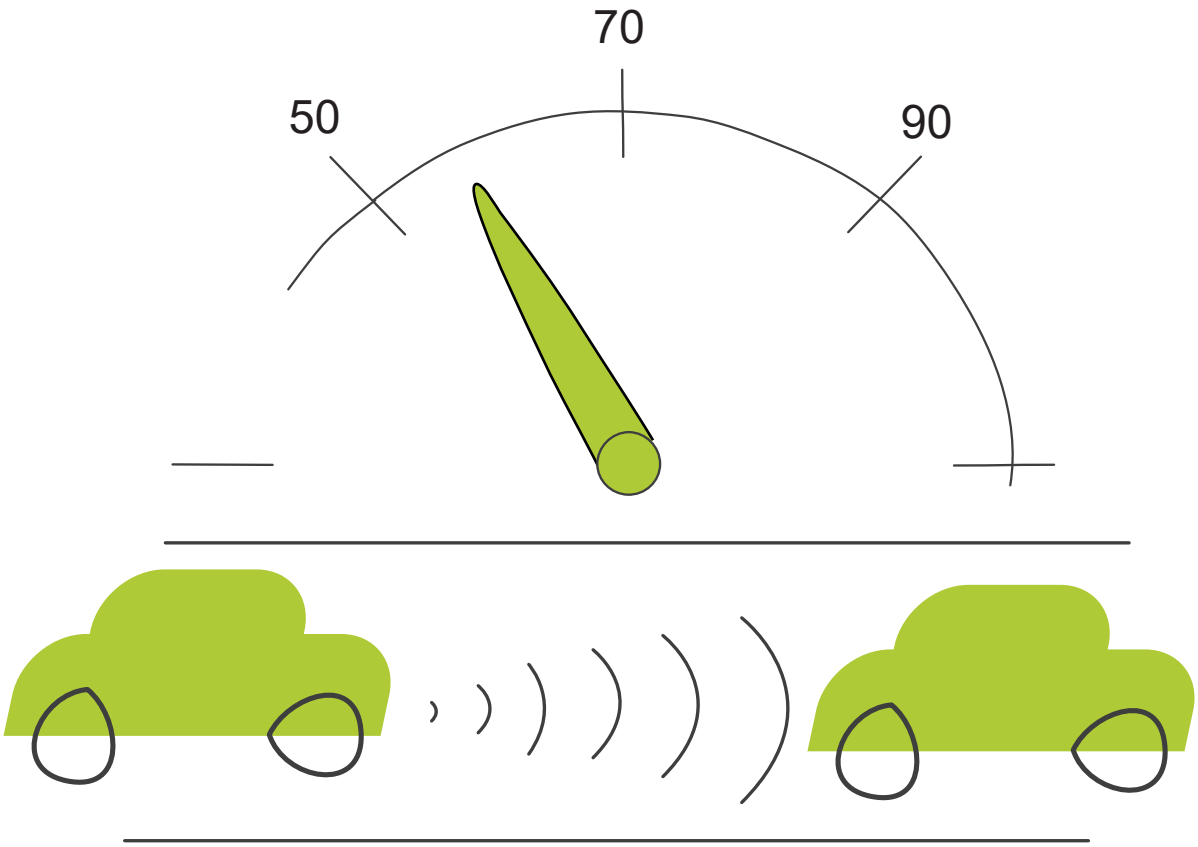
Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 35.2.1: **Amount of increase in the total flight hours as part of traffic enforcement by the General Directorate of the Turkish National Police using UAVs/ drones**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Directorate of Meteorology	40%	10.338*	6%	6%	6%
PI 35.2.2: **Amount of increase in the total flight hours as part of traffic enforcement using UAVs/ Drones by the Gendarmerie**	RESPONSIBLE BODIES: General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Meteorology	30%	4.020*	6%	6%	6%
PI 35.2.3: **Rate of completion of works to add more drones to the traffic inventory of the General Directorate of the Turkish National Police and the general Command of the Gendarmerie**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	30%	-	50%	100%	-
Risks	• Adverse weather of days for planned enforcement • Failure of aerial vehicles • Changing enforcement priorities in view of latest developments					
Strategies	• Diversify enforcement activities using helicopters for enforcement • Create the perception of enforcement “anywhere, anytime” • Increased number of enforcement activities on heavy-traffic days					
Findings	• Drivers” sense of being caught increasing in parallel with diversified enforcement methodologies • Increased public visibility of the importance placed on traffic through traffic enforcement activities using helicopters • Providing for traffic enforcement using drones in areas that are not suitable for roadside checkpoints • Enforcement activities using drones being effective and practical in short time					
Needs	• Extend the coverage of enforcement activities using helicopters to include more provinces • Revision of the proposal concerning the procurement of drones for provincial traffic units • Training qualified staff to operate UAVs/Drones					

*Estimated using data for the first 10 months of 2020
**Estimated using data for the first 10 months of 2020

vi. Traffic Enforcement Through the Use of "IN-CAR SYSTEMS" Within the Scope of the Safe System Approach

In-car systems are applications that facilitate or increase driver's compliance with traffic rules. Some on-board systems have been designed for integrated use with Intelligent Transportation Systems.

In addition to tachometers and in-car camera systems, in-car smart systems include; such other systems as the ISA (Intelligent Speed Assistant), Following Distance, Safety Belt, Rear Hit warning systems as well as the ACC (Adaptive Cruise Control). Each of these systems aims to prevent one or more of risky driver behaviors.



1. Tachometer Enforcement

Digital tachometers are used to determine speed as well as to control whether or not working and driving hours are being complied with. Lately, digital tachometers are preferred more due to better reliability, compatibility with data transfer and supervision as well as for not allowing any manipulations.

Mechanical tachometers using paper on which to record vehicle speed, trip distance, stops and parks as well as resting periods are still in use in many countries.

Use of tachometers is mandatory for vehicles used in domestic transportation activities since 30.06.2014, those that will be registered for traffic for the first time and for which use of tachometers is mandatory and those produced in 1996 and later on which tachometers shall be installed.

Objective	**T.36. Contribute to Traffic Safety Through Effective, Continuous and Intensive Tachometers Enforcement**
Target-1	**T.36.1.** Enforcement with a focus on the data regarding initial cruise conditions and tachometer data from drivers and vehicles used in intercity transportation activities
Target-2	**T.36.2.** Contribute to traffic safety through the protection of employee rights and ensuring observance of working and resting periods by way of control of tachometer records at the place of work/during on-board recording
Target-3	**T.36.3.** Establishment of tachometer enforcement teams under provincial traffic
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Family, Labor and Social Services • General Directorate of Occupational Health and Safety • Department of Guidance and Inspections 2. Ministry of Environment and Urbanization • General Directorate of Local Governments 3. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarme 4. Ministry of Industry and Technology • General Directorate of Industry 5. Ministry of Transportation and Infrastructure • General Directorate of Highways • Transportation Services Regulation General Directorate, 6. Municipalities 7. Union of Municipalities of Turkey

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 36.1.1: **Rate of completion of works concerning the provision of tachometer data to traffic law enforcers, who are capable of accurate and quick assessment thereof, including the provision of the software and data-download hardware**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarme	15%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 36.1.2: **Rate of completion of works concerning the allowance of traffic law enforcement units of the General Directorate of the Turkish National Police and the General Command of the Gendarmerie to use POL-NET and JAN-NET as well as other software to be procured, which shall be integrated with tachometer data analytics**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways COOPERATION BODIES: Transportation Services Regulation General Directorate	15%	-	50%	75%	100%
PI 36.1.3: **Rate of completion of works to increase the number of traffic checkpoints for passenger transporting vehicles located at terminals and Roadside Checkpoints for freighters**	RESPONSIBLE BODIES: General Directorate of Highways, Municipalities COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Transportation Services Regulation General Directorate, General Directorate of Industry, General Directorate of Local Governments Union of Municipalities of Turkey	25%	-	30%	70%	100%
PI 36.1.4: **Rate of completion of works concerning the integration establishment of the infrastructure of traffic checkpoints outside bus terminals and Roadside Checkpoints, including the integration of supervision and enforcement programs**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate, Municipalities COOPERATION BODIES: General Directorate of Industry, General Directorate of Local Governments Union of Municipalities of Turkey, General Directorate of the Turkish National Police, General Command of the Gendarmerie	25%	-	30%	70%	100%
PI 36.1.5: **Number of Roadside Checkpoints operated 24/7 within the total of checkpoints**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police General Command of the Gendarmerie	10%	-	50%	100%	-
PI 36.1.6: **Ratio of vehicles controlled at roadside checkpoints as to their working/resting hours as per Articles 31 and 49 of the Road Traffic Law No. 2918 within the total number of vehicles checked**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	10%	-	30%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 36.2.1: **Progress with the preparation of the required legislation to allow the control by respective businesses of whether or not drivers of vehicles used for the commercial transportation of passengers and goods have been acting in observance of driving hours as well as the operators thereof their responsibilities**	RESPONSIBLE BODIES: Counselling and Inspection Department, General Directorate of Occupational Health and Safety COOPERATION BODIES: Transportation Services Regulation General Directorate, General Directorate of Industry, General Directorate of the Turkish National Police, General Command of the Gendarmerie	50%	-	50%	100%	-
PI 36.2.2: **Rate of completion of works concerning the commencement of enforcement activities following the establishment of the infrastructure required therefor**	RESPONSIBLE BODIES: Counselling and Inspection Department, General Directorate of Occupational Health and Safety COOPERATION BODIES: Transportation Services Regulation General Directorate, General Directorate of Industry, General Directorate of the Turkish National Police, General Command of the Gendarmerie	50%	-	-	50%	100%
PI 36.3.1: **Number of provinces equipped with tachometer enforcement specialists under as part of traffic law enforcement, i.e., the General Directorate of the Turkish National Police and the General Command of the Gendarmerie**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Transportation Services Regulation General Directorate	50%	-	15	30	45
PI 36.3.2: **Rate of completion of the delivery of digital tachometer user training to provincial teams**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: Transportation Services Regulation General Directorate	50%	-	100%	100%	100%

Risks	• Changing institutional priorities • Shortcomings in inter-institutional coordination and cooperation • Shortcomings, in the formation of traffic law enforcement teams • Challenges encountered in terms of compatibility of analysis software to be used in traffic law enforcement with institutional system infrastructures
Strategies	• Quicker, more effective and efficient tachometer enforcement by use of data analysis software • Capability to carry out direct enforcement on business databases through the use of electronic systems, provided that respective businesses/bodies have been provided with enabling infrastructures • Formation of specialist tachometer enforcement teams • Identification of vehicle speed using working and rest periods of drivers
Findings	• Ongoing inability of effective enforcement at businesses • Lack of 24/7 enforcement at roadside checkpoints/stations • Need for specialization and time for enforcement using tachometer outputs • Fast accomplishment of stages of transition to use of digital tachometers
Needs	• Prioritization of institutional priorities in policy papers, strategic and action plans • Prioritization of legislative changes for finalization • Provision of data download and analyses software for tachometer

2. Traffic Enforcement with In-car Camera Systems

Thanks to many technological advancements and achievement of very advanced capabilities, camera and visual systems have entered many walks of our lives, including vehicles, in the form of dashboard cameras.

Compulsory use of in-car camera systems will serve traffic safety as well as prove beneficial in many other aspects.

Objective	**T.37. Contribute to Traffic Safety Through the Use of Dashboard Camera Systems**					
Target-1	**T.37.1.** Carry out work to promote the use and popularization of dashboard camera systems					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of Treasury and Finance • Insurance and Private Pension Regulatory and Supervisory Authority 4. Ministry of Transportation and Infrastructure • General Directorate of Communication • Transportation Services Regulation General Directorate 5. Ministry of Industry and Technology • General Directorate of Industry 6. Municipalities 7. Union of Municipalities of Turkey 8. Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey 9. Insurance Association of Turkey 10. Drivers and Motorists Federation of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 37.1.1: **Rate of completion of legislation concerning the obligation of dashboard camera systems in new vehicles for use in commercial transportation of passengers**	RESPONSIBLE BODIES: Transportation Services Regulation General Directorate, General Directorate of Local Governments COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Industry, Union of Municipalities of Turkey, Municipalities, Drivers and Motorists Federation of Turkey, Insurance Association of Turkey, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey	30%	-	30%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 37.1.2: **Number of works to identify violations of traffic rules by way of use of dashboard camera systems as well as to develop driver behavior conformant to professional driving ethics**	RESPONSIBLE BODIES: General Directorate of Local Governments, Transportation Services Regulation General Directorate, Drivers and Motorists Federation of Turkey COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey, Municipalities	30%	-	30%	50%	100%
PI 37.1.3: **Rate of completion of works with the aim to involve incentivizing measures in the Compulsory Financial Liability Insurance for Motor Road Vehicles covering vehicles used in commercial transportation of vehicles fitted with dashboard cameras**	RESPONSIBLE BODIES: Insurance and Private Pension Regulatory and Supervisory Authority COOPERATION BODIES: Insurance Association of Turkey	40%	-	-	50%	100%
Risks	• Failure or malfunction of dashboard camera systems • Failure to accomplish works on technical infrastructure on time • Failures in keeping up pace with technological advancements					
Strategies	• Possibility to identify many violations concerning systems installed on vehicles in fleets and vehicles used in commercial transportation of goods and passengers, including, especially, violations of rules and violations of working hours • Facilitation of the identification of failures in accidents involving vehicles used in commercial transportation of goods and passengers with the use of camera feed, which is useful in preventing violations of rules by such vehicles and which enable objective determination of the fault of those involved • Identification of the requirements for the technical infrastructure needed for on-board communication systems using cellular and wireless communication technologies as well as for data collection through such systems					
Findings	• Significant deterrent effect on people of the active use of visual systems • Possibility to perform analyses regarding the identification of violations					
Needs	• Completion of the procurement and installation of on-board camera systems • Improved traffic law enforcer capability to analyze footage					

3. Traffic Enforcement Using On-board Systems Such as Alcolocks and Event Data Recorders (EDR)

Alcolock systems are breath alcohol detection systems using a blow-pipe (mouthpiece) where, in the event of detection of alcohol in driver's breath, which is above threshold values, the system prevents ignition and the vehicle does not start.

Event Data Recorders are onboard devices capable of recording event data for a certain amount of time before, during and after any accident.

Some research indicates that EDR systems are 20% more effective in preventing traffic accidents. Accordingly, within the framework of technological advancements, the use of such devices is expected to increase.

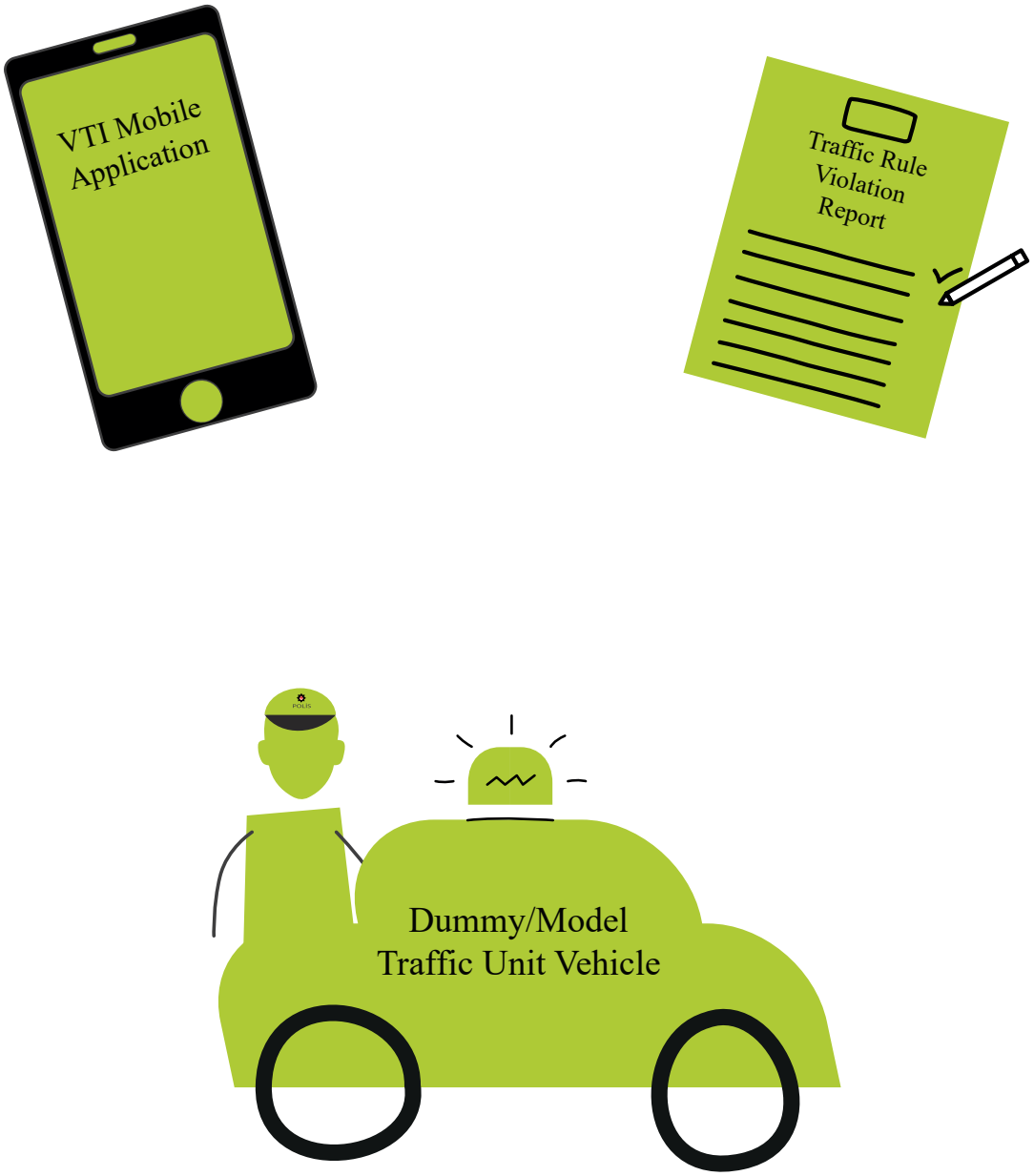
Objective	**O.38. Contribute to Traffic Safety Through the Use of Such On-board Systems as Alcolocks and EDRs (Event Data Recorders) in Enforcement**					
Target-1	**T.38.1.** Ensure driving safety and prevent traffic accidents through the use of Alcolocks and EDRs (Event Data Recorders)					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Industry and Technology • General Directorate of Industry • Turkish Standards Institute					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 38.1.1: **Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Alcolock Pre-installation System" in a way to ensure such legislation is ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	50%	-	75%	100%	100%
PI 38.1.2: **Rate of completion of works towards the publication of the type approval legislation concerning the equipment of new vehicles with the "Event Data Recorder Systems" in a way to ensure such legislation is ratified simultaneously**	RESPONSIBLE BODIES: General Directorate of Industry COOPERATION BODIES: Turkish Standards Institute	50%	-	75%	100%	100%

Risks	• Changing institutional priorities • Shortcomings in inter-institutional coordination and cooperation • Time needed to accustom citizens to use vehicle safety systems • Lack of capabilities to test post-production technical assemblies on vehicles for due operability
Strategies	• Prioritization of compulsory use of devices for further implementation • Prevention of alcohol-related traffic accidents through the commissioning of Alcolock Pre-installation System on vehicles • Prevention of violations and accidents through the commissioning of Event Data Recorders on vehicles, including more accurate identification of the causes of accidents
Findings	• Higher sale-price of vehicles due to optional on-boards systems offered by the automotive industry, expected compliance of vehicle manufacturers with the recommendations of international bodies concerning the compulsory availability of such in-car systems • Benefits of availability of such in-car systems due to the impossibility of roadside DUI enforcement of all vehicles used in transportation of goods and passengers • Negative impacts of alcohol intake on traffic safety • Possibility of accessing concrete data regarding the causes of accidents through Event Data Recorders
Needs	• Understand whether or not such devices can be used on all types of vehicles • Study good examples from other countries • Full alignment of the Turkish legislation with international legislation on fittings, in-car systems and other technical units installed on vehicles

vii. Traffic Enforcement Through the Use of "AUXILIARIES OF ENFORCEMENT" Within the Scope of the Safe System Approach

Traffic enforcement focuses on the reduction of involvement in accidents, prevention of accidents and mitigation of the level of damages incurred as a result of an accident.

Enforcement activities cover safety regulations, vehicle, infrastructure and environmental design, determination and control of standards and traffic law enforcement as a whole. Supervision of compliance with such rules and regulations is supported by campaigns and information activities in addition to regulatory works.



1. Contribution to Traffic Safety of Voluntary Traffic Inspectors (VTIs)

In addition to regular traffic law enforcement, voluntary traffic inspectors are also used as part of efforts to eliminate losses of life and property, also to instill in drivers the perceived sense of *"Being Caught"*, anywhere and anytime.

With the aim to ensure driver compliance with traffic rules law enforcers have been authorized to issue violation reports upon any violations they shall detect, hence active involvement of law enforcement to traffic safety.

Objective	**O.39. Furthering the Contribution of Voluntary Traffic Inspectors and Law Enforcement to Traffic Safety**					
Target-1	**T.39.1.** Consolidated driver perception of "being watched" through further contribution/involvement of Voluntary Traffic Inspectors to enforcement activities and efforts to identify traffic violations within the general scope of ensuring traffic safety					
Hedefler ve Performans Göstergelerinden Sorumlu Birimler ve İşbirliği Yapılacak Birimler Tablosu	1. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 39.1.1: **Number of evaluation meetings and trainings organized with the aim to update information available at Voluntary Traffic Inspectors as well as to standardize implementation**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: General Command of the Gendarmerie	20%	1	2	2	2
PI 39.1.2: **Rate of completion of works concerning the submission of traffic violation reports issued by law enforcers (the Police and the Gendarmerie) on electronic media with the aim of consolidating the Perceived Sense of Being caught as well as to sanction vehicles in violation of traffic rules**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	20%	-	50%	100%	-
PI 39.1.3: **Rate of completion of the required system software to enable submission of traffic violations on electronic media identified by law enforcement**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	20%	-	50%	100%	-

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 39.1.4: **Number of evaluation meetings and trainings organized with the aim to update information available at Law Enforcement units as well as to standardize implementation**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: -	20%	-	1	1	1
PI 39.1.5: **Rate of completion of works concerning training on the identification of traffic violations, which shall be included in the curriculum of Basic Training Institutions of the Police and which shall be delivered by specialized traffic training staff**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police COOPERATION BODIES: -	20%	-	50%	100%	-
Risks	• Changing institutional priorities • Voluntary Traffic Inspectors occasionally acting with personal motives					
Strategies	Through training of Voluntary Traffic Inspectors and Law Enforcement Units; • Increasing enforcement capacity and effectiveness • Maximizing the consolidation of the public sense of being caught in the event of traffic violations • Informing them on changes in legislation and other practical methodologies and technologies in line with changing and evolving conditions • Carrying out of work as required to enable the use by law enforcement units of the mobile application used by VTIs (Voluntary Traffic Inspectors)					
Findings	• Positive impact of public observance of traffic rules and consolidation of a traffic culture					
Needs	• Strengthening of the system infrastructure and software					

2. Contribution to Traffic Safety of the Use of Traffic Patrol Model Vehicles and Other Aspects of Traffic Law Enforcement

Significant strides towards the prevention of traffic accidents have been made in terms of nationwide deployment of Traffic Patrol Model Vehicles in places identified as accident hotspots with the aim to increase the visibility of traffic law enforcement teams and to increase the perceived sense of being caught of drivers. Such practices shall continue with enhanced effectiveness and functionality.

Traffic Model Patrol Vehicles have satisfied expectations and in comparison, with 2018, in 2019, helped reduce the number of accidents, accidents with death and accidents with injuries within a radius of 3 km by 11%, 17.5% and 26.4%, respectively.

Objective	**O.40. Contribute to Traffic Safety of the Use of Traffic Patrol Model Vehicles and Other Aspects of Traffic Law Enforcement**					
Target-1	**T.40.1.** Reduce the number of traffic accidents using Traffic Patrol Model Vehicles and other aspects of traffic law enforcement					
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Ministry of Environment and Urbanization • General Directorate of Local Governments 2. Ministry of Interior • General Directorate of the Turkish National Police • General Command of the Gendarmerie 3. Ministry of Transportation and Infrastructure • General Directorate of Highways 4. Municipalities					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 40.1.1: **Number of works concerning the identification of road sections where Traffic Patrol Model Vehicles will be deployed**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Local Governments, General Directorate of Highways, Municipalities	25%	1	2	2	2
PI 40.1.2: **Number of Traffic Patrol Model Vehicles deployed in various road sections by traffic law enforcement units**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Local Governments, General Directorate of Highways, Municipalities	25%	767	780	790	800
PI 40.1.3: **Number of analyses on the impact of the use Traffic Patrol Model Vehicles on the reduction of traffic accidents along routes they have been deployed**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Local Governments, General Directorate of Highways, Municipalities	25%	2	2	2	2

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 40.1.4: **Number of Traffic Patrol Model Officers deployed alongside Traffic Patrol Model Vehicles by traffic law enforcers**	RESPONSIBLE BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie COOPERATION BODIES: General Directorate of Local Governments, General Directorate of Highways, Municipalities	25%	330	350	370	390
Risks	• The possibility that model vehicles can be stolen or damaged • Dysfunctionality due to wear as a result of climatic, weather and environmental conditions, discoloring, or such other reasons as failure of hardware, impact and involvement in accidents • People finding about the location of such model vehicles deployed on-site, and the failure to frequently replace					
Strategies	• Increased sense of being caught through the use of model traffic patrol vehicles • Increased driver attention on the road ahead through the use of beacons on model traffic patrol vehicles					
Findings	• Reduced number of accidents in areas where model traffic patrol vehicles have been deployed • Maximal driver attention thanks to visibility effect of model traffic patrol vehicles • Real enforcement carried out in the vicinity of areas where model traffic patrol vehicles have been deployed					
Needs	• Increased number of model traffic patrol vehicles • Deployment of mannequins of enforcers along the route • Performance of crash analyses in areas where models have been deployed					

6. Post-crash Response, Care and Rehabilitation

According to WHO findings, the economic volume of the cost of health services in relation with injuries due to involvement in traffic accidents in low and middle-income countries corresponds to around 5% of their respective GDP. The 3rd Sunday of every November is celebrated as the "World Day of Remembrance for Road Traffic Victims" upon a decision made in the UN General Assembly in 2005, with the aim to draw attention on the victims of traffic accidents.

Post-crash response includes any emergency and first-aid response as well as other rescue-oriented response activities from the moment of the accidents until hospitalization. Post-crash response covers a wide area of response categories from human assistance and other types of responses by citizens to response efforts of the police, the fire brigade, paramedics and by the staff of Disaster and Emergency Management Presidency (AFAD).

According to a study carried out by the World Health Organization; appropriate and sufficient emergency health service provision to the injured victims of traffic accidents have the potential to reduce deaths resulting from traffic accidents by 25%." Again, other studies carried out by other international bodies suggest that less than half of those injured in traffic accidents in almost 40% of the countries of the world can be referred to a hospital with a fully-equipped ambulance whereas in 1/4 of these countries, about 10% of the severely injured in traffic accidents can be referred to a hospital on a fully equipped ambulance.

The fire brigade provides firefighting capabilities in the event of fire in accidents, including accidents where passengers are stuck inside their vehicles for the fire brigade is available in all provinces and in most districts. Then, search and rescue teams of AFAD are deployed only in provinces and meddle only when the fire fighters are unable to duly respond.

Objective	**O.41. Contribute to the prevention of Deaths in Accidents through Reinforced Post-crash Response, Care and rehabilitation Methodologies**
Target-1	**T.41.1.** Ensure effective, fast and coordinated response to traffic accidents by traffic law enforcers, fire brigades and AFAD teams with professional training
Target-2	**T.41.2.** Disseminate basic first-aid training for the public to reduce deaths and injuries in accidents and support trainings with campaigns
Target-3	**T.41.3.** Strengthen post-crash emergency care and rehabilitation services
Table of Responsible and Cooperation Bodies related to Performance Indicators	1. Presidency of the Republic of Turkey • Presidency of Religious Affairs 2. Ministry of Family, Labor and Social Services • General Directorate of Family and Social Services • General Directorate of Services for the Elderly and Persons with Disabilities • Vocational Qualifications Authority 3. Ministry of Environment and Urbanization • General Directorate of Local Governments 4. Ministry of Interior • Disaster and Emergency Management Presidency • General Directorate of the Turkish National Police • General Directorate of Provincial Administration • General Command of the Gendarmerie • Security and Emergency Coordination Center 5. Ministry of National Education • General Directorate of Lifelong Learning • General Directorate of Private Education Institutions • General Directorate for Test Assessment and Examination Services • Board of Education 6. The Ministry of Health • General Directorate of Emergency Health Services • General Directorate of Public Health • General Directorate of Health Services

Table of Responsible and Cooperation Bodies related to Performance Indicators	7. Ministry of Transportation and Infrastructure • General Directorate of Highways 8. Municipalities 9. General Directorate of the Turkish Red Crescent 10. Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey 11. Drivers and Motorists Federation of Turkey 12. Federation of Bus Operators 13. Union of Municipalities of Turkey					
Performance Indicators	**Responsible and Coordination Bodies**	**Impact on Target (%)**	**Planning Period Baseline Value (2020)**	**2021**	**2022**	**2023**
PI 41.1.1: **Number of provinces where the single-number emergency hotline has been commissioned**	RESPONSIBLE BODIES: General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services General Directorate of Local Governments	5%	70	81	81	-
PI 41.1.2: **Number of staff trained on victim psychology, public relations, effective communication skills, crisis management, diction, etc. with the aim to due processing of accident information among the total of hotline staff**	RESPONSIBLE BODIES: General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of Family and Social Services, General Directorate of Services for the Elderly and Persons with Disabilities, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Security and Emergency Coordination Center, General Directorate of Emergency Health Services, General Directorate of Local Governments	5%	50%	100%	-	-
PI 41.1.3: **Rate of completion of works concerning the integration of motorway traffic management centers, tunnel CCTV systems and traffic management centers of the General Directorate of Highways and municipalities with 112 Hotline Call Centers**	RESPONSIBLE BODIES: General Directorate of Highways COOPERATION BODIES: General Directorate of Local Governments, General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of provincial Administration, Security and Emergency Coordination Center	10%	-	30%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 41.1.4: **Rate of completion of works concerning the feasibility study and software development concerning the erection of the New generation Emergency Response Monitoring and Management System with the aim to ensure quickest response in the event of accidents**	RESPONSIBLE BODIES: Security and Emergency Coordination Center, General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	5%	-	30%	50%	100%
PI 41.1.5: **Increase in such physical capacities of service vehicles (such as patrol cars, fire engines, AFAD vehicles, etc.) as tablets, GPS, software and other hardware with the aim of due commissioning of the new Generation Emergency Response Monitoring and Management System**	RESPONSIBLE BODIES: General Directorate of Provincial Administration, Security and Emergency Coordination Center COOPERATION BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency, General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services	5%	-	30%	50%	100%
PI 41.1.6: **Rate of delivery of traffic trauma and response training for health workers on board first response ambulances to arrive first on any scene of accident**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services COOPERATION BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency, General Directorate of the Turkish National Police, General Command of the Gendarmerie	5%	-	30%	50%	100%
PI 41.1.7: **Rate of training delivery of first-aid training to police and Gendarmerie officers as well as the staff of AFAD, fire fighters as well as the staff of the General Directorate of Highways/municipalities and other emergency responders to first arrive on the scene after an accident**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services COOPERATION BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways, Municipalities	5%	-	30%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 41.1.8: **Rate of completion of works by authorized bodies concerning the customization of areas requiring physical changes for use as "Emergency Access Routes" to enable quickest delivery of victims of accidents to City Hospitals and other health institutions**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services, General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency, General Directorate of the Turkish National Police, General Command of the Gendarmerie, Security and Emergency Coordination Center, General Directorate of Highways, Municipalities	5%	-	30%	50%	100%
PI 41.1.9: **Number of provinces where traffic signalization has been automated for free passage of emergency response vehicles**	RESPONSIBLE BODIES: General Directorate of Local Governments COOPERATION BODIES: Disaster and Emergency Management Presidency General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Highways, Municipalities	5%	-	30	30	21
PI 41.1.10: **Rate of completion of works concerning the development of standardized training curriculum and course materials and training of trainers with the aim to provide "Rescue During Traffic Accidents" to all fire fighters and AFAD staff**	RESPONSIBLE BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency, Board of Education COOPERATION BODIES: General Directorate of Lifelong Learning, Union of Municipalities of Turkey, Municipalities	10%	-	100%	-	-
PI 41.1.11: **Number of fire fighters and AFAD staff with "Rescue in Traffic Accidents" training**	RESPONSIBLE BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency COOPERATION BODIES: Union of Municipalities of Turkey, Municipalities	10%	-	30%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 41.1.12: **Of all drivers of ambulances, fire engines as well as of other rescue vehicles used by AFAD the number of those with Safe Driving Training**	RESPONSIBLE BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency General Directorate of Emergency Health Services COOPERATION BODIES: Union of Municipalities of Turkey	5%	-	30%	50%	100%
PI 41.1.13: **Rate of completion of coordination efforts to strengthen the traffic accident response capabilities of the vehicles, tools, materials and staff of provincial and district fire brigades that are tasked to respond to traffic accidents, to standardize vehicles, materials and other tools and equipment as well as to deliver required staff trainings**	RESPONSIBLE BODIES: General Directorate of Local Governments, COOPERATION BODIES: Union of Municipalities of Turkey, Municipalities	5%	-	100%	-	-
PI 41.1.14: **Rate of completion of works concerning the identification of provinces and districts located on primary roads on N-S and E-W axes capable of easy access to accident hotspots for response yet where AFAD teams or fire brigade or ambulance capabilities are not available**	RESPONSIBLE BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency General Directorate of Emergency Health Services COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie, Union of Municipalities of Turkey, Municipalities	5%	-	30%	50%	100%
PI 41.1.15: **Rate of delivery of training to traffic law enforcers at regions, provinces and districts located on primary routes on E-W and N-S axes concerning coordination with such other partners as AFAD, the fire brigade and ambulances during big accidents involving vehicles used in transportation of goods and passengers**	RESPONSIBLE BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Emergency Health Services COOPERATION BODIES: Union of Municipalities of Turkey, Municipalities	5%	-	30%	50%	100%

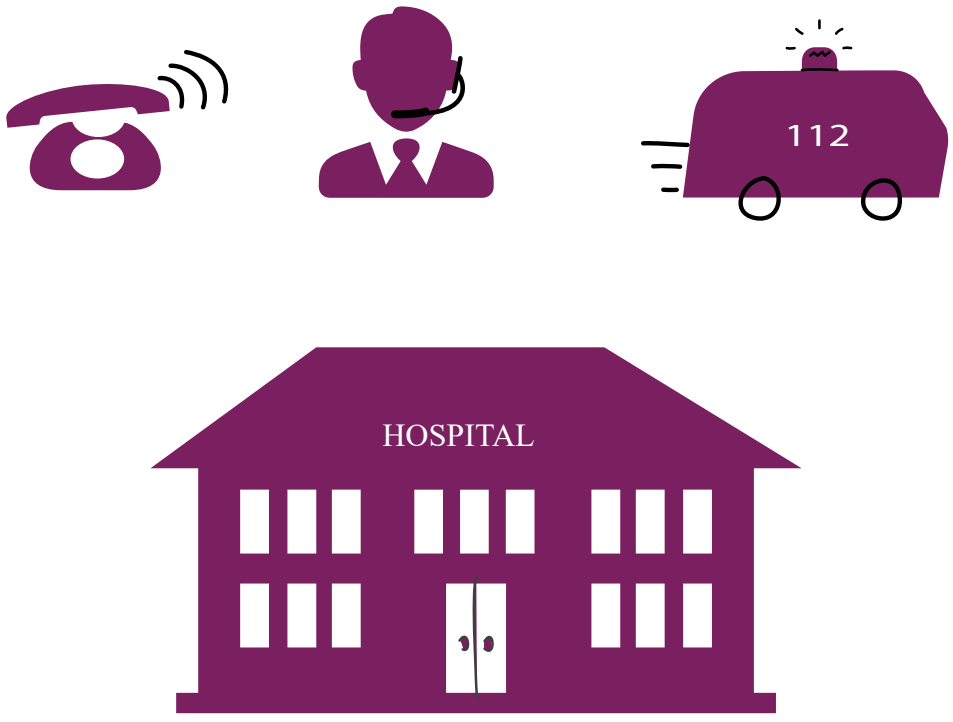
Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 41.1.16: **Number of provinces with city hospitals where works concerning quick hospitalization of those injured in traffic accidents**	RESPONSIBLE BODIES: Disaster and Emergency Management Presidency, General Directorate of Emergency Health Services, General Directorate of Provincial Administration COOPERATION BODIES: General Directorate of the Turkish National Police, General Command of the Gendarmerie	5%	2	30	30	19
PI 41.1.17: **Rate of completion of works to implement and disseminate the "Zipper System" to ensure quickest road accessibility for ambulances**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services COOPERATION BODIES: General Directorate of Local Governments, Disaster and Emergency Management Presidency General Directorate of the Turkish National Police, General Command of the Gendarmerie, General Directorate of Provincial Administration, Private Education Institutions, Municipalities	5%	-	30%	50%	100%
PI 41.2.1: **Rate of delivery of emergency response and accident response trainings to professional drivers (carrying goods and passengers) who are constantly on the move on the road network**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services, Drivers and Motorists Federation of Turkey COOPERATION BODIES: Disaster and Emergency Management Presidency General Directorate of Lifelong Learning, Road Transportation of Passengers Sector Council - Union of Chambers and Commodity Exchanges of Turkey, Federation of Bus Operators	30%	-	-	50%	100%
PI 41.2.2: **Rate of delivery of emergency response and accident response trainings to the staff of such commercial establishments along or in the vicinity of roads as gas stations, shops, etc.**	RESPONSIBLE BODIES: General Directorate of Local Government, General Directorate of Emergency Health Services COOPERATION BODIES: General Directorate of Provincial Administration, Vocational Qualifications Authority, Union of Municipalities of Turkey, Municipalities	30%	-	-	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 41.2.3: **Rate of completion of works concerning the re-modularization of the basic first-aid training delivered at motor vehicle driver courses, including the update of the curriculum, course hours and the number of test questions thereof**	RESPONSIBLE BODIES: General Directorate of Private Education Institutions, General Directorate for Test Assessment and Examination Services COOPERATION BODIES: General Directorate of Emergency Health Services, Vocational Qualifications Authority	40%	-	100%	-	-
PI 41.3.1: **Rate of completion of works concerning the preparation of the "Response Protocol to Traffic Accident Victims," which shall be implemented in all health institutions with ER**	RESPONSIBLE BODIES: General Directorate of Emergency Health Services COOPERATION BODIES: General Directorate of Public Health, General Directorate of Health Services	10%	-	30%	50%	100%
PI 41.3.2: **Rate of starting and completion of activities concerning the consolidation of deaths and injuries from traffic accidents as a "Public health Issue" with the ICD code (ICD–9) E810-E825**	RESPONSIBLE BODIES: General Directorate of Public Health COOPERATION BODIES: General Directorate of Emergency Health Services General Directorate of Health Services	15%	10%	30%	50%	100%
PI 41.3.3: **Rate of completion of works concerning the establishment of post-crash response units in the emergency units of health institutions located on primary roads on E-W and N-S axes, including the establishment, also, of trauma treatment units**	RESPONSIBLE BODIES: General Directorate of Health Services COOPERATION BODIES: General Directorate of Emergency Health Services	15%	-	30%	50%	100%

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 41.3.4: **Number of provinces where works have been completed concerning the establishment of post-crash response units in the emergency units of health institutions, including the establishment, also, of trauma treatment units**	RESPONSIBLE BODIES: General Directorate of Health Services COOPERATION BODIES: General Directorate of Emergency Health Services	10%	-	30	30	21
PI 41.3.5: **Rate of completion of works concerning the categorization of injured persons and digital follow-up to facilitate the development of a post-crash follow-up system**	RESPONSIBLE BODIES: General Directorate of Family and Social Services, General Directorate of Services for the Elderly and Persons with Disabilities COOPERATION BODIES: General Directorate of Emergency Health Services, General Directorate of Health Services	10%	-	100%	-	-
PI 41.3.6: **Rate of completion of works concerning the arrangement of post-crash rehabilitation training for staff responsible for post-crash rehabilitation**	RESPONSIBLE BODIES: General Directorate of Family and Social Services, General Directorate of Services for the Elderly and Persons with Disabilities COOPERATION BODIES: General Directorate of Emergency Health Services, General Directorate of Health Services	10%	-	100%	-	-
PI 41.3.7: **Number of periodical rehabilitation services for road users who have been disabled as a result of traffic accidents**	RESPONSIBLE BODIES: General Directorate of Family and Social Services, General Directorate of Services for the Elderly and Persons with Disabilities COOPERATION BODIES: General Directorate of Emergency Health Services General Directorate of Health Services	10%	-	4	6	12

Performance Indicators	Responsible and Coordination Bodies	Impact on Target (%)	Planning Period Baseline Value (2020)	2021	2022	2023
PI 41.3.8: **Number of periodical social support services by staff of the Presidency of Religious Affairs for road users disabled due to traffic accidents and the families of those who have lost their lives in traffic accidents**	RESPONSIBLE BODIES: Presidency of Religious Affairs COOPERATION BODIES: General Directorate of Family and Social Services, General Directorate of Emergency Health Services General Directorate of Health Services, General Directorate of the Turkish Red Crescent, Municipalities	10%	-	4	4	4
PI 41.3.9: **Number of periodical social support services by staff of the General Directorate of Family and Social Services for road users disabled due to traffic accidents and their families**	RESPONSIBLE BODIES: General Directorate of Family and Social Services, General Directorate of Services for the Elderly and Persons with Disabilities COOPERATION BODIES: Presidency of Religious Affairs, General Directorate of Emergency Health Services, General Directorate of Health Services, General Directorate of the Turkish Red Crescent, Municipalities	10%	-	4	4	4
Risks	• Failure to satisfy technical requirements • Failure to process accurate data • Unfounded calls • Shortcomings in inter-institutional coordination and cooperation • Possible shortcomings concerning human resources • Shortages in qualified staff • Malpractices during initial on-site response by citizens					
Strategies	• Prioritization of institutional priorities in policy papers, strategic and action plans • Promote practices through selected pilot provinces • Visualization of vehicle location, download location data from maps, quickest road direction in view of traffic volume • Training of responders to prevent any possible loss of life and property or due to inadequate response • Delivery of safe driving training to drivers on responder teams so as not to compromise the safety of both team members and citizens, including conscious driving behavior • Ensure accessibility of victims with various disabilities to call centers					

Findings	• Need for AI-based analytics • Need for foreign languages and sign language • Social lack of information on disasters and emergencies • Lack of professional driving training of drivers of vehicles used in accident response, who have to drive dangerously and by taking risks during response • Increased rate of survival through quicker response in view that most hospital deaths occur within the first 24 hours after accidents
Needs	• Establish technological infrastructure • Technical training for staff • Acknowledgement of other stakeholders by institutions responsible for emergency response regarding the area of work and modus operandi of the latter • Training of trainers capable of delivering specialist training on accident response • Training concerning the prioritization of the right of way in traffic of such first responders as ambulance, the fire brigade and other law enforcement vehicles, which shall be delivered through visual media or at traffic courses



2021- 2023 ROAD TRAFFIC SAFETY ACTION PLAN

SAFE SYSTEM APPROACH

In the prevention of loss of life and serious injuries in traffic by focusing on:

- Safe roads
- Safe speeds,
- Safe vehicles,
- Safe road users,
- Post-accident intervention issues;

A strategy and action plan based on the "Safe System Approach" has been developed, which accepts that road users can make mistakes in the 2021-2030 period and considers road safety as the joint responsibility of all actors in the system.

TARGET; ZERO LOSS OF LIVES IN TRAFFIC VISION ZERO APPROACH

It is a modern traffic safety management approach, which is followed by the idea of "human life should not be the price of any mistake".

The 10-year target of our Traffic Safety Vision: It aims to reduce the number of deaths caused by traffic accidents by 50% by 2030.

Our ultimate goal; is the presentation of a traffic system to our citizens where there will be no loss of life until 2050.

THE PRESIDENCY OF THE REPUBLIC OF TURKEY

- Ministry of Justice
- Ministry of Family and Social Services
- Ministry of Youth and Sports
- Ministry of Labor and Social Security
- Ministry of Treasury and Finance
- Ministry of Interior
- Ministry of Culture and Tourism
- Ministry of National Defense
- Ministry of Environment and Urbanization
- Ministry of National Education
- Ministry of Industry and Technology
- Ministry of Transportation and Infrastructure
- Ministry of Commerce
- The Ministry of Health
- Ministry of Agriculture and Forestry
- General Directorate of the Turkish Red Crescent
- Drivers and Motorists Federation of Turkey
- Notaries Union of Turkey
- Higher Education Board
- Insurance Association of Turkey
- Road Transportation of Passengers Sector Council Union of Chambers and Commodity Exchanges of Turkey
- TÜVTÜRK
- Union of Agricultural Chambers of Turkey
- Union of Municipalities of Turkey
- ASELSAN
- Confederation of Craftspeople and Artists of Turkey
- Federation of Bus Operators
- Union of Agricultural Equipment and Machinery Manufacturers of Turkey
- Information and Supervision Center
- Confederation of Driver Trainers
- Agricultural Credit Cooperatives of Turkey
- World Health Organization Turkey Office

UN 76th General Assembly Meeting on Road Traffic Safety 14-30.09.2021

2021

2021 - 2023

2024
UN/WHO Country Assessment

2024 - 2027

2030
UN/WHO Country Assessment

2028 - 2030

UN General Assembly Meeting: Heads of State/Government Road Traffic Safety End of 2022

2050
Final target;
ZERO "loss of life"
and "serious injury"

Coordination Board Evaluations

- Six months old
- Yearly
- End of term

2021- 2023 ROAD TRAFFIC SAFETY ACTION PLAN

There are 41 objectives, 104 targets, and 441 performance indicators in the 2021-2023 Road Traffic Safety and Action Plan.

PRIORITY AREAS

Struggle with Excessive and Inappropriate Speed as to Road/Vehicle Structure

- OBJECTIVE 1: Prevention of Loss of Life Through Elimination of Excessive Speed and Speeds that are not appropriate for the Design of Roads/Vehicles

Protection of Vulnerable Road Users

- OBJECTIVE 2: Necessary Measures to Protect Vulnerable Road Users and Prevention of Deaths

Improvement of Accident Blackspots

- OBJECTIVE 3: Identification and Improvement of Accident Blackspots on Urban and Inter-city Road Network through Scientific Methods to Prevent Deaths

AREAS OF INTERVENTION

Traffic Safety Management

- OBJECTIVE 4: Strengthening of Traffic Safety Management in All Aspects in Alignment with the Safe System Approach and Multi-dimensionally

Infrastructure: Roads and Road Environment

- OBJECTIVE 5: Better Traffic Safety Through Improved Infrastructure and Enhanced Safety Standards for Roads and the Road Environment

Vehicles

- OBJECTIVE 6: Contribute to Traffic Safety Through Enhanced Vehicle Safety

Trainings, Information Efforts and Campaigns

- OBJECTIVE 7: Contribute to Road Traffic Safety Through Formal and Informal Education, Information Activities and Campaigns

Traffic Enforcement

- OBJECTIVE 8: Providing Traffic Safety through Speed Enforcement
- OBJECTIVE 9: Providing Traffic Safety through Alcohol Enforcement
- OBJECTIVE 10: Providing Traffic Safety through Drugs/Stimulants Enforcement
- OBJECTIVE 11: Providing Traffic Safety through Seat-belt Enforcement
- OBJECTIVE 12: Providing Traffic Safety through Helmet Enforcement
- OBJECTIVE 13: Providing Traffic Safety through Child Restrains Enforcement
- OBJECTIVE 14: Providing Traffic Safety through Mobile Phone Enforcement
- OBJECTIVE 15: Providing Traffic Safety through Red-Light Enforcement
- OBJECTIVE 16: Providing Traffic Safety through Enforcement for the Protection of Pedestrians in Line with the Pedestrians First Principle
- OBJECTIVE 17: Contribute to Traffic Safety through Effective, Continuous and Intensive Enforcement on Aggressive Driver Behaviors Objective
- OBJECTIVE 18: Contribute to Traffic Safety through Effective, Continuous and Intensive Drowsiness and Fatigue Control of Drivers
- OBJECTIVE 19: Contribute to Road Traffic Safety by Way of Prevention of One-vehicle Accidents Through Effective, Continuous and Intensive Enforcement
- OBJECTIVE 20: Contribute to Traffic Safety through Effective, Continuous and Intensive Enforcement on Coaches Used in the Transportation of Passengers
- OBJECTIVE 21: Contribute toTraffic Safety through Effective, Continuous and Intensive Enforcement on Heavy Vehicles Used in Transportation of Goods
- OBJECTIVE 22: Contribute to Traffic Safety through Effective, Continuous and Intensive Enforcement on Vehicles Transporting Dangerous Goods
- OBJECTIVE 23: Contribute to Road Traffic Safety through Effective, Continuous and Intensive Enforcement on Service Buses/Minibuses
- OBJECTIVE 24: Contribute to Traffic Safety through Effective, Continuous and Intensive Enforcement on Service Buses/Minibuses
- OBJECTIVE 25: Contribute to Road Traffic Safety through Effective, Continuous and Intensive Enforcement on Motorbikes, Motor-bicycles and Bicycles
- OBJECTIVE 26: Contribute to Traffic Safety through Effective, Continuous and Intensive Enforcement on Tractors, Other Agricultural Machinery and Equipment
- OBJECTIVE 27: Contribute to Road Traffic Safety through Effective, Continuous and Intensive Traffic Enforcement on Motorways
- OBJECTIVE 28: Improving technical Capabilities and Capacities of Stationary/Mobile Checkpoints on State Highways
- OBJECTIVE 29: Contribute to Traffic Safety through Effective, Continued and Intensive Enforcement on Provincial Roads
- OBJECTIVE 30: Contribute to Traffic Safety through Effective, Continued and Intensive Enforcement on Rural Areas and on Village Roads
- OBJECTIVE 31: Contribute to Traffic Safety through Effective, Continued and Intensive Enforcement on Urban Avenues and Streets
- OBJECTIVE 32: Contribute to Traffic Safety through Traffic Enforcement Based on Urban Safety Management Systems (KGYS)
- OBJECTIVE 33: Contribute to Traffic Safety through Enforcement Using Electronic Enforcement Systems on Motorways
- OBJECTIVE 34: Contribute to Traffic Safety Through Further Efficiency of Electronic Enforcement Systems Within the Scope of Additional Article 16 of the Road Traffic Law
- OBJECTIVE 35: Contribute to Traffic Safety through Effective, Continuous and Intensive Traffic Enforcement Using Aerial Vehicles
- OBJECTIVE 36: Contribute to Traffic Safety through Effective, Continuous and Intensive Tachometers Enforcement
- OBJECTIVE 37: Contribute to Traffic Safety Through the Use of In-vehicle Camera Systems
- OBJECTIVE 38: Contribute to Traffic Safety Through the Use of Such On-board Systems as Alcolocks and EDRs (Event Data Recorders) in Enforcement
- OBJECTIVE 39: Furthering the Contribution of Voluntary Traffic Inspectors and Law Enforcement to Traffic Safety
- OBJECTIVE 40: Contribute to Traffic Safety of the Use of Traffic Patrol Model Vehicles and Other Aspects of Traffic Law Enforcement

Post-crash Response, Care and Rehabilitation

- OBJECTIVE 41: Contribute to the prevention of Deaths in Accidents through Reinforced Post-crash Response, Care and rehabilitation Methodologies

NOTES



REPUBLIC OF TURKEY
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