Expert Group Meeting on Progress in Road Safety Improvement in Asia and Pacific

8-10 May, Seoul, Republic of Korea

Mehdi Mokhber
Iran roads network

ROADS NETWORK

FREEWAY: 2050 KM
HIGHWAY (4 LANE): 11650 KM
MAIN ROAD (2 LANE): 22050 KM
MAJOR ROAD: 43258 KM
ASIAN HIGHWAY ROUTES IN IRAN

The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the United Nations.
Statistics of the road Length in Iran for the past one decade (2001-2011)

Average annual growth of 1.6 percent in the 10 years for Iran roads
The last 2 years → 3.2 %
Statistics of the number of vehicles in Iran past one decade (2001-2011)

Average annual growth of 15.3 % in 10 years for the number of vehicles in the country
Statistics of the road traffic accidents fatalities in Iran for the past one decade
Process Index of traffic fatalities to 10 thousand Vehicles in last 10 years

Year | Index
---|---
2001 | 33.1
2002 | 32.2
2003 | 29.6
2004 | 25.0
2005 | 22.6
2006 | 19.5
2007 | 15.1
2008 | 14.4
2009 | 11.8
2010 | 11.1
2011 | 8.2
Process Index of traffic fatalities to 100 thousand Population in last 10 years

- 2001: 30.2
- 2002: 33.0
- 2003: 38.2
- 2004: 38.2
- 2005: 40.0
- 2006: 39.1
- 2007: 32.0
- 2008: 32.2
- 2009: 31.2
- 2010: 31.1
- 2011: 26.8
Process of Safety Indexes in IRAN

- Index of traffic fatalities to 10 thousand Vehicles (Index of Ownership)
  - This index was 19.5 in 2006 that had been reduced to 8.2 in 2011 (more than 56% has been decreased).
  - The index world average is 19.7 (WHO-2009)

- Index of Driving fatalities by 100 thousand Population (Index of Health)
  - This index was equivalent to 39.1 in 2006 that had been reduced to 26.8 in 2011 (more than 31% has been decreased).
  - The index world average is 19.4 (WHO-2009)
Pedestrian and Motorcyclist are 30% of accident fatalities
The most important measures taken for promotion of safety in the country's roads (According to Escap Road Safety Goals & Targets for Decade of Action /2011-2020)
Goal 1: Making road safety a policy priority

- Preparation of National Strategic Document for Safety in the country's roads for 10- years period.
- Coordination and management of safety through Commission of Roads Safety with membership of all responsible and related bodies and organizations.
- Coordination and management of transportation safety unit at provincial level through establishment of safety committees.
- Approval of Amendment Act on driving penalties and its by- laws
Goal 2: Making roads safer for vulnerable road users, including children, senior citizens, pedestrians, nonmotorized vehicle users, motorcyclists, and persons with disabilities

- Schools of Roads Margin Immunization Project (3000 SCHOOLS)
  (79% reduction of students fatalities from 2005 to 2010)
Goal 2 (continued):

- Pedestrian safety plan in roads
  (16% reduction of pedestrian fatalities in 2010 - 2011)

- Motorcyclists safety promotion plan in roads
  (28% reduction of motorcyclists fatalities in 2010 - 2011)
Goal 2 (continued):

- Vehicle occupant safety promotion plan
- Picks and agricultural tools traffic safety promotion plan
Goal 3: Making roads safer and reducing the severity of road crashes ("forgiving roads")

- Integrated utilities development
  (REST AREA - 404 COMPLEXES)
Goal 3 (continued):

**Maintenance and immunity activities in the field of road safety**

Roadway upgrading through pavement remedial measures, executing asphalt pavement

Roadway widening as well as streamlining intersections & improving accident-prone spots
Goal 3 (continued):
Improving status of roadway signs & safety instruments by utilizing lane marking, provision & installation of guardrails, freeways fence alignment.
Goal 3 (continued):
Execution and arrangement of interchanges.

Immunizing entrances & exits of police stations
Goal 3 (continued):
Proceedings of rollover reduction
( Sign installation, Road side slope repairing, ... )

Repairing of faulty bridge

Before repairing

After repairing
Goal 3 (continued): Installation new barrier (with new technology)

Installation super rail barrier in dangerous horizontal arc
Goal 3 (continued):

Utilizes Rub Strips For reduction of accident

Traffic calming in entrances and exits of residential
Goal 3 (continued):
Lighting implementation in Roads (with restricted sight dist) & Tunnels
Goal 4: Making vehicles safer and encourage responsible vehicle advertising

- Improve the safety of vehicles plan
Goal 5: Improving national and regional road safety systems, management and enforcement

**ITS utilities development**
Development of intelligent systems in road transportation like momentary traffic counter of vehicles, variable message signs, systems for sending momentary traffic pictures.

**ROADWAY S MANAGEMENT CENTER (31 PROVINCES)**

**SURVEY LANES CAMERA (380 UNIT)**
Goal 5 (continued):

**ETC UTILITIES DEVELOPMENT**

- FIXED SYSTEMS ON SPEED VIOLATION REGISTRATION (225 SPEED CONTROL CAMERA)

- WIM (WEIGHT IN MOTION SYSTEM) (23)
Goal 5 (continued):

VSL (VARIABLE SPEED LIMIT ) - 870 SIGN

VMS (VARIABLE MESSAGE SIGN ) - 280 SIGN

Meteorology station in icy and snowing regions
Goal 5 (continued):

VEHICLR TECHNICAL CENTERS IN ROADWAY – 48 CENTERS (WRECKERS)
Goal 8: Providing effective education on road safety awareness to the public, young people and drivers

- Making mandatory the traffic safety training in schools,
- launching radio programs and other mass media,
- holding specialized and general training courses for professional drivers in transport sector such as training of transportation of dangerous goods, professional morality and driving skills.
Thanks for Your Kind Attention