

**CIRCULAR**

From the Presidency:

**Subject:** Road Traffic Safety Strategy (2021-2030)  
and Road Traffic Safety Action Plan (2021-2023)

**CIRCULAR**  
**2021/2****I. INTRODUCTION****1. Traffic Safety**

Traffic accidents are one of the reasons that have a negative impact on human life on a global scale. On the other hand, the increase in the number of deaths and injuries occurring as a result of traffic accidents worldwide causes social and economic losses to reach serious dimensions and requires all institutions and organizations that have responsibility for traffic safety at national and international level to work in a systematic manner.

Today, road transportation, which is at the center of our lives due to the fact that social life is based on mobility, has become an indispensable part of daily life as well as a global problem that unfortunately threatens human life in today's world. Due to traffic accidents defined as a public health problem by the World Health Organization; in the world, an average of 1 million 350 thousand people die each year, approximately 78 million people are injured, and very high socio-economic losses occur.

Although serious progress has been made in the recent period, we experience loss of life every year and significant financial losses occur as a result of traffic accidents, which are one of the important social problems in our country. Health costs incurred by people who lost their lives, injured or disabled in traffic accidents and their need for care for the rest of their lives affect many people, especially their immediate surroundings, in material and spiritual aspects, and the long and costly treatment processes faced by individuals after the accident cause the victims to experience a difficult process in terms of living conditions.

Depending on the rapidly advancing technological developments and globalization, it is expected that innovative reflections will be seen in today's transportation networks and types in the next decade. In the light of all these developments; in every step to be taken regarding traffic safety, the protection of life safety, which is the most precious treasure of human, should be a basic principle.

Within the scope of the "2011-2020 Road Traffic Safety Strategy and Action Plan" that was put into practice in line with this principle in 2012, within the framework of the target of reducing the deaths caused by traffic accidents by 50%; very important improvements have been achieved such as increasing the safety features of vehicles and the road infrastructure, strengthening the institutional structure, and increasing the number of trained personnel, improving the possibilities and capacity of health services, especially post-accident intervention studies, and introducing modern tools, and equipment to the service of our nation.

## **2. Purpose**

In order to make road traffic safer, it is essential to provide all the services carried out in the field of traffic safety within the framework of a safe system approach, with the awareness of institutional responsibilities, continuously, regularly, effectively and in harmony.

With the Road Traffic Safety Strategy Document (2021-2030), which was prepared on the basis of this approach and accepted as the road map of the new era, based on the fact that people can make mistakes, system that will compensate for possible errors in traffic as well as making people not to make mistakes will be ensured. The entire system will be strengthened by undertaking the necessary responsibilities of all elements.

Considering that everyone living in our country is in traffic as pedestrians, drivers and passengers in the course of daily life, multidimensional and multifarious measurements were also planned with the Strategy Document to protect the fundamental rights and freedoms of all people living in the society, such as the right to live and freedom of travel.

The ultimate goal to be achieved with the Road Traffic Safety Strategy Document (2021-2030) is a Turkey where no lives are lost or no serious injuries experienced by determining targets with *"Responsibility Sharing in Traffic Safety"* approach and by ensuring the establishment of effective communications mechanisms, responsibility based on cooperation and coordination and by exercising duties and authorities. Within this context, it will be sought to reduce the casualties because of traffic accidents by 50% until 2030, and to present a traffic system with no loss of life to our citizens by 2050.

All studies on road traffic safety will be carried out in integrity under the coordination of the Ministry of Interior.

## **3. Scope**

This Circular includes interventions and measures in accordance with the steps to be taken on traffic safety between 2021 and 2030 with an aim to achieve the United Nations' goal *"to reduce the loss of life and serious injuries by 50% by 2030 and to zero until 2050"* in our country and the implementation of the 2024-2027 and 2028-2030 Road Traffic Safety Action Plans to be prepared with the Road Traffic Safety Action Plan (2021-2023).

## **II. INSTUTIONAL STRUCTURES**

### **1. Road Traffic Safety Strategy Coordination Board**

In order for the tasks within the scope of the Strategy Document and action plans to be carried out smoothly; the *"Road Traffic Safety Strategy Coordination Board"* was established in order to steer studies of establishing road traffic safety; to coordinate the studies regarding the necessary administrative and legal regulations; to make suggestions; to ensure public awareness about the improvements made; to follow the targets and planned studies regarding the strategy document and action plans which are put into practice; to ensure the necessary coordination between the institutions and organizations that have responsibility in the execution of the action plans.

Coordination Board; under the chairmanship of the Minister of Interior or, when necessary, the relevant Deputy Minister; consists of one senior representative from the Strategy and Budget Directorate and the Directorate of Communications of Turkish Presidency; deputy ministers of Justice, Family, Labor and Social Services, Environment and Urbanism, Youth and Sports, Treasury and Finance, Interior, Culture and Tourism, National Education, National Defense, Health, Industry and Technology, Agriculture and Forestry, Trade, Transport and Infrastructure; General Director of Turkish National Police, Commander of Gendarmerie, General Director of Highways, General Director of Industry (Ministry of Industry and Technology), General Director of Local Authorities (Ministry of Environment and Urbanization), General Director of Emergency Health Services (Ministry of Health), General Director of the Special Education Institutions (Ministry of National Education), General Director of the Provincial Administration (Ministry of Interior).

The working procedures and principles of the Coordination Board, the number of annual meetings and meeting times will be determined by the Board, and the secretariat task of the board will be carried out by the Traffic Presidency of Turkish National Police.

## **2. Road Traffic Safety Strategy Monitoring and Executive Board**

*“Road Traffic Safety Strategy Monitoring and Executive Board”* was established to ensure the implementation of strategic targets, aims and performance indicators which were mentioned in Road Traffic Safety Strategy Document (2021-2030) and Road Traffic Safety Action Plan by the relevant bodies and organizations; to closely follow the activities and studies in a proper way and to make immediate practical decisions when necessary.

Monitoring and Executive Board; under the term presidency of the Deputy Minister of the relevant ministry, as determined by the Coordination Board by years; the Coordination Board is formed with the participation of representatives from ministries, institutions and organizations at least at the level of branch managers.

The working procedures and principles of the Road Traffic Safety Strategy Monitoring and Execution Board, the number of annual meetings and meeting times are determined by the Coordination Board. The secretariat duty of the board will be carried out by the Traffic Presidency of Turkish National Police.

## **3. Road Traffic Safety Expert Groups**

In order to monitor the execution of the duties included in the Strategy Document and Action Plans and to ensure coordination and cooperation, "**Expert Groups**" may be established under the Road Traffic Safety Strategy Monitoring and Executive Board.

Members of the Expert Groups, their duties, working procedures and principles, annual number of meetings and meeting times are determined by the Monitoring and Executive Board.

## **III. COORDINATION WITH OTHER STRATEGY DOCUMENTS**

Considering that the Road Traffic Safety Strategy Document (2021-2030) and the related action plans are the top policy documents, necessary studies will be carried out by all stake holders in order to put the specified goals, targets and performance indicators, especially budgeting which takes place in all strategy documents, action plans and activity reports into practice with a view to realize the strategic goals, targets and performance indicators in these documents.

In addition, in all activities and works related to traffic safety; the principles and procedures set forth in the Road Traffic Safety Strategy Document (2021-2030) will be followed and necessary studies will be carried out in accordance with the decision to be taken after all necessary issues are submitted to the Road Traffic Safety Strategy Coordination Board for the purpose of coordination of the steps to be taken.

## **IV. MONITORING AND EVALUATION**

Road Traffic Safety Expert Groups are responsible to the Road Traffic Safety Strategy Monitoring and Executive Board, and the Road Traffic Safety Strategy Monitoring and Executive Board is responsible to the Road Traffic Safety Strategy Coordination Board.

In case of need, universities, non-governmental organizations, professional associations, relevant international organizations and private sector representatives may also be invited to all studies and meetings.

In order to ensure that the Road Traffic Safety Strategy (2021-2030) and its related Action Plans are carried out within the framework of a safe system approach and in accordance with corporate responsibility sharing; necessary trainings will be given by the Secretariat of the Coordination Board to the personnel assigned to the Boards and Expertise Groups from stakeholder institutions and organizations, and briefing activities and meetings will be held to ensure that the Strategy Document and Action Plans are carried out in coordination.

Criteria will be determined by the Coordination Board in order to measure the duties of institutions and organizations carried out within the scope of the Road Traffic Safety Strategy Document (2021-2030) and related action plans.

## V. VISIBILITY

A web-site will be designed in order to promote the studies of the Road Traffic Safety Strategy Coordination Board and the Road Traffic Safety Strategy Monitoring and Execution Board in the context of traffic safety; to introduce the Road Traffic Safety Strategy Document (2021-2030) to the attention of the citizens and to ensure their participation in the studies and to provide good practice examples. With this web-site traffic safety awareness studies will be carried out, and information about the stage reached in the Road Traffic Safety Strategy Document (2021-2030) and Action Plans will be provided on this website.

The Road Traffic Safety Strategy Document (2021-2030) and the Road Traffic Safety Action Plan (2021-2023) and other Action Plans which were prepared in order to minimize the road traffic deaths and injuries resulting from the traffic accidents occurring in our country under the coordination of Turkish National Police of Ministry of Interior and in cooperation with relevant bodies and organizations will be announced on official internet addresses of Ministry of Interior ([www.icisleri.gov.tr](http://www.icisleri.gov.tr)), Turkish National Police ([www.egm.gov.tr](http://www.egm.gov.tr)) and Traffic Presidency of TNP ([www.trafik.gov.tr](http://www.trafik.gov.tr)) will be made available for access.

The preparations for the Action Plan, which will cover the years 2024-2027, will be completed by the end of 2023, and the preparations for the Action Plan, which will cover the years 2028-2030, will be completed by the end of 2027 under the coordination of the Coordination Board.

Ministries, institutions and organizations determined as "responsible institution" and "cooperating institution" in the Road Traffic Safety Action Plans will show the necessary sensitivity in fulfilling their planned duties and responsibilities in line with the schedule in order to realize the Action Plans.

All ministries, public institutions and organizations will prioritize the execution of the duties specified in the Road Traffic Safety Strategy Document (2021-2030) and the Road Traffic Safety Action Plan (2021-2023), and will provide the necessary support and contribution for the implementation of the decisions taken by the Coordination Board.

Circular No. 2012/16 has been abrogated.

I kindly request you to take necessary action.

2 February 2021

**Recep Tayyip ERDOĞAN**  
PRESIDENT