

TARGETS OF STATE ROAD SAFETY SYSTEM IN RUSSIAN FEDERATION

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Abstract. The state road safety programs are presented. The article considers the target indicators of the road safety and the ways to achieve them in the Russian Federation and the world community. The article describes the changes in the targets for ensuring road safety during socio-economic crises. The order of accounting of the main indicators of the state of road safety in the Russian Federation is analyzed.

Key words: mortality in road accidents, road accidents, road safety, social risk, state programs, target indicators, transport risk

Conflict of interest. The authors declare no conflict of interest

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ЦЕЛЕВЫЕ ОРИЕНТИРЫ ГОСУДАРСТВЕННОЙ СИСТЕМЫ ОБЕСПЕЧЕНИЯ БЕЗОПАСНОСТИ ДОРОЖНОГО ДВИЖЕНИЯ В РОССИЙСКОЙ ФЕДЕРАЦИИ

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Резюме. Представлены государственные программы обеспечения безопасности дорожного движения. Рассмотрены целевые индикаторы состояния безопасности дорожного движения и пути их достижения в Российской Федерации и мировом сообществе.

Охарактеризовано изменение целевых ориентиров в обеспечения безопасности дорожного движения во время социально-экономических кризисов. Проанализирован порядок учёта основных показателей состояния безопасности дорожного движения в Российской Федерации.

Ключевые слова: безопасность дорожного движения, государственные программы, дорожно-транспортные происшествия, смертность в дорожно-транспортных происшествиях, социальный риск, транспортный риск, целевые индикаторы

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Introduction

Improving road safety in order to preserve life, health and property of citizens of the Russian Federation is one of the priorities of state policy and an important factor in ensuring sustainable socio-economic and demographic development¹.

In Russia, when assessing the existing state system for road safety, 2004 is considered to be the base year. Based on road safety indicators in that year, 2005 year goals were set; tasks and main tools for improving road safety were defined, including targeted approach².

¹ Об утверждении Стратегии безопасности дорожного движения в Российской Федерации на 2018–2024 годы: Распоряжение Правительства Российской Федерации от 8 января 2018 г. №1-п

² О Концепции федеральной целевой программы «Повышение безопасности дорожного движения в 2006–2012 годах»: Распоряжение Правительства Российской Федерации от 17 октября 2005 г. №1707-п

Thanks to such a system for road safety in the Russian Federation in 2004–2019 there was a significant decrease within the main indicators: the number of road traffic accidents decreased by 1.3 times - from 208558 to 164358; the number of people killed in them - by 2 times - from 34506 to 16981; the number of injured in road accidents - by 1.2 times - from 251386 to 210877. While there was a significant increase in the motorization of the country.

The number of motor vehicles for the specified period doubled - from 165 to 330 passenger cars per 1,000 inhabitants. At the same time, total number of registered vehicles in Russia increased by 1.8 times - from 33.14 to 58.2 million.

In 2004–2019 in the Russian Federation, basic relative indicators, which are mainly used in international and inter-regional comparison of data, have also decreased. These are social risk - the number of deaths in road accidents per 100 thousand population, a 2-fold decrease (from 23.9 to 11.57) - and transport risk - the number of fatalities in road accidents per 10 thousand vehicles, a decrease by 3.4 times (from 10.2 to 3).

State programs of road safety

The main instruments for the implementation of state policy in the Russian Federation are state programs, which include target programs and federal projects.

For road safety, the first federal target program "Improving road safety in 2006–2012", adopted in early 2006, became the basic document of strategic planning that implemented the target approach to road safety. The program was approved by the Decree of the Government of the Russian Federation of February 20, 2006 No. 100³.

The target indicators of this program were to reduce the number of fatalities in road accidents as well as the number of road accidents with victims. Later it was decided to abandon the indicator "number of accidents with victims", since in the context of global motorization, the number of accidents grew steadily. The state policy helped, despite an increase in the total number of accidents, to reduce severity of their consequences and number of road users who died in them. Similar trends were observed in developed foreign countries.

This program also had additional target indicators: transport and social risks and severity of consequences of road accidents. Unfortunately, they did not get an appropriate quantitative characteristic.

Thus, the only quantitative programmed indicator was a decrease in the number of fatalities in road accidents by 11.5 thousand people compared to 2004.

As a result of the program implementation the number of fatalities in road accidents was reduced by 18.9% (according to the plan - by 33%) compared to the base year.

The main goal of the second federal target program for 2013–2020 was a reduction in deaths in road accidents by 8 thousand people (by 28.82%) by 2020 (compared to 2012).

The targets and indicators of the second program were: to-

tal number of fatalities in road accidents and number of children killed in road accidents, as well as social and transport risks (this time the indicator got quantitative benchmarks with a breakdown by year).

It was originally planned to reduce the number of fatalities in road accidents by 28.8%, but in 2018, due to an early achievement of the set targets, this figure was increased to 42.8%.

In total, during the implementation of two targeted programs in 2004–2019 the death rate on the roads of the Russian Federation has decreased by 2 times.

The early achievement of the main indicators for reducing deaths in road accidents, set in the second target program, served as the basis for setting new goals for reducing deaths in road accidents. It was reflected in the Road Safety Strategy of the Russian Federation for 2018–2024: the target is a reduction of the death rate in road accidents by 3.5 times compared to 2017 by year 2024 - not exceeding 4 people per 100 thousand population (by 2030 - striving for a zero mortality rate).

The goals and targets of the Road Safety Strategy are reflected in the Decree of the President of the Russian Federation "On national goals and strategic objectives for the development of the Russian Federation for the period up to 2024" of May 7, 2018 No. 204. It confirmed the status of death rates in road accidents, as one of the indicators characterizing the achievement of the national development goals of the Russian Federation.

Achievement of this goal is carried out through the implementation of the national project "Safe and High-Quality Highways", approved by the protocol of the Presidium of the Council under the President of the Russian Federation for Strategic Development and National Projects No. 15 dated December 24, 2018. As a result, the indicators for reducing road transport mortality, enshrined in the federal target program, were brought in line with the national project, and the specified program became its structural element.

The Ministry of Internal Affairs, the Ministry of Transport, the Ministry of Emergency Situations, the Ministry of Health, the Ministry of Education and Science, the Ministry of Industry and Trade of Russia, as well as the executive authorities of the constituent entities of the Russian Federation (hereinafter referred to as the constituent entities) and municipal formations take part in the implementation of these state programs and projects.

Target indicators of the state of road safety and ways to achieve them in the Russian Federation and in the world

Within the public administration terminology, the goal is understood as the state of the economy or of the social sphere, which is determined by the participants of strategic planning as a guideline for their activities and is characterized by quantitative and / or qualitative indicators⁴.

The scientific literature notes that in the development and implementation of programs, projects, plans, the principles of priority, sequence, verification, variance, and diversification should be used⁵.

³ О федеральной целевой программе «Повышение безопасности дорожного движения в 2006–2012 годах: Постановление Правительства Российской Федерации от 20 февраля 2006 г. №100

With regard to the topic of this study, the verification principle is of particular interest.

Its manifestation within the framework of state policy in the field of road safety is the establishment of specific target indicators for the goal "reducing the mortality in road accidents". They make the goal more feasible by moving from qualitative to quantitative characteristics.

In accordance with GOST R ISO 9000–2015 "Quality Management Systems. Fundamentals and vocabulary" verification is the confirmation through the provision of objective evidence that specified requirements have been met⁴.

The success of the implementation of the verification principle is largely determined by the measurability of the selected indicators, by the effectiveness and clarity of the criteria for their assessment. An indicator is a characteristic of a process (object, phenomenon) that can be measured.

In this regard, for the qualitative and controlled achievement of national development goals, they must be decomposed into composite goals and furnished with specific measurable indicators.

In the Road Safety Strategy, in the Decree of the President of the Russian Federation (2018) and in the National Project, the target is set only in the form of an indicator of "social risk", while the federal target programs consolidated a set of absolute and relative indicators of the state of road safety. This allows a more objective assessing of the state of road safety on a particular territory as well as making objective comparisons taking into account the population and its motorization.

Since the main indicator of the state of road safety in the Russian Federation - the number of "fatalized in an accident"

⁴ О стратегическом планировании в Российской Федерации: Федеральный закон Российской Федерации от 28 июня 2014 г. №172-ФЗ

⁵ Целеполагание и планирование в инновационных проектах: конспект лекций / Финансовый университет. М., 2020. 61 с.

⁶ ГОСТ Р ИСО 9000-2015. Национальный стандарт Российской Федерации. Системы менеджмента качества. Основные положения и словарь (утв. приказом Росстандарта от 28.09.2015 №1390-ст). М.: Стандартинформ, 2015

- has been adjusted in 2009 to the international standard (increasing from 7 to 30 days the period within which a person is considered as dead in an accident), this publication uses data from 20097.

Social risk is the number of deaths in road accidents per 100 thousand of the population. The actual value of this indicator in 2019 compared to 2009 decreased by 40.4% and was 1% lower than the target for 2019 (Table 1).

Transport risk - the number of fatalities in road accidents per 10 thousand vehicles. The actual value of this indicator in 2019 compared to 2009 decreased by 54.5% and was 1.3% lower than the target for 2019 (Table 2)

The severity of the consequences of road traffic accidents is the proportion (%) of those killed in the total number of victims (dead + wounded) in road traffic accidents per 100 victims.

In 2019, this indicator decreased by 23.5% compared to 2009 (Table 3).

When assessing this indicator in 2009–2019 a clearly pronounced downtrend was revealed (Figure 1). Statistical analysis found that this change was statistically significant compared to the average for this period ($t = 6.89$; $p < 0.001$). This indicates a significant change in the proportion of deaths per 100 victims of road accidents.

Analyzing the indicators of social risk in the subjects, it is necessary to take into account their geographic location, motorization, population growth, quality and length of roads, socio-economic and other indicators when setting target risk indicators for the subject [1].

It should be emphasized that the road transport situation in the regions is very different. At present, Moscow (3.5) and St. Petersburg (4.2) have already reached or are close to the indicator that the Russian Federation as a whole should achieve in the future. It should be noted that these entities refused to participate in the implementation of the federal project "Road Safety". Moscow, St. Petersburg and Sev-

⁷ О внесении изменений в Правила учета дорожно-транспортных происшествий: Постановление Правительства Российской Федерации от 19 ноября 2008 г. №859

Таблица 1/ Table No 1

Социальный риск гибели населения в дорожно-транспортных происшествиях, чел., в расчете на 100 тыс. населения
Social risk of death in road accidents, per 100 thousand people

Показатель Indicator	2013	2014	2015	2016	2017	2018	2019	2020
Целевой*/Target	18,9	19,3	18,9	18,5	17,9	15,8	11,70	10,9
Фактический /Actual	18,8	18,7	15,8	13,8	12,9	12,4	11,57	

Таблица 2/ Table No 2

Транспортный риск гибели населения в дорожно-транспортных происшествиях, в расчете на 10 тыс. транспортных средств
Transport risk of death of the population in road accidents, per 10 thousand vehicles

Показатель Indicator	2013	2014	2015	2016	2017	2018	2019	2020
Целевой*/Target	5,6	6,08	5,88	5,70	5,33	4,39	3,04	2,83
Фактический /Actual	5,3	5,30	4,30	3,79	3,37	3,20	3,00	

* Целевые показатели социального и транспортного риска в 2009–2012 гг. установлены посредством расчётов на основе целевого показателя числа лиц, погибших в ДТП, по сравнению с 2004 г., поскольку их значения не определены в ФЦП «Повышение безопасности дорожного движения в 2006–2012 годах», утверждённой Постановлением Правительства Российской Федерации от 20 февраля 2006 г. №100

Тяжесть последствий дорожно-транспортных происшествий, %
The level of severity of the consequences of road accidents, %

Показатель Indicator	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 9 мес
Уровень тяжести последствий ДТП The level of severity of the consequences of road accidents	9,8	9,6	10,0	9,8	9,5	9,7	9,1	8,4	8,1	7,8	7,5	7,8*

* В расчёте за 9 мес 2020 г./Calculated for 9 months of 2020

astopol (social risk - 4.1) differ significantly from other cities, since they are cities of federal importance.

When comparing these indicators with social risk indicators in other cities with a population of over one million, we will see very alike figures: Nizhny Novgorod (3.5); Samara (3.6); Ufa (3.7); Krasnoyarsk (3.7); Novosibirsk (4.2); Chelyabinsk (4.3); Perm (4.3); Rostov-on-Don (4.4); Yekaterinburg (4.8); Kazan (4.8); Omsk (6); Volgograd (6.1); Voronezh (8.5). These relatively low indicators of social risk in large cities are primarily due to a well-developed road infrastructure, to a high level of motorization, and to a speed limit. All this provides a high density of traffic flows, which leads to a fairly low average vehicle speed. Another important factor is the proximity of emergency medical and rescue services.

In addition, comparing the indicators of social risk in the capitals of countries that have already reached a social risk of less than 4 deaths per 100 thousand of the population, we see that these indicators are several times less than in Moscow or St. Petersburg, for example, in Tokyo. - 1 person per 100 thousand population; Stockholm - 1.1; London - 1.3; Berlin - 1.5 people per 100 thousand population [2].

The method of calculating social risk makes it possible to form it only at the end of the year when the final calculation of the population of the Russian Federation is made. Calculation of the social risk indicator by month, quarter, half year is impossible. As a result, upon the preparation of reports on the implementation of regional projects "Road Safety" if there are negative dynamics for mortality in road accidents, the risks of not reaching the target are not mentioned.

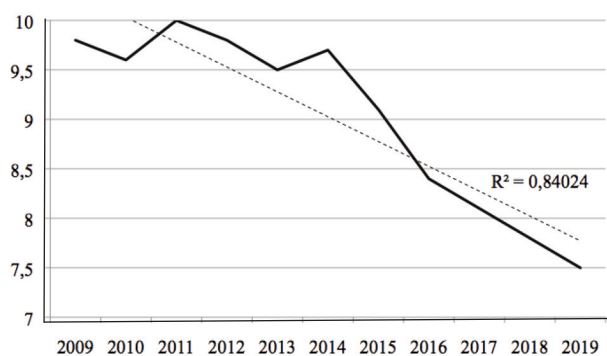


Рис. 1. Динамика тяжести последствий ДТП в 2009–2019 гг., %

Fig. 1. Dynamics of severity of consequences of road accidents in 2009–2019, %

Within the framework of implementation of the National Project "Safe and High-Quality Roads", it is impossible to influence the population number of the Russian Federation. And within the framework of the target indicators of other national projects, the specific year-by-year indicators of the population of the Russian Federation as a whole as well as of its subjects were not determined.

When planning road safety measures in the subjects, it is impossible to predict all demographic and migration factors, so the impact on the social risk of mortality may be incomplete, and its assessment may be biased.

In order to optimize project activities and to ensure an objective monthly and quarterly monitoring of the achievement of the specified target indicator on the territory of the Russian Federation and of specific regions, we advise to additionally consider the target indicator in the form of a percentage of reduction in deaths in road accidents in relation to the base year.

The target indicator in the form of an absolute number of fatalities in road accidents or in the form of percentage of reduction in deaths in road accidents in relation to the base year would significantly optimize monitoring and control of the achievement of this indicator.

The need to use a set of absolute and relative indicators to assess the state of road safety can be clearly demonstrated by the example of the United States, where in 2018 the absolute number of deaths in road accidents amounted to 36,560 people, the social risk indicator was at the level of 11.17 deaths per 100 thousand population. These data in absolute terms were much worse than in the Russian Federation, and the indicators of social risk were comparable.

At the same time, the United States recorded a record level of motorization of the population - 908 (in Russia - 330) cars per 1,000 inhabitants and the volume of mileage - 9,900 car-km per capita - in Russia, the latter indicator is not calculated.

As a result, the indicators of transport risks in the United States are 1.25 deaths per 10 thousand vehicles and 7 deaths per 1 billion vehicle-km, being one of the lowest in the world [3].

Therefore, when finalizing the national project, it is advisable to consider a possibility of establishing additional indicators for assessing the road safety.

Changing road safety targets during socio-economic crises

At present, within the goal of reducing deaths in road accidents by 3.5 times (absolute value), the national project,

broken down by years, has only set a target indicator of social risk, which by 2024 should not exceed 4 people per 100 thousand.

The considered target is focused on the indicators of several highly developed, mainly European, states, which are very different from the Russian Federation in geographic, demographic and other aspects.

So, at present, the social risk indicator at the level of 4 deaths per 100 thousand has been achieved only in Great Britain, Germany, Denmark, Israel, Ireland, Spain, the Netherlands, Norway, Finland, Sweden, Switzerland, Estonia, and Japan.

In these countries, the mortality rate of 13 deaths per 100 thousand of population (in Russia - the baseline indicator for 2017) was recorded in the 70s years of the last century. It took them about 30 years to achieve a social risk of 4–5 deaths per 100 thousand of the population in the context of growing motorization.

Foreign experience shows that no country in the world has been able to achieve such low mortality rates in road accidents (4 deaths per 100 thousand population) in such a short time frame (initially - 7 years). It took 39 years for Japan to reduce mortality from 13 to 4 deaths per 100,000, and 11 years for Spain⁸.

In addition, it is necessary to note the peculiarities of 2020 associated with the COVID-19 pandemic, which made significant changes in the socio-economic life of almost all countries of the world, including the Russian Federation.

In this regard, in accordance with the Decree of the President of the Russian Federation of July 21, 2020 No. 474, the planning horizon for achieving the national development goals of the Russian Federation was postponed from 2024 to 2030.

The death rates in road accidents are not indicated in the Decree. But they are included in the characteristics of such national development goals as preserving the population, health and well-being of people, as well as a comfortable and safe environment for life. At the same time the achievement of "life expectancy" goal at 78 years, was transferred from 2024 to 2030.

According to international studies, road traffic mortality in economic crisis and in post-crisis state develops according to an inverted "horseshoe" or the letter "U": initially there is a sharp decline due to a decrease in economic mobility of citizens, and then the rate of decline slows down or there is an increase in mortality⁹ [4] ... This was clearly manifested in the Russian Federation during the period of self-isolation in 2020 in COVID-19 pandemic, when traffic flows decreased unprecedentedly.

As for the peculiarities of the development of the road transport in economic crisis, during the recession and the period of economic recovery, this trend manifested itself, with minor exceptions, in the Russian Federation (in 1998, 2008, 2014).

⁸ Сайт Организации экономического сотрудничества и развития. URL: <https://stats.oecd.org/#> (дата обращения: 02.11.2020)

At the initial stage, there is an uncontrolled decrease in road traffic death rates due to a sharp decrease in the economic mobility of citizens, for the next year or two, this trend continues, after which there is a significant deterioration in the road transport situation due to recovery and development of economic processes. A significant increase in road traffic deaths occurred 1–2 years after the crisis of 1998 and 2008. And 2 years after the 2014 crisis, there was an almost threefold decrease in the death rate in road traffic accidents (Fig. 2).

In this regard, the road safety system should be aimed at counteracting additional negative consequences of the post-crisis situation caused by the recovery and growth of economic mobility (the "unclenched spring" effect), which will prevent uncontrolled growth and will maintain the downward trend in road traffic deaths.

It should be noted that the President of the Russian Federation, following an expanded meeting of the Presidium of the State Council, held on September 28, 2020, approved a list of instructions, among which, as part of the implementation of the Safe and High-Quality Roads National Project, it is planned to establish an additional indicator - number of people died in transport accidents per 10 thousand vehicles (indicator of transport risk). Also it is planned to set the target value of the indicator " *the number of people killed in road traffic accidents per 100 thousand people* " - no more than 4 by 2030¹⁰

At the same time, it should be noted that life expectancy - an indicator of an average life expectancy - is a demographic indicator that characterizes the mortality rate of the population.

In accordance with the Unified Plan to Achieve the National Development Goals of the Russian Federation, mortality reduction is planned in three main areas:

- reduction of infant mortality;
- decrease in the mortality rate of the population of working age and of an age older than the working age due to a decrease in mortality from diseases of the circulatory system and neoplasms, including malignant ones;
- decrease in mortality from external causes.

Road traffic accidents are one of the external causes of death - the share of deaths in road accidents is 13% of all external causes.

It should be noted that countries with a social risk of mortality in road accidents of less than 4 people are characterized by a significantly higher life expectancy relative to those planned in our country, for example, Spain - 83.4; Germany - 81.2; Great Britain - 81.2; Japan - 84.5.

Thus, taking into account foreign experience, it can be stated that the targets for reducing mortality in road accidents are more ambitious compared to general targets for reducing mortality and increasing life expectancy.

⁹ Почему безопасность дорожного движения улучшается, когда наступают тяжелые экономические времена. Международная группа по сбору и анализу данных о безопасности дорожного движения (IRTAD) / Отчет об исследовании. ОЭСР/МТФ 2015

¹⁰ Перечень поручений по итогам расширенного заседания президиума Государственного совета: сайт Президента России. URL: <https://kremlin.ru/acts/assignments/orders/64273> (дата обращения: 02.11.2020)

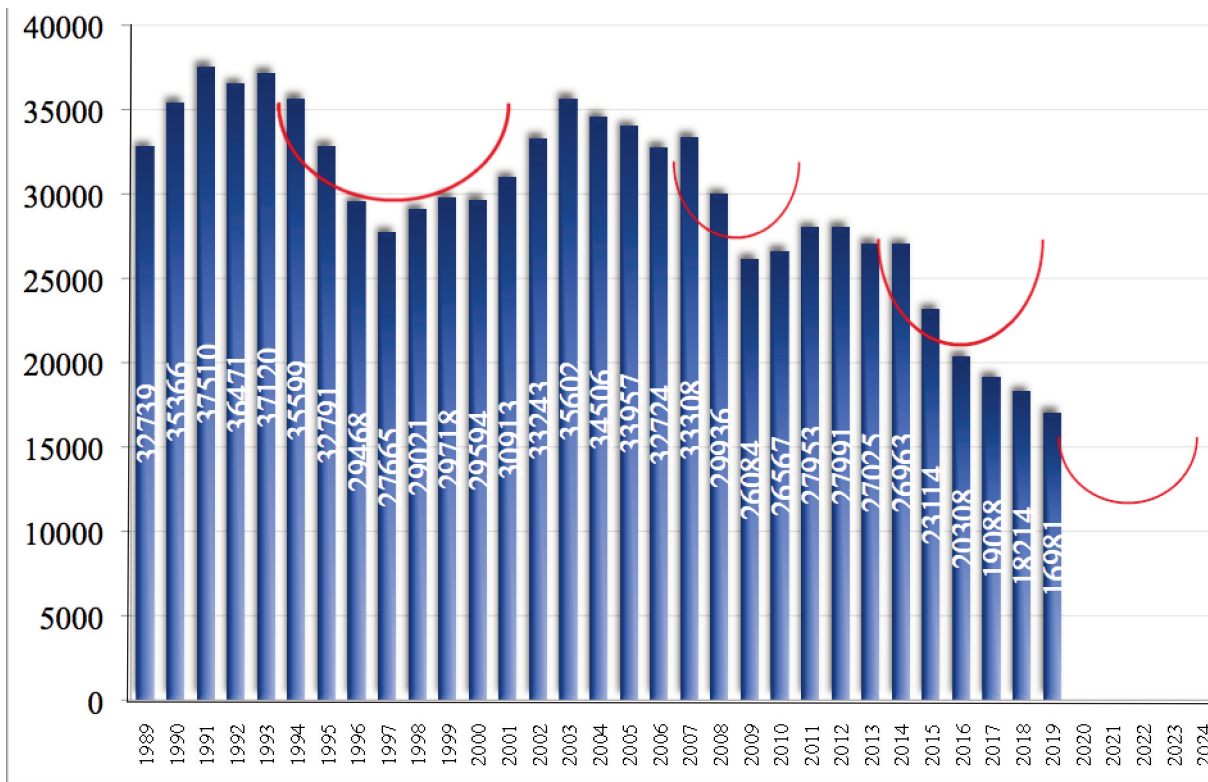


Рис. 2. Динамика числа погибших (чел.) в ДТП на территории Российской Федерации в 1989–2019 гг. с выделением периодов экономических кризисов

Fig. 2. Dynamics of number of deaths in road accidents on the territory of the Russian Federation in 1989–2019, with the indication of periods of economic crises, people

The procedure for accounting for the main indicators of the road safety

In accordance with Art. 9 of the Federal Law "On Road Safety" of December 10, 1995 No. 196-FZ on the territory of the Russian Federation, the state registration of the main indicators of the road safety is carried out. This includes: number of accidents; number of citizens affected by them; number of vehicles; number of vehicle drivers; number of traffic offenders; number of administrative offenses and criminal offenses in the area of road traffic, etc.

The procedure for state registration of indicators of road safety in the Russian Federation is determined by the relevant Decree of the Government of the Russian Federation¹¹.

The rules for recording accidents are applied according to a separate Decree of the Government of the Russian Federation. From January 1, 2021, the Rules for recording accidents, approved by the Decree of the Government of the Russian Federation dated September 19, 2020 No. 1502, entered into force.

In accordance with clause 1 of the Decree of the Government of the Russian Federation No. 508 of April 30, 1997, the Ministry of Internal Affairs of Russia is entrusted with state registration of the number of road accidents, and medical organizations are responsible for recording the number of victims in road accidents.

It should be noted that, in accordance with the Order of the Government of the Russian Federation "On Approval of the Federal Plan of Statistical Work", data on road safety indicators are submitted to Rosstat only by the Ministry of In-

ternal Affairs of Russia, i.e. despite the fact that keeping records of the dead and wounded in road accidents is entrusted to the Ministry of Health of Russia, they are kept by the Ministry of Internal Affairs of Russia.

Thus, the Ministry of Internal Affairs of Russia is the main body that forms state statistics on the number of road accidents and the number of people injured in them.

At the same time, data on fatalities in road accidents are also taken into account in the framework of state statistics of mortality of the population, which is formed by Rosstat on the basis of the data from the registry office. In addition, departmental statistics are carried out for individual indicators of road accidents generated by the Ministry of Health, the Ministry of Emergencies, the Ministry of Defense of Russia, the Russian Union of Auto Insurers, etc.

It should be noted that the new Rules for accounting for road accidents, approved by the Decree of the Government of the Russian Federation dated September 19, 2020 No. 1502 and entered into force on January 1, 2021, also provide for significant innovations in order to harmonize the data with international standards in this area.

The updated Rules take into account international experience, separate the concepts of "automotive road" and "road", eliminate the existing uncertainties, improve the terminological and conceptual apparatus, as well as the mechanism for collecting and recording of the information.

¹¹. Об утверждении Правил учета дорожно-транспортных происшествий: Постановление Правительства Российской Федерации от 29 июня 1995 г. №647

Taking into account the ongoing optimization of the staffing, the participation of employees of the internal affairs bodies in the provision of information about incidents to interested parties was minimized.

The concept of "wounded" has been corrected as follows: "a person who received bodily injuries in an accident, which led to his treatment in medical organizations in stationary conditions for at least one day, either on an outpatient basis or in a day hospital." So, if earlier the official statistical information (State Statistical Reporting - SSS) included information about an individual who, after providing medical care, was recommended medical treatment, but at the same time the specified person did not apply to a medical institution, then the new edition of the Rules defines as a condition for inclusion in the SSS only the obligation of further treatment of such persons in these institutions.

A new participant in the collection of information about road accidents has been identified - the professional association of insurers (the Russian Union of Auto Insurers), which provides the Ministry of Internal Affairs of Russia from the relevant data bank - the Automated Information System of Compulsory Civil Liability Insurance of Vehicle Owners - information about incidents registered without the participation of authorized police officers.

The locations of road accidents have been clarified, information about which is entered into the SSS. Thus, information about road accidents, those killed and / or injured in road accidents must be included in the State Statistical Office only if the road accidents occurred on public highways of federal, regional / intermunicipal, local and private significance¹². The automotive roads also include winter roads,

crossings on ice for the period of their use, street and road network of cities and towns.

Conclusion

In conclusion, I would like to dwell on international standards and indicators in the field of reducing deaths in road accidents.

In accordance with the Resolution of the UN General Assembly adopted in 2010, 2011–2020 years are proclaimed the Decade of Action for Road Safety.

We can say that this document launched a new stage in the fight against road traffic injuries around the world at the national, regional and global levels.

At the same time, in September 2015, heads of state gathered at the UN General Assembly and approved the historic Sustainable Development Goals, one of which was to halve the number of road traffic deaths and injuries worldwide by 2020.

However, this goal was not achieved - road traffic mortality in the world remained practically at the same level.

At the beginning of 2020, at the Third World Conference, the reasons for the failure to achieve these indicators of mortality reduction were analyzed and a proposal was made to move the target to 2030, which was reflected in the resolution of the UN General Assembly of August 18, 2020.

Thus, in order for our country to meet world standards for reducing deaths in road accidents, in 2030 the social risk indicator in the Russian Federation should not exceed 5.5 deaths per 100 thousand population. At the same time, the country's leadership has set more ambitious goals for reducing deaths in road accidents - to a level not exceeding 4 deaths per 100 thousand population

¹² Об автомобильных дорогах и о дорожной деятельности в Российской Федерации и о внесении изменений в отдельные законодательные акты Российской Федерации: Федеральный закон Российской Федерации от 8 ноября 2007 г. №257-ФЗ

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