

United Nations Economic Commission for Europe



## **UNECE's actions in support of the Decade of Action for Road Safety, 2011-2020**

**Robert Nowak, Transport Division, UNECE**

**International Conference on Contemporary Trends in Road Safety**

**17 March 2014, Beirut**

# UNECE



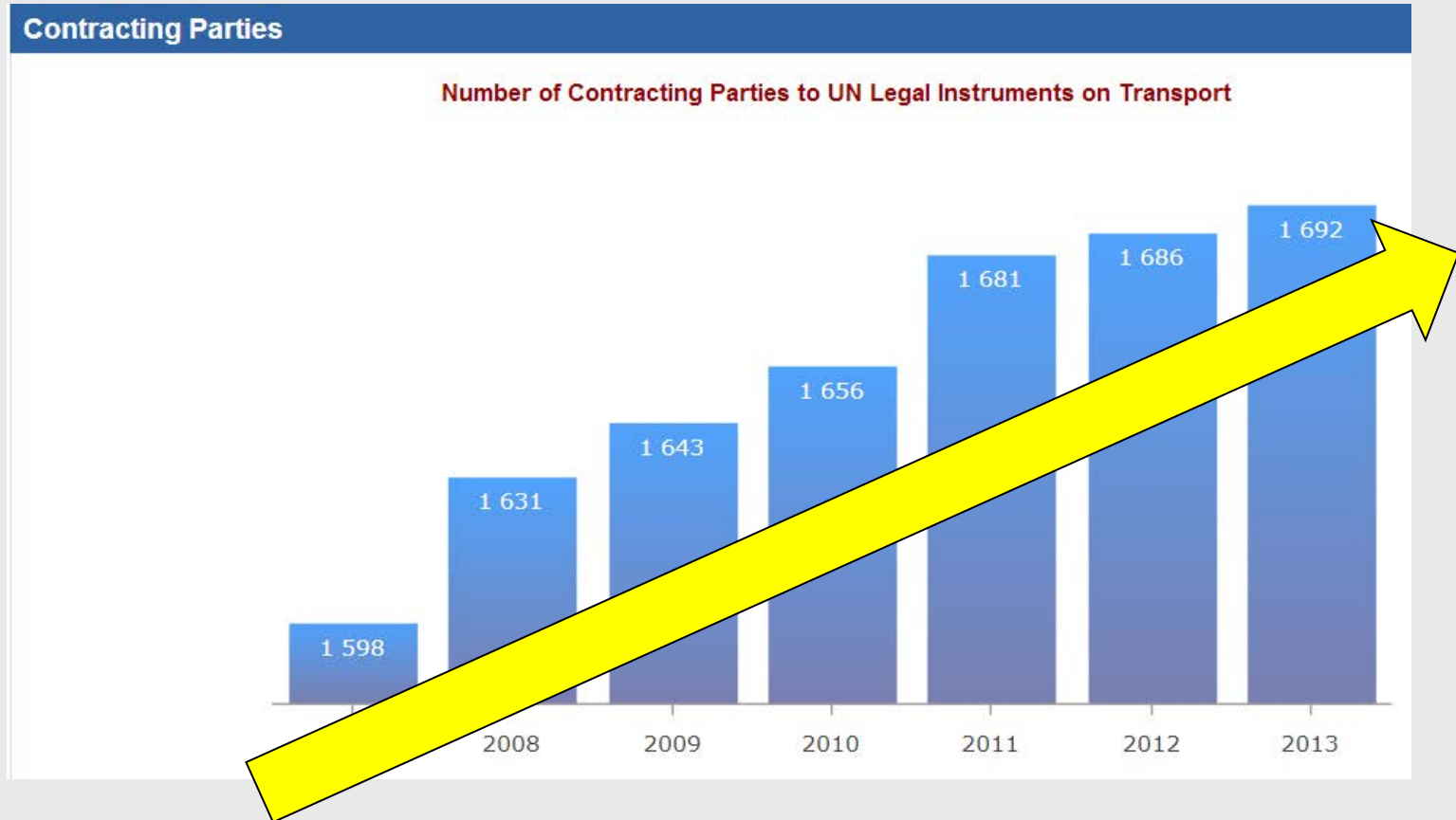
# UNECE

**A regional - and increasingly global – centre for international legal instruments**



- **58 UNECE international conventions and agreements**
  - Road, rail, inland waterways and combined transport
- **33 UNECE trade facilitation recommendations**

# UNECE Transport Division



**where global solutions are shaped for you**

# UNECE Transport Division

- International platform
- 58 UN conventions

Number of UN Transport Conventions and Agreements per country



- ☐ Regulatory
- ☐ Analytical
- ☐ Technical assistance

- ✓ capacity bldg
- ✓ accession
- ✓ implementation

where global solutions are shaped for you



# Infrastructure: road, railway, combined transport (AGC, AGR, AGN, AGTC)



**Legal frameworks for the development of coherent international infrastructure networks**



# World Forum for Harmonization of Vehicle Regulations





# World Forum for Harmonization of Vehicle Regulations

## Environmental Protection

*Working Party on Pollution and Energy (GRPE)*  
Liquefied Petroleum Gas (LPG): 1987

Regulation 100 Electrical Vehicles (EV): 1996

Measurement procedure for CO<sub>2</sub> emissions (Fuel consumption): 1997

Compressed Natural Gas (CNG): 2000

Hybrid/Electric Vehicles (HEV): 2004

Plug-in Hybrid/Electric Vehicles (PHEV): 2008

New emission limits: 2010

Fuel Quality standards (2011/2013)

Environmentally Friendly Vehicles (EFV)

– Feasibility (2012)

Hydrogen & Fuel Cell vehicles (HFCV) - Environment (2013)

Heavy Duty Hybrids (2014)

Worldwide Harmonized Light Vehicle Test Procedure (WLTP) (CO<sub>2</sub> emissions): (2015)

*Working Party on Noise (GRB)*

Noise level of motor cycles and motor vehicles: 1980 & 1982

Tyre rolling noise and wet grip adhesion: 2007

Regulation 51 New noise measurement method: 2007 – new limit values: (2012)

Tyres with low Rolling Resistance: 2010

Guidelines for Quiet Road Transport Vehicles (QRTV) 2011

## Active Safety (Crash Avoidance)

*Working Party on Lighting and Light*

*Signalling (GRE)*

Conspicuity/Contour markings for trucks: 2006

Daytime Running Lamps (DRL): 2007

Adaptive Front-lighting Systems (AFS): 2007

LED headlamps: 2008

*Working Party on Brakes and Running Gear (GRRF)*

Anti-lock braking systems (ABS): 1990

Regenerative braking systems: 2008

Electronic Stability Control (ESC): 2008

Tyre Pressure Monitoring Systems (TPMS): 2010

*New Regulation on Advanced Emergency Braking Systems and Lane Departure Warning (AEBS & LDW): (2011/2012)*

## Passive Safety (Crash Worthiness)

*Working Party on Passive Safety (GRSP)*

Regulation 16 Safety belts: 1970

Protective helmets: 1972

Regulation 44 Child Restraint Systems (CRS): 1981

Frontal and lateral crash tests: 1995

Pedestrian safety: 2008

Hybrid and Electric safety: 2010

New Regulation of Child Restraint systems (2012)

Pole side test (2012)

Hydrogen & Fuel Cell vehicles (HFCV) - Safety: (2012)

Harmonization of dummies (2013)

Crash compatibility (2015)

## General Safety

*Working Party on General Safety Provisions (GRSG)*

Indirect vision systems (mirrors & camera monitoring): 1981/2005

Safety glazing materials: 1981/2008

Superstructure of buses and coaches: 1986/2010

Vehicle alarm systems: 1997

Burning behavior: 2005

## Traffic rules, road signs and signals

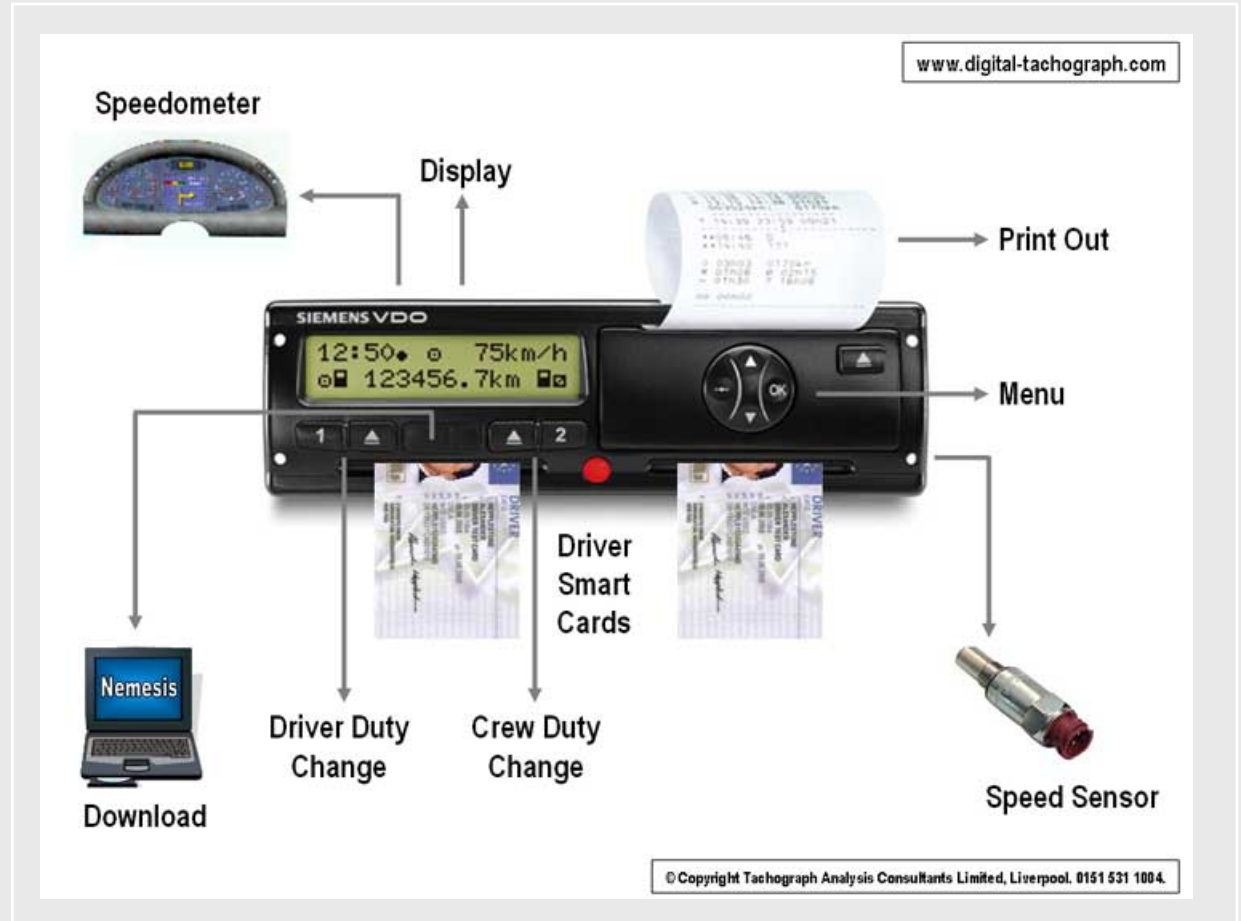
**A set of internationally agreed:**

- Road traffic regulations
- Road signs
- Signals and markings
- Safety requirements for motor vehicles



# Hours and Conditions of Work (AETR)

**Uniform working  
conditions for  
drivers of  
commercial  
vehicles engaged  
in international  
road transport**



*Digital Tachograph*

# Transport of Dangerous Goods (ADR, RID, ADN)

Uniform requirements to  
ensure a high level of safety  
of international transport of  
dangerous goods



# UNECE: a 360-degree approach to road safety





# Decade of Action for Road Safety

United Nations

A/RES/64/255



**General Assembly**

Distr.: General  
10 May 2010

Sixty-fourth session  
Agenda item 46

**Resolution adopted by the General Assembly**

*[without reference to a Main Committee (A/64/L.44/Rev.1 and Add.1)]*

**64/255. Improving global road safety**

*The General Assembly,*

*Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005 and 62/244 of 31 March 2008 on improving global road safety,*

A/RES/64/255

*Acknowledging* the leading role of Oman in drawing the attention of the international community to the global road safety crisis,

*Commending* the Government of the Russian Federation for hosting the first Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009, which brought together delegations of ministers and representatives dealing with transport, health, education, safety and related traffic law enforcement issues and which culminated in a declaration inviting the General Assembly to declare a decade of action for road safety,<sup>4</sup>

1. *Welcomes* the declaration adopted at the first Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009;<sup>4</sup>

2. *Proclaims* the period 2011-2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

3. *Requests* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action of the Decade as a guiding document to support the implementation of its objectives;

4. *Reaffirms* the importance of addressing global road safety issues and the need to further strengthen international cooperation, taking into account the needs of low- and middle-income countries, including those of the least developed countries and African countries, by building capacity in the field of road safety and by providing financial and technical support for their efforts;

# Decade of Action for Road Safety

## **Global Plan**

for the Decade of Action  
for Road Safety 2011-2020



# PLAN OF ACTION

**Goal: to halt or reverse the increasing trend in road traffic fatalities**

**National activities**

**Five pillars**

**International activities**

**Five activities**

**Funding**

**Monitoring**

**Five pillars**

**International**

1	Activities
2	Activities
3	Activities
4	Activities
5	Activities
5	Activities

1	Indicators
2	Indicators
3	Indicators
4	Indicators
5	Indicators
5	Indicators

6



**Pillar 1: Road safety management**

Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectoral partnerships and design national road safety strategies and evidence-based policies and effective measures.

**Pillar 2: Safer roads and mobility**

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially vulnerable road users (pedestrians, cyclists and motorcyclists).

Activity 1: Promote improved safe infrastructure

**Activity 1: Promote improved safe infrastructure**

- encourage road engineers to design roads by 2030
- encourage dedicated road networks in urban areas
- making road networks safer in rural areas
- establishing a safe road network of the road
- promoting road infrastructure
- Adhere to

**Pillar 3: Safer vehicles**

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information and new technologies.

**Activity 1: Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information and new technologies.**

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**Pillar 4: Safer road users**

Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of traffic laws, awareness/education campaigns, and other measures to reduce drink-driving, speeding, and other dangerous driving behaviours.

**Activity 1: Increase awareness/education campaigns, and other measures to reduce drink-driving, speeding, and other dangerous driving behaviours.**

Activity 2: Set a target for reducing the number of road traffic deaths and injuries.

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**Activity 9: Set a target for reducing the number of road traffic deaths and injuries.**

Activity 10: Set a target for reducing the number of road traffic deaths and injuries.

**Activity 11: Set a target for reducing the number of road traffic deaths and injuries.**

Activity 12: Set a target for reducing the number of road traffic deaths and injuries.

**Activity 13: Set a target for reducing the number of road traffic deaths and injuries.**

Activity 14: Set a target for reducing the number of road traffic deaths and injuries.

**Pillar 5: Post-crash response**

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term care.

**Indicators: Pillar 1****SCORE**

- number of countries which have adhered to the United Nations road safety related agreements and conventions;
- number of new regional road safety legal instruments developed (and number of countries participation in them);
- number of countries which have a clearly empowered agency leading road safety;
- number of countries with a national strategy;
- number of countries with time-based road safety targets;
- number of countries with data systems in place to monitor progress in achieving road safety targets;
- number of countries that collect annual road traffic crash data consistent with internationally accepted definitions.

**OPTIONAL**

- number of countries that have dedicated funds to implement their road safety strategy;
- number of countries that have made progress towards achieving their defined targets.

Activity 15: Promote research and development into improving post crash response.

# **Decade of Action for Road Safety: contribution by UNECE**

**Pillar 1: Road safety management**

Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness.

**Activity 1:** Adhere to and/or fully implement the major United Nations road safety related agreements and conventions; and encourage the creation of new regional instruments similar to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), as required, including:

- Convention on Road Traffic, of 8 November 1968, aiming at facilitating international road traffic and at increasing road safety through the adoption of uniform road traffic rules;
- Convention on Road Signs and Signals, of 8 November 1968, setting up a set of commonly agreed road signs and signals;
- AETR, of 1 July 1970, to be used as a model the creation of regional instruments.

**Activity 2:** Establish a lead agency (and associated coordination mechanism) for road safety involving partners from a range of sectors through:

- designating a lead agency and establishing related secretariat;
- encouraging the establishment of coordination groups; and
- developing core work programmes.

**Activity 3:** Develop a national strategy (at a cabinet or ministerial level) or the lead agency through:

- confirming long-term investment priorities;
- specifying agency responsibilities and accountabilities for development and implementation of core work programmes;
- identifying implementation projects;
- building partnership coalitions;

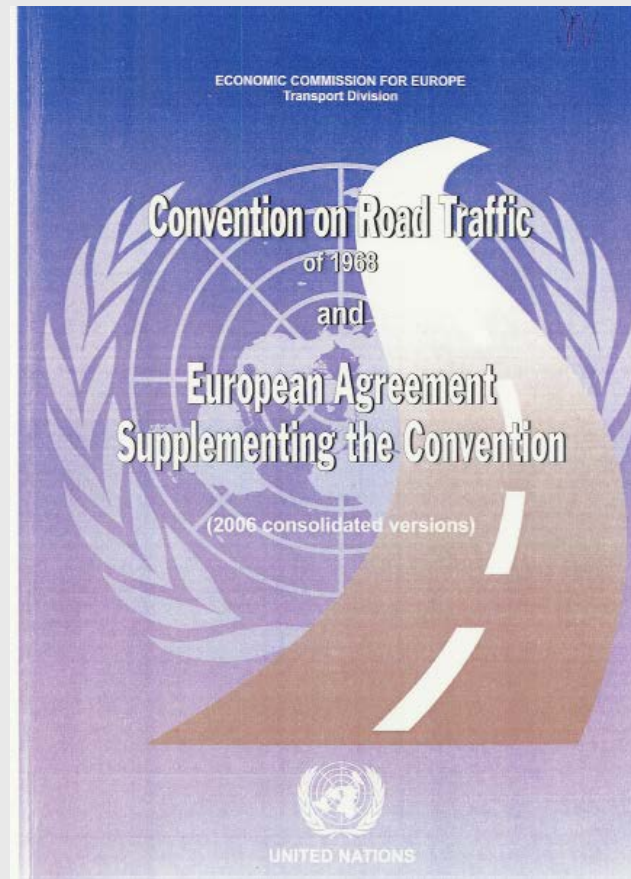
**Indicators: Pillar 1****CORE**

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- number of new regional road safety legal instruments developed (and number of countries participation in them);
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- number of countries with a national strategy;
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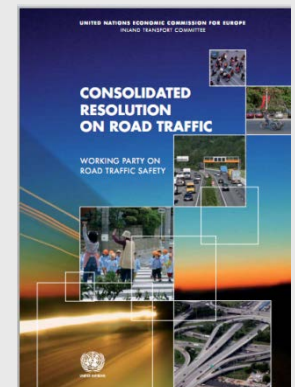
**OPTIONAL**

- number of countries that have dedicated funds to implement their road safety strategy;
- number of countries that have made progress towards achieving their defined targets.

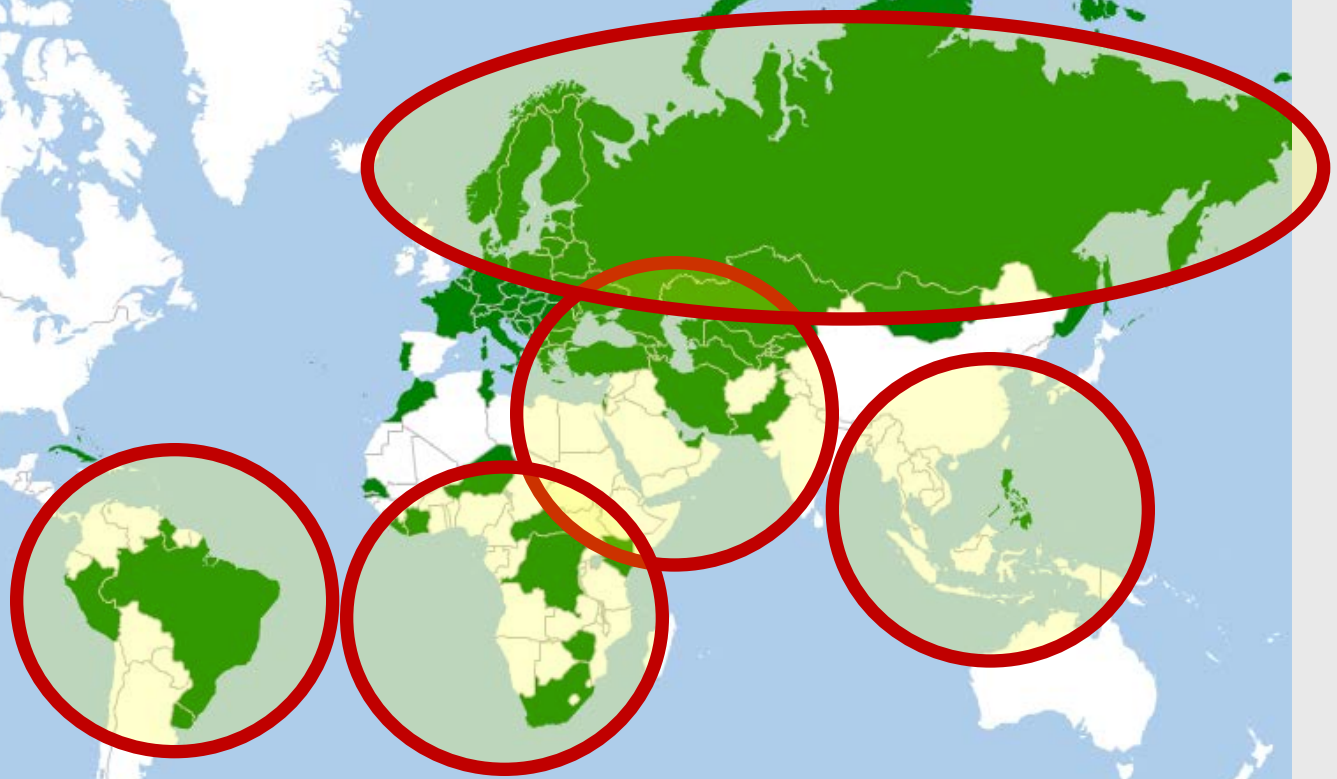
# 1968 Convention on Road Traffic



<http://www.unece.org/trans/conventn/legalinst.html>



## 1968 Convention on Road Traffic



**72 Contracting Parties**



# 1968 Convention on Road Signs and Signals

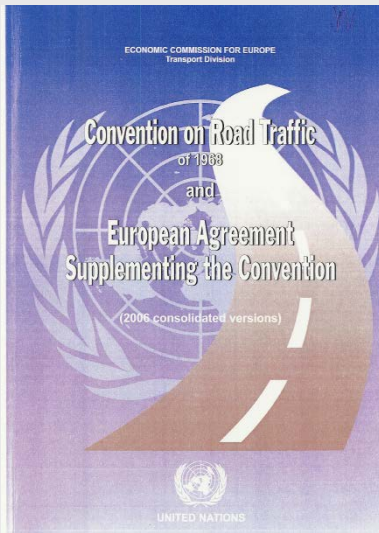


<http://www.unece.org/trans/conventn/legalinst.html>



# 1968 Convention on Road Signs and Signals





- Admission to international traffic,
  - A set of agreed road traffic rules
  - Reference for national legislation
  - Mutual recognition of vehicle certificates, driving permits
  - Facilitation of international traffic, trade, tourism
- Enhanced road safety

# BENEFITS ?



- A system of sign classification
- Over 200 reference signs
- Facilitation of international road traffic, trade, tourism
- Enhanced road safety

# AETR Agreement

- **Currently regional in scope (UNECE members only)**
- **Interest from North Africa and Middle East**
- **Likely to be «opened up» relatively soon**
- **Accession easy but implementation quite complex**

**Pillar 5: Post crash response**

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims.

Activity 1: Develop prehospital care systems, including the extraction of a victim from a vehicle after a crash, and implementation of a single nationwide telephone number for emergencies, through the implementation of existing good practices.

Activity 2: Develop hospital trauma care systems and evaluate the quality of care through the implementation of good practices on trauma care systems and quality assurance.

Activity 3: Provide early rehabilitation and support to injured patients and those bereaved by road traffic crashes, to minimize both physical and psychological trauma.

Activity 4: Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims through:

- Introduction of mandatory third-party liability; and
- International mutual recognition of insurance, e.g. green card system.

Activity 5: Encourage a thorough investigation into the crash and the application of an effective legal response to road deaths and injuries and therefore encourage fair settlements and justice for the bereaved and injuries.

Activity 6: Provide encouragement and incentives for employers to hire and retain people with disabilities.

Activity 7: Encourage research and development into improving post crash response.





United Nations

ECE/TRANS/2012/4

**Economic and Social Council**Distr.: General  
20 December 2011

Original: English

**Economic Commission for Europe****Inland Transport Committee****Seventy-fourth session**

Geneva, 28 February–1 March 2012

Item 9 (c) of the provisional agenda

**Issues that need consideration and require decisions by the Committee:****Road traffic safety**

**United Nations Economic Commission for Europe Plan to  
implement the United Nations Decade of Action for Road  
Safety (2011-2020)**

**Note by the secretariat****Introduction**

1. Every year some 1.3 million people die as a result of road traffic crashes worldwide. This is more than 3,500 deaths each day! Road traffic injuries are the leading cause of death for children and young people. In addition, an average of 20 to 50 million people sustain non-fatal injuries from road traffic crashes each year.

2. As part of the United Nations global mandate to improve road traffic safety the United Nations Economic Commission for Europe (UNECE), other UN Regional Commissions and the World Health Organization (WHO) were invited by the United Nations General Assembly Resolution A/58/289 "Improving global road safety", to act as coordinator of road safety issues across the United Nations system. This mandate was reaffirmed in October 2005 through United Nations General Assembly Resolution A/60/5.

3. Taking into account the urgency to improve global road safety, in March 2010, the United Nations General Assembly proclaimed the period 2011–2020 to be the Decade of Action for Road Safety. The General Assembly, in its "Resolution on Improving Road Safety" (64/255) called for intensive work to reduce global road traffic fatalities by increasing activities at the national, regional and global levels. In cooperation with the United Nations Road Safety Collaboration Group and other stakeholders, a guiding document – the UN Global Plan for the Decade of Action for Road Safety (2011–2020) – was prepared to support the implementation of its objectives.

4. Even though in the UNECE region fatality rates have been declining over the past decade, in certain sub-regions numbers are still persistently high and continue to worsen.

## D. Road Safety

Improving road safety is a top priority issue for ITC and the focus of the Working Party on Road Traffic Safety (WP.1), i.e. the UNECE Road Safety Forum, the only permanent intergovernmental body in the United Nations system that is dedicated to the subject. In 2013, there were a number of accomplishments in making road travel safer.

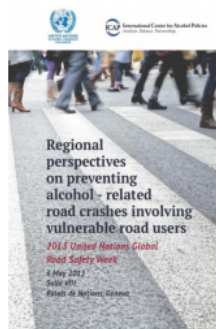
*The United Nations second Global Road Safety Week took place from 6 to 12 May 2013*



Additionally, in Italy, UNECE partnered with the Italian Ministry of Infrastructure and Transport, ASTMIAS, QN-II Giorno and leStrade, to publicize the Global Road Safety Week in widely distributed local newspaper and magazine. They also distributed 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.

The year 2013 witnessed the commemoration of the second United Nations Global Road Safety Week. In May several key events were organized by the UNECE together with its partners in the Palais des Nations.

The programme included a symposium on regional perspectives on drinking and driving; an interactive youth and young leaders' session "Scouting for Global Road Safety"; a roundtable on 2013 International Level Crossing Awareness Day to emphasize the importance of road safety at level crossings, and a discussion forum on insurance and road safety. UNECE partners for the events were ICAP, the World Organization of the Scout Movement, Scouting Ireland, the Hellenic Road Safety Institute "Panos Mylonas", the International Union of Railways and the Council of Bureaux.



In September, the UNECE in partnership with the International Centre for Alcohol Policy (ICAP) launched an e-book titled *Regional Perspectives on preventing alcohol-related road crashes involving vulnerable road users* and it comprised the comprehensive findings by road safety experts from Europe, Africa, Asia, Australia and the Middle East. The focus is on the main issues influencing alcohol-related accidents involving vulnerable road users such as pedestrians, cyclists and motorcyclists in each region.

Pursuant to GA Resolution 60/5 of 2005 every third Sunday in November is designated as the World Day of Remembrance for Road Traffic Victims, in recognition of road traffic victims and their families' loss and suffering. Memorial events took place on this day in many UNECE Member States. In Greece for example the cooperation among the government, the municipalities, the Chambers of Commerce, the Association for the Aid and Solidarity of Road Accident Victims "St. Christopher", the Road Safety Institute "Panos Mylonas", as well as several universities led to a chain of road safety activities, including awareness through demonstrations and

## UN Global Road Safety Week

## EG on safety at level crossings

## Cooperation with private sector to combat drink driving

## Getting youth/scouts involved in road safety

training set up at different public places, scientific workshops and meetings supporting the victims and their families in coping with the tragic loss of their loved ones. UNECE's participation in the events organized in Chania, Crete signalled the commitment to connect with people whose safety is in the heart of the ITC regulatory work.

In December, UNECE in partnership with the Ministry of Road Transport and Highways of India and Institute of Road Traffic Education, and in collaboration with the UNESCAP and the International Road Transport Union (IRU), organized the inaugural "Europe - Asia Road Safety Forum" in New Delhi on 4 December followed by a two-day session of WP.1.



UNECE also presented its road-safety activities at a road-safety exhibition in Paris, organized under the French Ministry of Education in February 2013. Some 700 teenagers attended the event. Pupils from 36 classes, mostly from the city and suburbs of Paris, but also from eastern and western France, signed their names on a poster entitled "*Nous conduisons en respectant les règles*". The poster is a French version of the "We drive by the rules" poster that was created in 2011 for the launch of the UN Decade of Action for Road Safety.

Progress was also made in the implementation of the digital tachograph, which is a sophisticated monitoring device installed in all commercial vehicles registered in the Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). The digital tachograph records all activity such as speed and time between rest periods, thereby creating an accurate picture of the driving habits for all commercial vehicles. This directly impacts road safety as assuring safe driving routines among professional drivers is a key factor. While the digital tachograph had become mandatory in 2010, some countries were unable to meet the deadline. By 2013, however, virtually all countries had fully implemented the necessary measures to use the digital tachograph.

## Europe-Asia Road Safety Forum

## EG on road signs and signals

## Road safety posters

## AETR Expert Group