



UNECE 360° Approach to Road Safety



UNDA Road Safety Management Capacity Building Project
Hanoi, Vietnam

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UNECE

Content

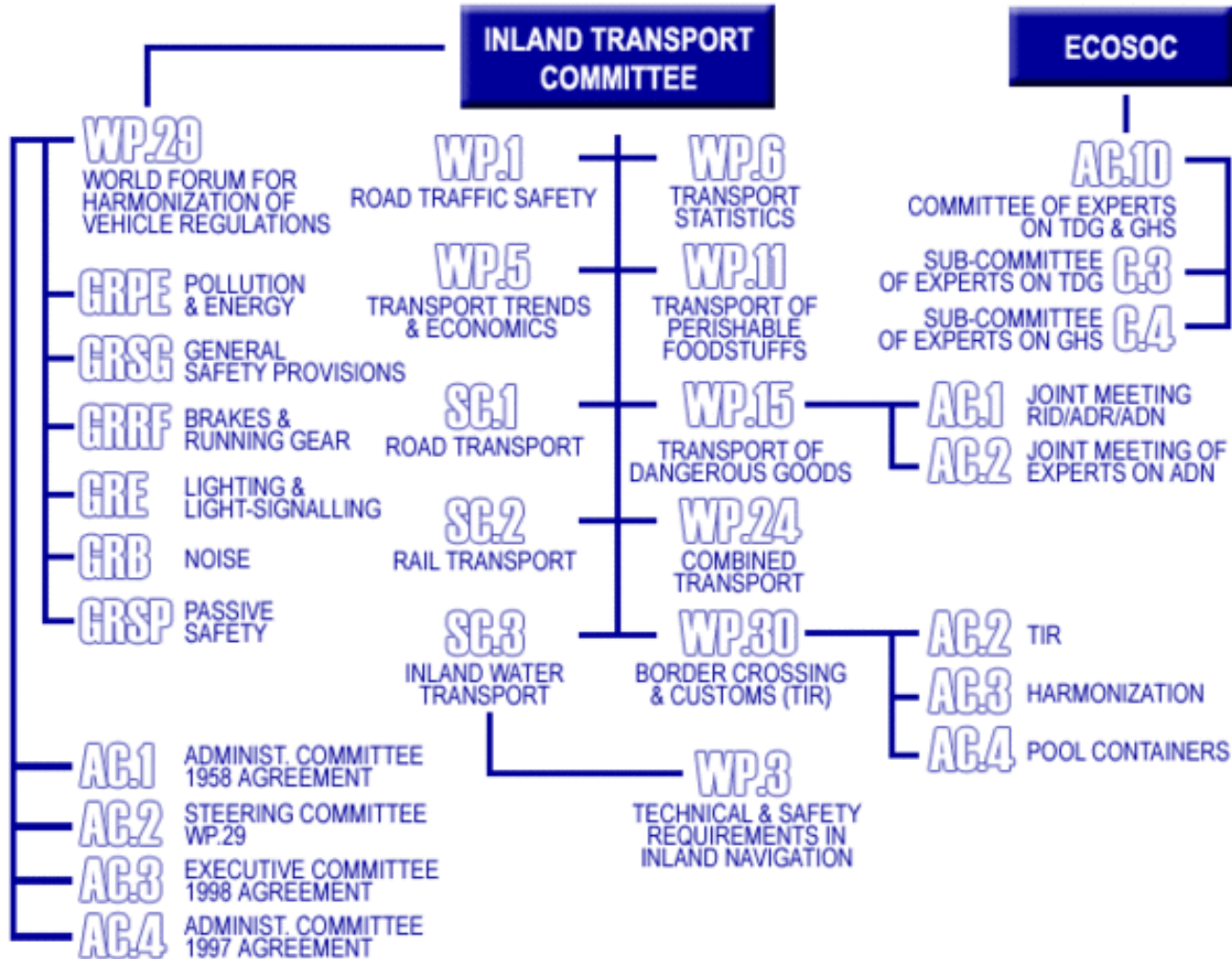
- **UNECE Inland Transport Committee**
- **UNECE 360° Approach to Road Safety**
 - **Road Safety Management**
 - **Safe Roads and Mobility**
 - **Safer Vehicles**
 - **Road users**
- **Road Safety Technical Assistance**

Inland Transport Committee (ITC)

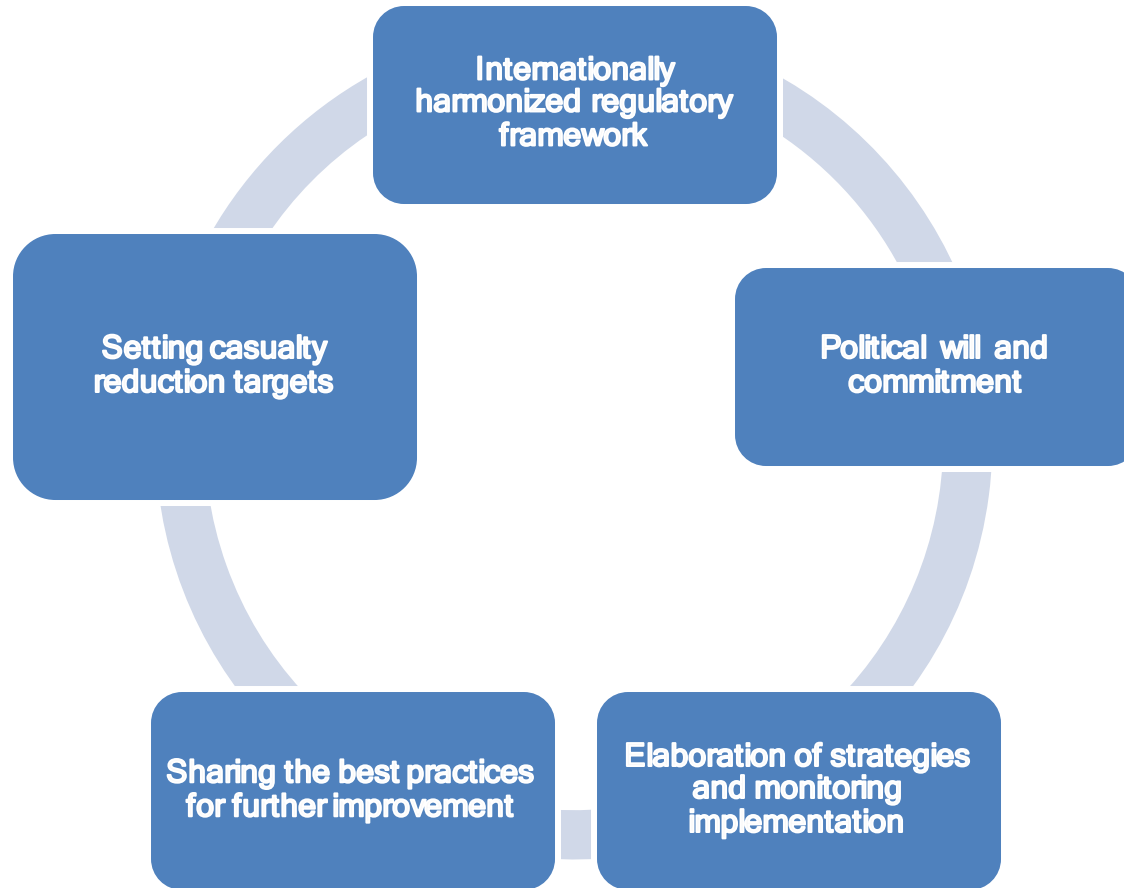
- **Unique intergovernmental body covering all aspects of inland transport**
- **The highest policy-making body of the UNECE in the field of transport**
- **Sectoral Committee of UNECE on Inland Transport - but with a global reach**
- **Meets annually (February): Decisions, reporting, policy segment, restricted session, parallel events.**

ITC provides a framework for intergovernmental cooperation and concerted action in order to facilitate international transport while improving its safety and environmental performance.

ITC Structure



Progress in road safety – result of serious and systematic efforts



360° degree approach to road safety



- **Road Traffic**
- **Signs and signals**
- **Dangerous goods**
- **Construction and periodic inspection of vehicles**
- **Driving times and rest periods for professional drivers**
- **Road infrastructure**

Working Party on Road Traffic Safety



A screenshot of the UNECE website's 'Road Safety Forum' page. The page has a blue header with the UNECE logo and navigation links: 'About UNECE', 'Our work', 'Themes', 'Where we work', 'Open UNECE', 'Events', 'Publications', and 'Media'. Below the header, there's a breadcrumb trail: 'UNECE > TRANSPORT > AREAS OF WORK / ROAD SAFETY FORUM'. The main content area is titled 'Road Safety Forum' and includes a sub-header 'Transport' with a dropdown menu for 'Road Safety Forum'. The main text describes the forum's history and current role. To the right is a circular icon depicting a person with a bicycle. Below the main text are sections for 'Press Releases' and 'Upcoming Events'. The 'Press Releases' section lists three recent events: a demonstration of e-bike helmets (24 Feb 2016), a call for legal instruments (10 Feb 2016), and an appointment of a special envoy (30 Apr 2015). The 'Upcoming Events' section lists three future events: a group of experts on level crossings (21-22 Mar 2016), the 72nd session of the working party (29 Mar to 01 Apr 2016), and a group of experts on road signs (30-31 May 2016). A 'News' section at the bottom mentions a sign change in Kyrgyzstan and a new publication titled 'Together with UNECE on the road to safety'. A left sidebar contains a navigation menu with links like 'About us', 'Schedule of Meetings', 'Meetings and Events', 'Legal Instruments', and 'Statistical Data Online'.

- The Working Party on Road Traffic Safety (WP.1) is the **ONLY Permanent intergovernmental body in the UN dealing with Road Safety open to all countries throughout the world**
- Two sessions per year, two ad-hoc Expert Groups

UN Decade of Action for Road Safety 2011-2020 (Pillars)



I

• Road safety management

II

• Safer roads and mobility

III

• Safer vehicles

IV

• Safer road users

V

• Post-crash response

Road Safety Management

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 legal instruments.

Activity 2: Establish a lead agency (and associated coordination mechanisms) on 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) coordinated by 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;

Road Safety Management

The main legal instruments

- **European Agreement on Main International Traffic Arteries (AGR)**
- **Convention on Road Traffic, Vienna 1968**
- **Convention on Road Signs and Signals, Vienna 1968**
- **European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)**
- **Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997**
- **European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) of 30 September 1957**

Sets of best practices

- **Consolidated Resolution on Road Traffic (R.E.1)**
- **Consolidated Resolution on Road Signs and Signals (R.E.2)**



Safer Roads and Mobility

Pillar 2: Safer roads and mobility

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of various road infrastructure agreements under the UN framework, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

Activity 1 Promote road safety ownership and accountability among road authorities, road engineers and urban planners by:

- encouraging governments and road authorities to set a target to “eliminate high risk roads by 2020”;
- encouraging road authorities to commit a minimum of 10% of road budgets to dedicated safer road infrastructure programmes;
- making road authorities legally responsible for improving road safety on their networks through cost-effective measures and for reporting annually on the safety situation, trends and remedial work undertaken;
- establishing a specialist road safety or traffic unit to monitor and improve the safety of the road network;
- promoting the safe system approach and the role of self-explaining and forgiving road infrastructure;
- Adhere to and/or fully implement the regional road infrastructure Agreements

Safer Roads and Mobility

Road Infrastructure - AGR

Legal framework for development of coherent international infrastructure network



Safer vehicles

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 schemes and incentives to accelerate the uptake of new technologies.

Activity 1: Encourage Member States to apply and promulgate motor vehicle safety regulations as developed by the United Nation's World Forum for the Harmonization of Vehicle Regulations (WP 29).

Activity 2: Encourage implementation of new car assessment programmes in all regions of the world in order to increase the availability of consumer information about the safety performance of motor vehicles.

Activity 3: Encourage agreement to ensure that all new motor vehicles are equipped with seat-belts and anchorages that meet regulatory requirements and pass applicable crash test standards (as minimum safety features).

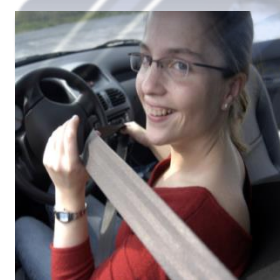
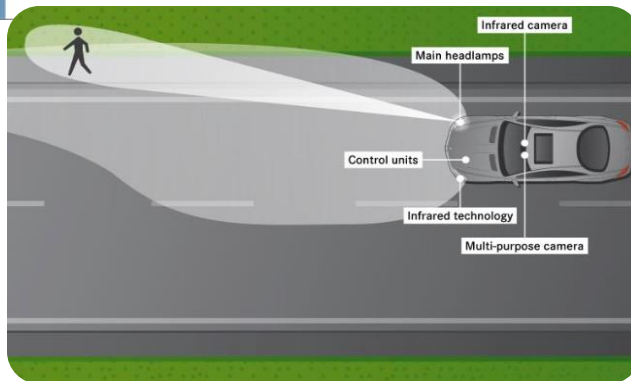
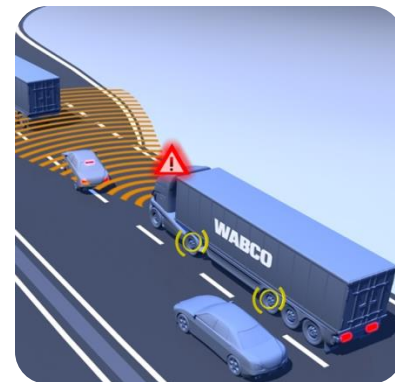
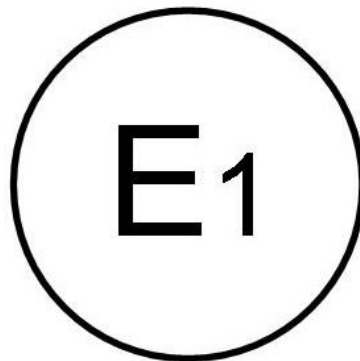
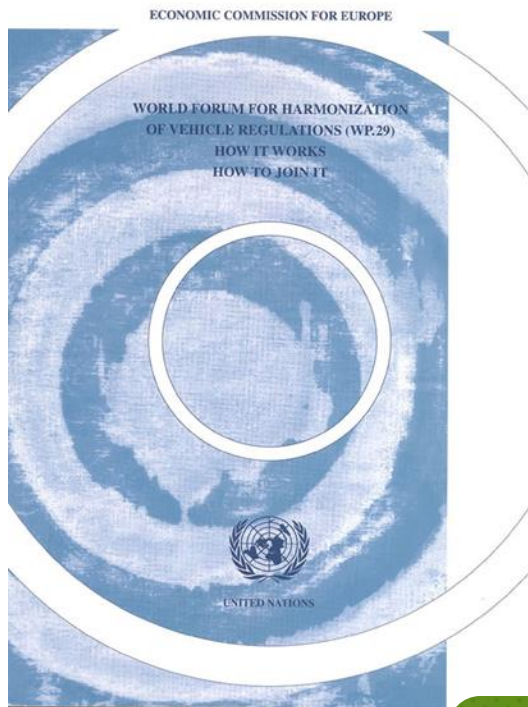
Activity 4: Encourage universal deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti-Lock Braking Systems in motorcycles.

Activity 5: Encourage the use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage import and export of new or used cars that have reduced safety standards.

Activity 6: Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.

Activity 7: Encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.

Safer vehicles



Safer Road Users

Pillar 4: Safer road users

Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors.

Activity 1: Increase awareness of road safety risk factors and prevention measures and implement social marketing campaigns to help influence attitudes and opinions on the need for road traffic safety programmes.

Activity 2: Set and seek compliance with speed limits and evidence-based standards and rules to reduce speed-related crashes and injuries.

Activity 3: Set and seek compliance with drink-driving laws and evidence-based standards and rules to reduce alcohol-related crashes and injuries.

Activity 4: Set and seek compliance with laws and evidence-based standards and rules for motorcycle helmets to reduce head-injuries.

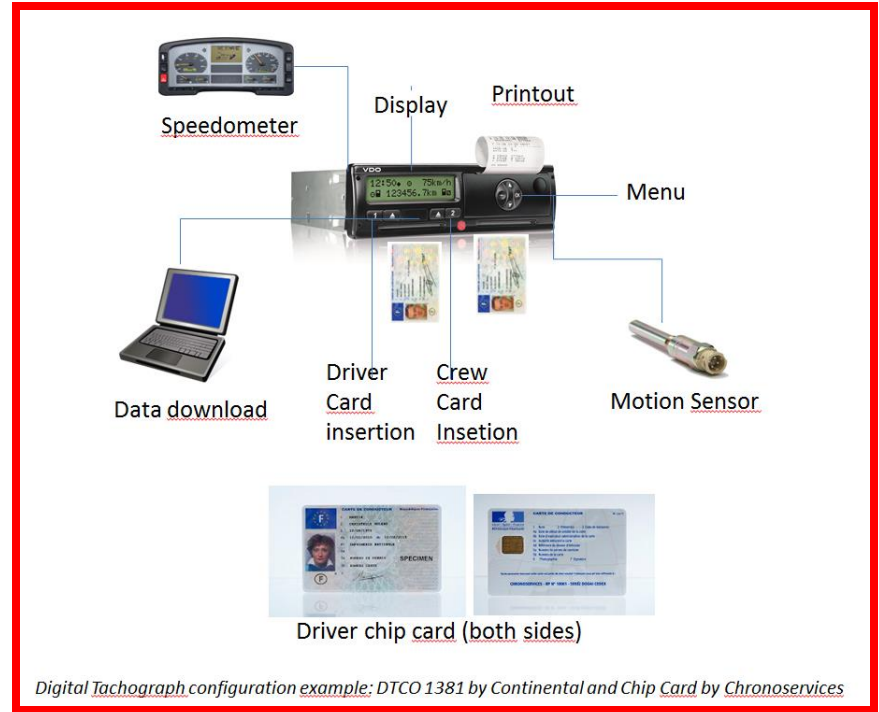
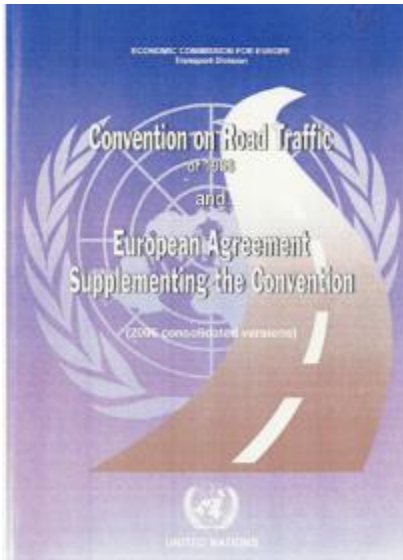
Activity 5: Set and seek compliance with laws and evidence-based standards and rules for seat-belts and child restraints to reduce crash injuries.

Activity 6: Set and seek compliance with transport, occupational health and safety laws, standards and rules for safe operation of commercial freight and transport vehicles, passenger road transport services and other public and private vehicle fleets to reduce crash injuries.

Activity 7: Research, develop and promote comprehensive policies and practices to reduce work-related road traffic injuries in the public, private and informal sectors, in support of internationally recognized standards for road safety management systems and occupational health and safety.

Activity 8: Promote establishment of Graduated Driver Licensing systems for novice drivers.

Safer Road Users



Post Crash Response

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.

Road Safety Technical Assistance



- **Goes hand in hand with UN legal instruments implementation and policy dialogue**
- **UNDA Projects**
 - **Setting Road Safety Targets**
 - **Strengthen Road Safety Management Capacities**
- **SafeFITS**
- **Road Safety Conferences and Workshops**

Recommendations

- **Create strategic framework for improvement of road safety situation**
- **Consider the benefits of acceding and efficient implementation of UN legal instruments**
- **Undertake the necessary national legal procedures for accession and create prerequisite for efficient implementation**
- **Actively participate in UNDA project**
- **Discuss your future needs for technical assistance**

Thank you



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