

UNECE work in road safety

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UNECE

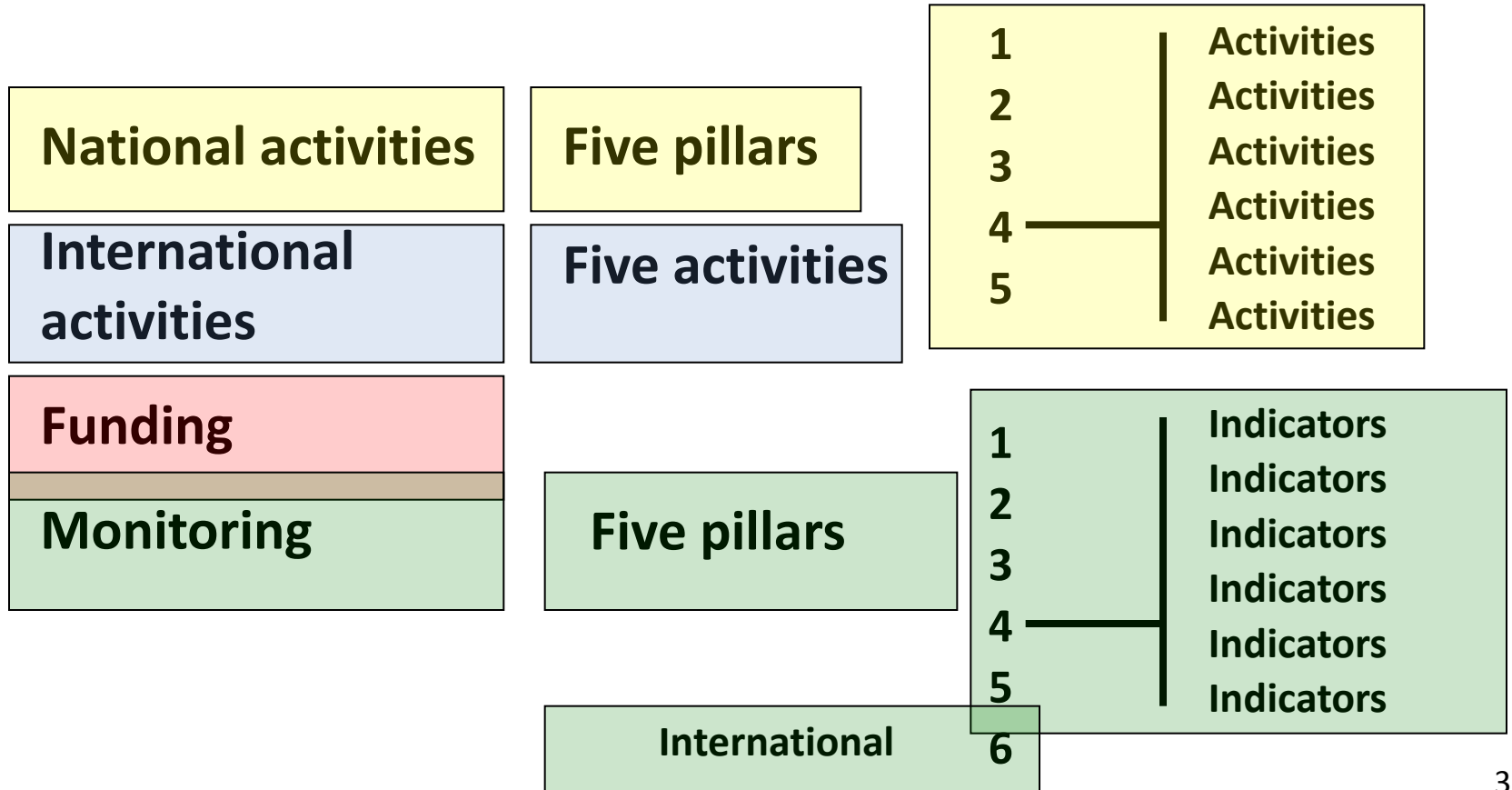
UNECE and Global Plan of Action for Road Safety

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



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 coordination of road agencies with the private sector to lead the delivery of road safety 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).

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 incentives for manufacturers to adopt new technologies.

Pillar 4: Safer road users

Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of road traffic laws, including those on drink-driving, speeding and mobile phone use, is essential.

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 for injured road users.

Indicators: Pillar 1

- 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 7: Encourage research and development into improving post crash response. **Activity 8:** Promote road safety training for drivers.

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.

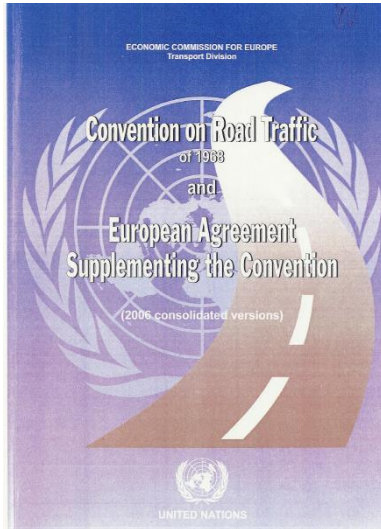
Activity 2: Establish a lead agency (and associated coordination mechanisms) on road safety involving partners from a range of sectors through:

- 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;

1968 Conventions on Road Traffic and on Road Signs and Signals



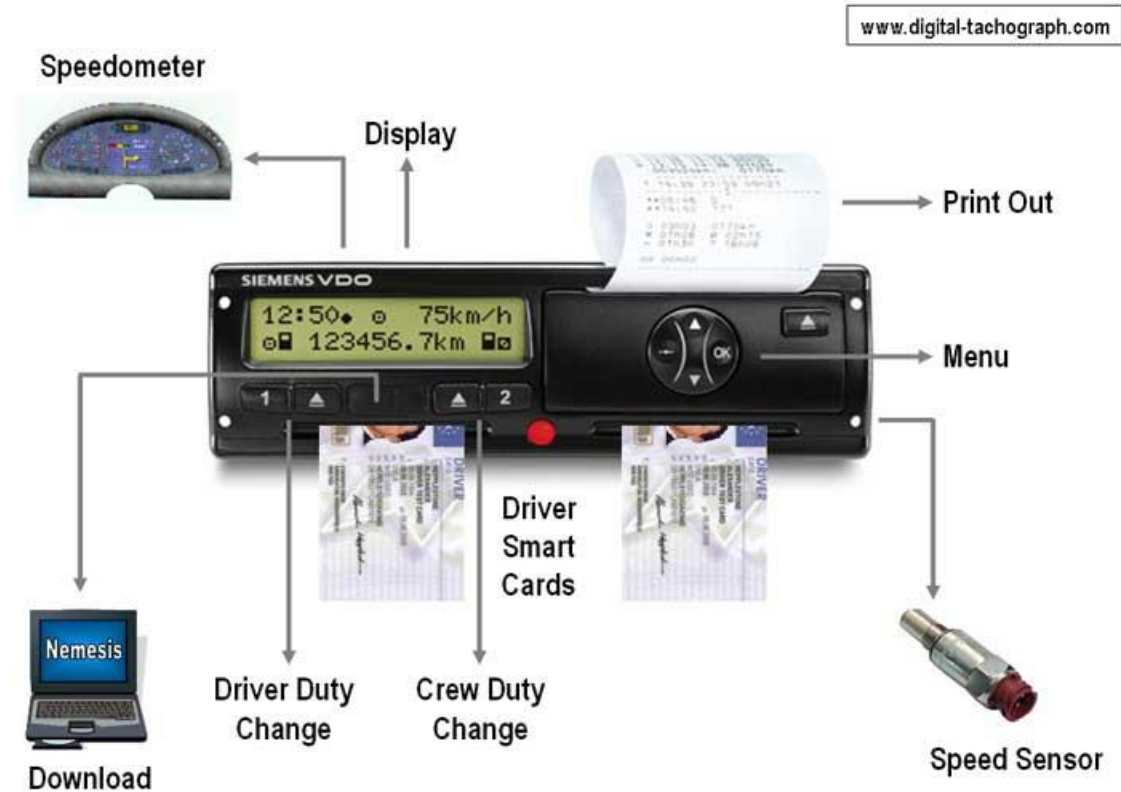
- Admission to international traffic,
- A set of agreed road traffic rules
- Mutual recognition of vehicle certificates, driving permits
- Reference for national legislation
- Facilitates international traffic, trade, tourism
- Enhances road safety



- A system of agreed sign classification
- Over 250 reference signs
- Facilitates international road traffic, trade, tourism
- Enhances road safety

Hours and Conditions of Work (AETR)

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



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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

Infrastructure: road, railway, inland waterways, combined transport



Legal frameworks for the development of coherent international infrastructure networks

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).

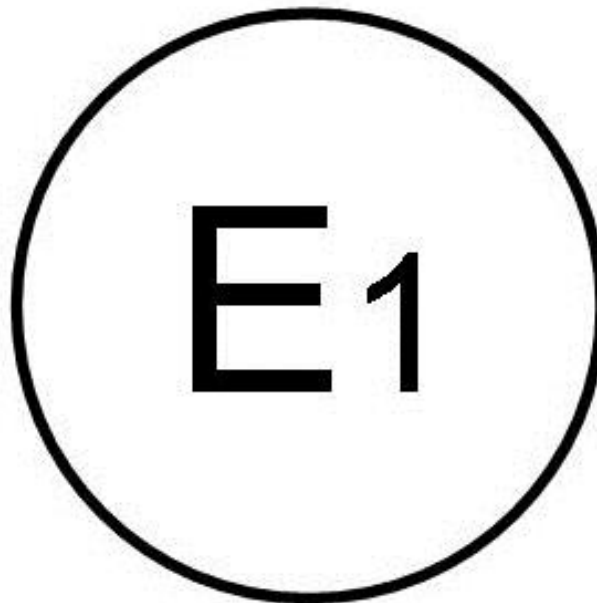
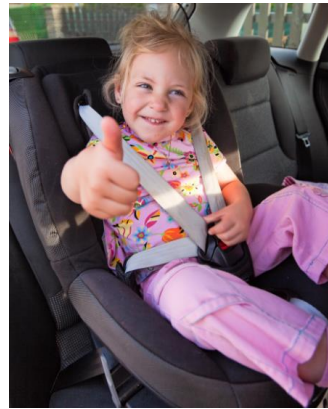
Activity 4: Encourage universal deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti-Lock Braking Systems in motorcycles.

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.

Vehicle Regulations



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.

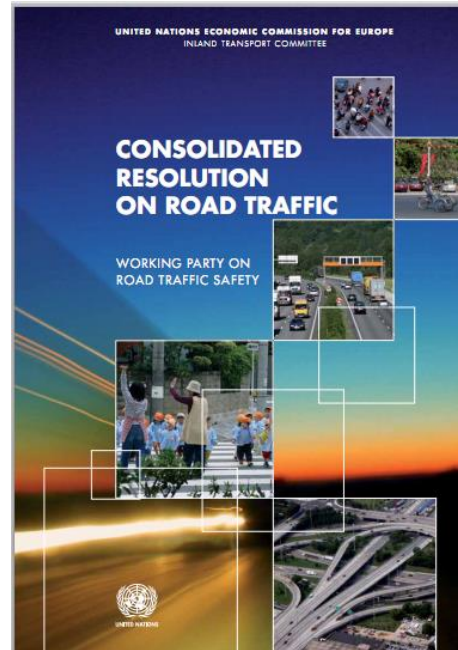
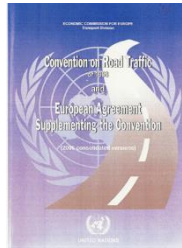
Activity 4: Set and seek compliance with laws and evidence-based standards and rules for motorcycle helmets to reduce head-injuries.

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.



- Consolidated resolutions
- Good/best practices
- Non-binding

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.

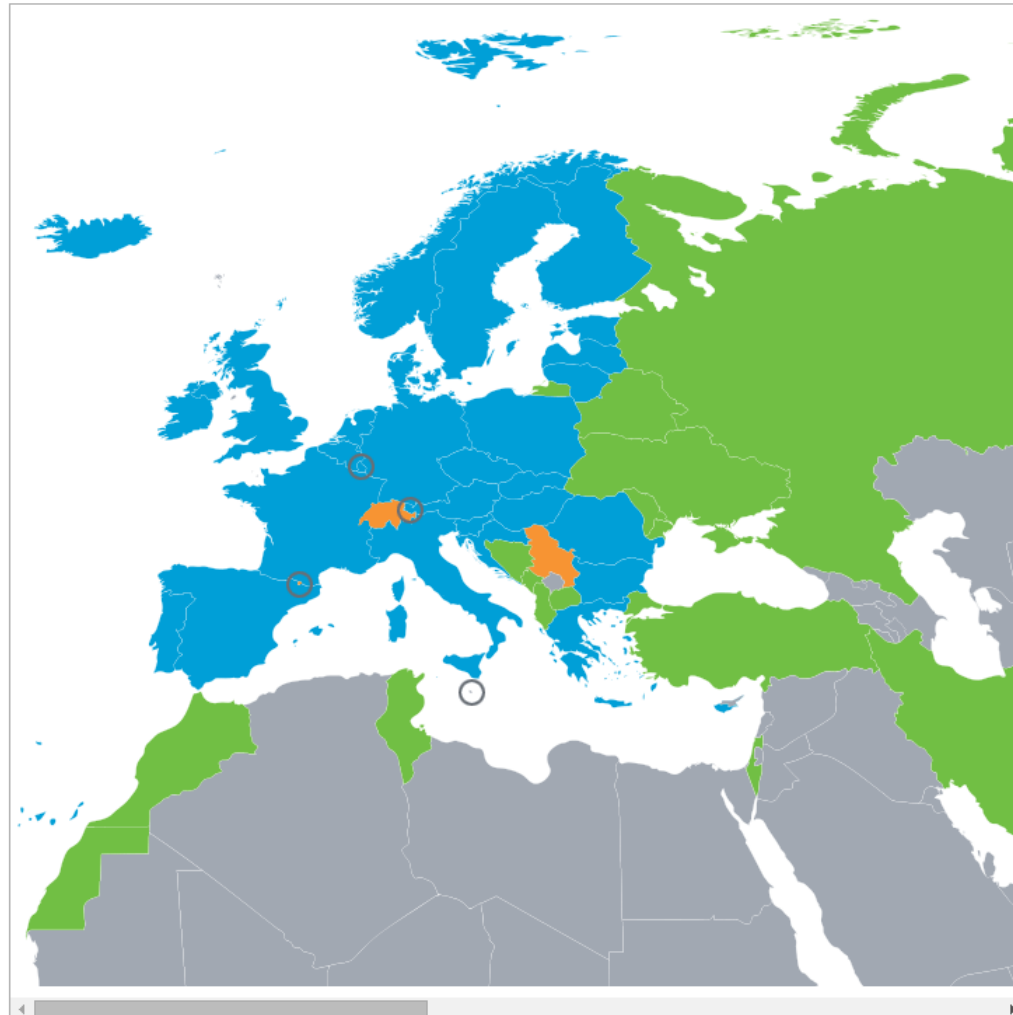
Activity 4: Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims through:

- 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.




[HOME](#)[ABOUT THE COB](#)[GREEN CARD SYSTEM](#)[EU MOTOR INSURANCE DIRECTIVES](#)[LEGAL INFORMATION](#)[FAQ](#)[Home](#) > [About the CoB](#) > [Map](#)

Poland

- [View Green Card Bureau](#)
- [View Compensation Body](#)
- [View Guarantee Fund](#)
- [View Information Center](#)
- [View Insurers](#)
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CoB System Map

Green Card System

-  Free circulation without Green Card
-  Free circulation with Green Card
-  European Economic Area

Click on a country to zoom

Click on  to zoom in

Global conventions

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



Regional Conventions

UNECE – a 360 degree approach to road safety



“In theory, there is no difference between theory and practice. But, in practice, there is.”

- **Road infrastructure**
- **Road signs**
- **Traffic rules**
- **Enforcement**

Road infrastructure



Road signs



Traffic rules



Enforcement

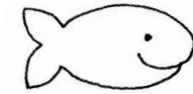


Lack of enforcement



CULTURE

EATS



STRATEGY

FOR BREAKFAST

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