



UNITED NATIONS  
ECONOMIC COMMISSION FOR EUROPE

## Road safety issues in the SPECA region

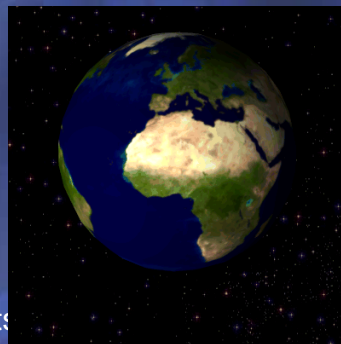
15<sup>th</sup> session  
SPECA PWG-TBC  
Almaty, 7-8 April 2010

Presentation by the secretariat  
Transport Division, UNECE

1

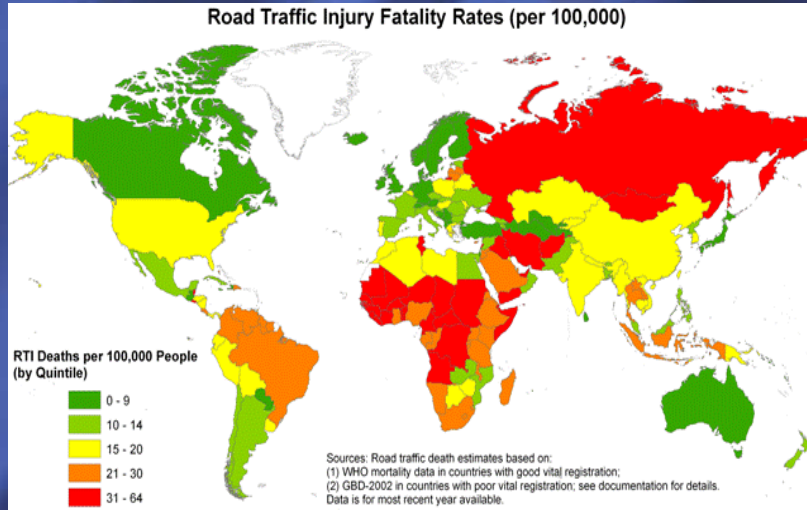
## UNECE activities of global importance

- Harmonization of vehicle regulations
- Harmonization of frontier controls of goods
- Transport of dangerous goods
- **Road traffic safety**
- TIR convention
- Euro-Asian Transport Links
- Hinterland connections of seaports
- Inland transport security



2

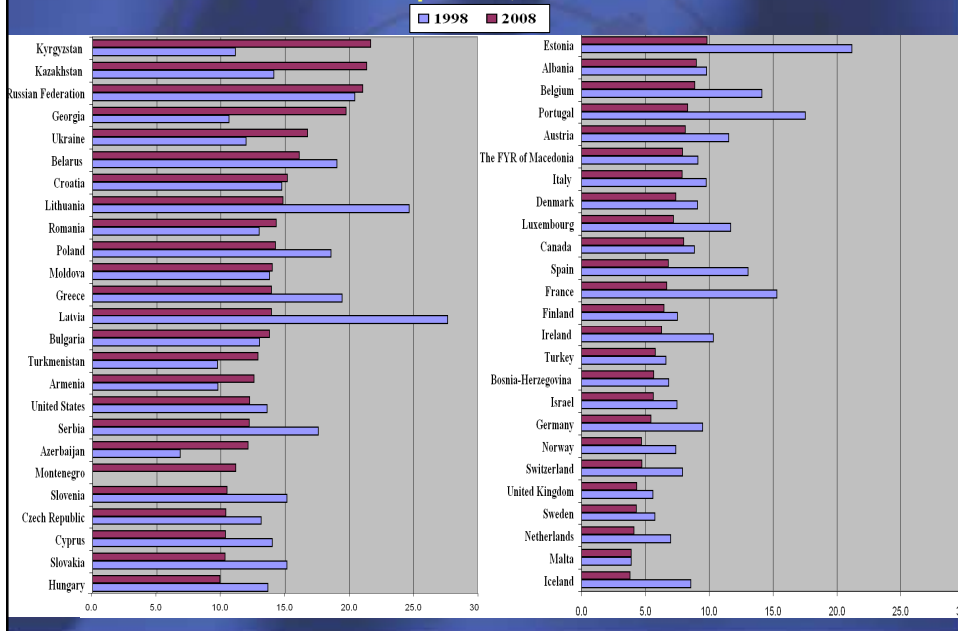
## Road safety: A global issue



3

## Road safety: Achievements and challenges

Fatalities per 100,000 inhabitants





## UNDA road-safety project

“Improving Global Road Safety: setting regional and national road traffic casualty reduction targets”

- Follow-up to the recommendations made in the UN General Assembly Resolution 60/5 of 2005 on “Improving global road safety”
- Main objective: to assist low and middle income countries to develop regional and national road traffic casualty reduction targets and to provide them with examples of good road safety practice that could help them to achieve the targets selected by 2015
- Duration: 2008-2009; Budget: \$658,000

7

## UNDA project activities

- Information on interventions and road safety practices that reduced road traffic injuries and fatalities - examples to be replicated
- Organization of seminars by each UN Regional Commission for countries with similar problems
- Beneficiaries: Ministries of Interior, Transport, Health and Education, NGOs active in road safety, and all road users

8

## Regional seminars

ECE: May 2009, Minsk, Belarus; June 2009, Halkida, Greece

ESCAP: October 2008 and September 2009, Bangkok, Thailand

ECLAC: November 2008, Buenos Aires, Argentina; May 2009, Panama City; August 2009, Georgetown, Guyana

ESCWA: June 2009, Abu Dhabi (UAE)

ECA: July 2009, Dar-es-Salaam, Tanzania

9

## UNDA project outcomes

- ECA and ESCAP have set detailed goals and indicators
- ESCWA: expected approval by Ministers for a 30% reduction in fatalities by 2015
- ECE: 50% reduction in fatalities by 2010/2012, plus national targets
- Report taken into account by the Global Ministerial Conference on Road Safety (Moscow, 19-20 November 2009)
- Increased awareness and commitment, to ensure follow-up and sustainability

10

## Conclusions and recommendations

- Conclusions and recommendations (final report): under translation EN- FR, AR, SP, PT, RU. Report only printed in English and on CD ROM in the other languages
- Follow-up measures
  - A series of regional workshops with practical training and capacity building to assist countries in setting targets and developing strategies
  - A practical guidance manual and web-based materials to be prepared as a workbook for the workshops, drawing on the *Towards Zero* report and the existing manuals

11

## Conclusions and recommendations

- Follow-up measures, cont'd
  - A monitoring system to be established in each UN region to track progress towards meeting regional and national targets
  - A common set of indicators to be agreed, based on the sets developed by ECA and ESCAP
  - Countries to improve road safety data collection and to harmonize definitions on internationally accepted standards (e.g. death in a road crash within 30 days)

12

## Conclusions and recommendations

- Follow-up measures, cont'd
  - Joint project to be implemented by all five UN regional commissions
  - Aims at providing technical assistance to (at least) one country from each region in addressing the road safety problems, to be used as a pilot for other countries with similar problems
  - Share best existing practices
  - Prospects for funding by donors encouraging

13

## Conclusions and recommendations

- Relevant OECD recommendations:
  - **Creating the political climate for action**
    - Adopt a highly ambitious vision for road safety*
    - Foster commitment at the highest levels of government*
  - **Understanding and targeting the problem**
    - Conduct sufficient data collection and analysis to understand crash risks and current performance*
    - Accelerate knowledge transfer*
    - Set interim targets to move systematically towards the vision*
  - **Delivering measures to achieve the target**
    - Develop a safe system approach, essential for achieving ambitious targets*
    - Strengthen the road safety management system*
    - Invest in road safety*
    - Exploit proven interventions for early gains*

14

## UN legal instruments and best practice

### **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, 1997

### **Best practice**

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

15

## Accession vs. implementation



16

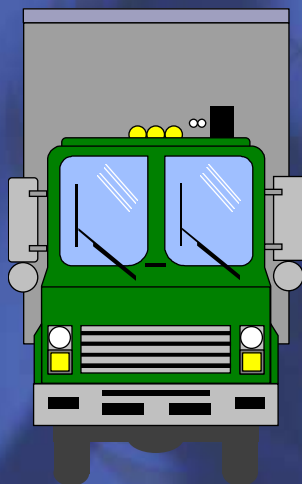


## Road safety and fair competition

- European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR)
- There are 49 contracting parties, including EU states, AZ, BY, KZ, MD, RU, TR, UA, UZ
  - Only concerns vehicles which are carrying out international transport (article 2)
  - Some provisions of the Agreement also apply to vehicles registered in a non-Contracting Party when they are travelling in the territory of a Contracting Party (article 3)
  - Since 1970 there were 6 amendments (1983, 1992, 1995, 2004, 2006, 2008)

17

## AETR objectives



- To increase the safety of road traffic
- To regulate some conditions of employment in international road transport
- To ensure the observance of those regulations

18

## Introduction to the Digital Tachograph (1)



19

## Introduction to the Digital Tachograph (2)

- **In the EU:**
  - Mandatory on newly registered heavy vehicles since May 2006
- **For non-EU AETR countries:**
  - Mandatory for newly registered vehicles (and for those already equipped with a digital tachograph) as from 16 June 2010
- **Implementation is complex** (technical and administrative levels)

20

### Some consequences of non-implementation

- Transport operators would use illegal recording equipment
- Data not available for enforcement purposes
- Drivers not controllable
- Threat to road safety and fair competition on the territory of Contracting Parties to the AETR
- Prohibition of entry for non-compliant vehicles after 16 March/16 June 2010 in the EU/EEA countries?

### Possible « tolerance measures »

- To be agreed in Geneva on 22-23 April 2010, in a special session of the Working Party on Road Transport (SC.1) – Please participate!!!
- If agreed, the maximum postponement up to 31 December 2010 - « one-off » arrangement!

## UNECE – 60 years of work



Social Rules  
(driving and rest hours)



Road Traffic Rules



Drivers' Licenses



Road Signs and Signals



Vehicles Regulations



Infrastructure (standards  
and parameters, tunnel  
safety)



Border-Crossing  
Facilitation



Transport Statistics



Dangerous Goods

23



# THANK YOU

More information available at  
UNECE Road Safety Forum

<http://unece.org/trans/main/welcwp1.html?expandable=99>

24