



Global Framework Plan of Action for Road Safety

Regional Workshop on Road Safety Management
in the Arab Countries

United Nations House,
Beirut, 27-28 November 2018

Lukasz Wyrowski
Sustainable Transport Division



UNECE

Safer roads for all

Can this be achieved?

Safer roads for all

Maybe not

**if there is:
no vision,
no strategy,
no political commitment,
no management**

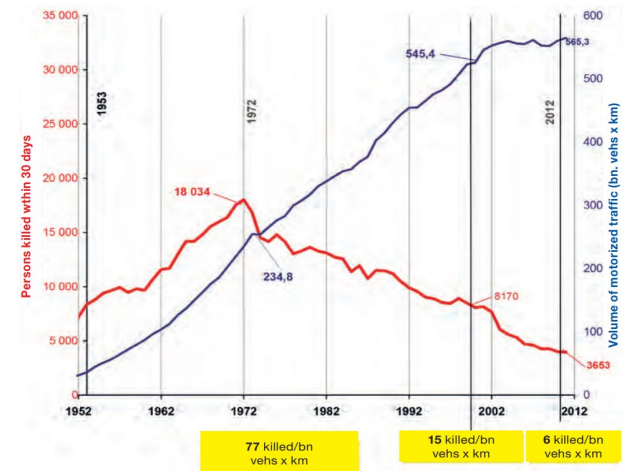
YES it can



Safer roads for all

What do we need? What is the good foundation to build on?

National Road Safety System

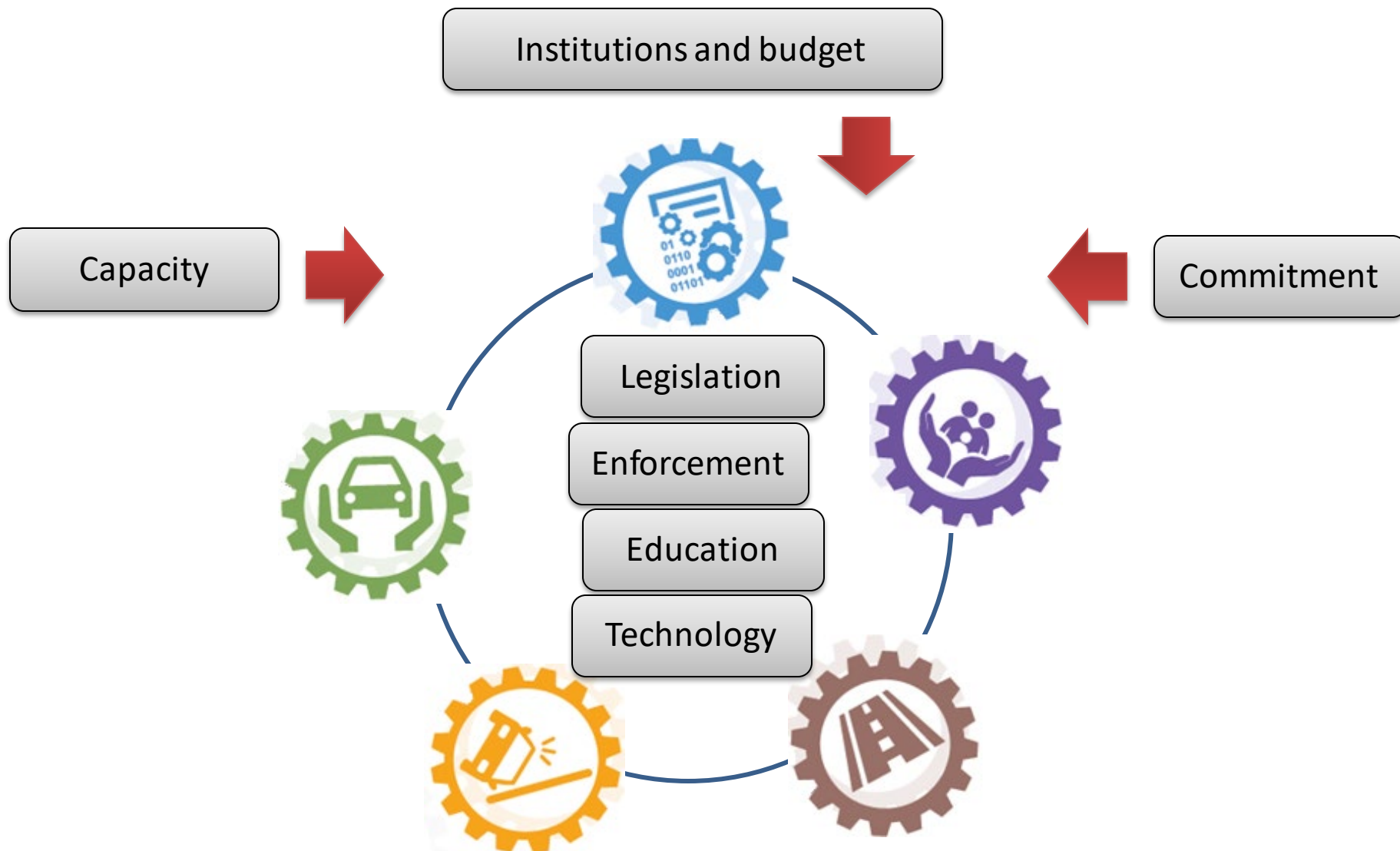


National Road Safety System



What is it exactly?

National Road Safety System



Where to start?

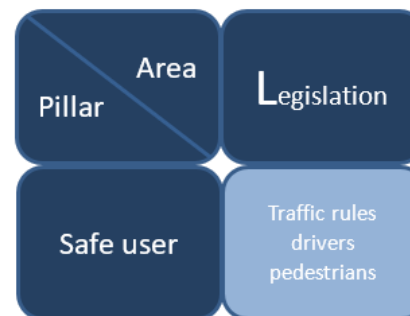
Global Framework Plan of Action for Road Safety

Area Pillar	L egislation	E nforcement	E ducation	T echnology	I nternational R egulatory S upport
Road safety management					
Safe user	Traffic rules drivers pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolu- tions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit and inspection by qualified inspectors	Awareness raising for users, training for inspectors	Forgiving road design, intelligent road systems	UN RS legal in- struments and resolutions, int. standards WP.1, SC.1
Effective post-crash response	Standards for post-crash response and for crash investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

- Evolves from the Global Plan for the Decade of Action for Road Safety:
 - five pillars for road safety as the essential blocks for creating sound national road safety systems
 - safe system approach
- Is specific on (interconnected) actions across areas to be taken by different actors
- Covers any action necessary for attaining the 12 road safety performance targets

Area Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
Road safety management					
Safe user	Traffic rules drivers pedestrians	Learn behaviour required by police and inspectors	Awareness raising, training and supervision	Supportive technology and equipment, rules reminder	UNRS legal instruments and regula- tions, WPT, SC.1, WPT.2
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspection by qualified inspectors	Awareness raising, in- spection, training for inspectors	Supportive technology and equipment, compliance reminders	UNRS legal instruments and regula- tions, WPT, WPT.2
Safe road	Standards for design, construction, maintenance and signage	Audit and inspection by qualified inspectors	Awareness raising for users, training for inspectors	Forgoing road design, intelligent road systems	UNRS legal in- struments and regulations, and standards, WPT, SC.1
Effective post-crash response	Standards for passenger response and the crash investigation	Therapies of rescue services, investigative services	First aid and rescue service training, investigative services	Supportive technology and equipment	Considered resolutions, in- struments, WPT, SC.2

Global Framework Plan of Action for Road Safety

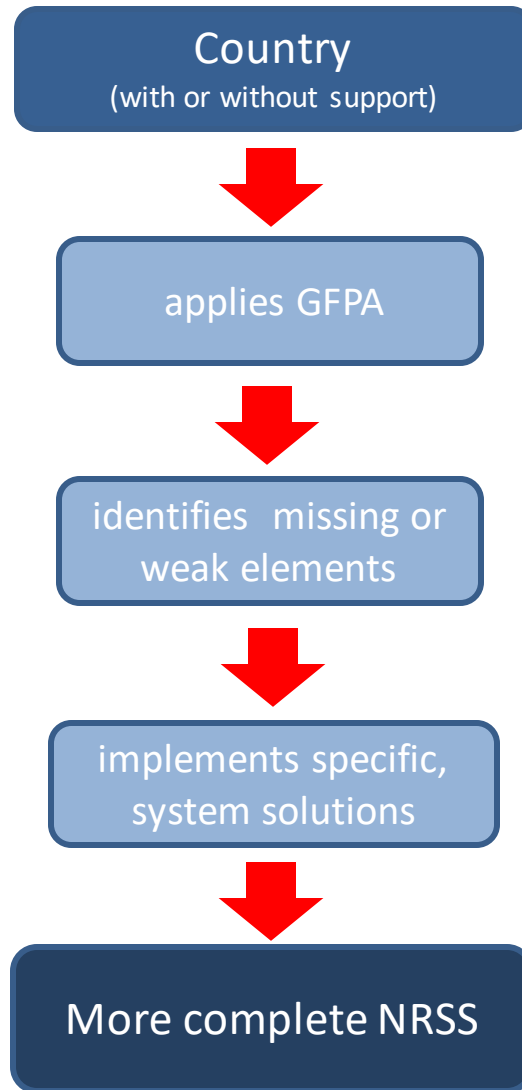


should comprise the following action:

- 1) Put in place a comprehensive system of signs, signals and instructions to be observed on the road
- 2) Adopt strict rules for drivers and specific rules for professional drivers
- 3) Adopt adequate rules for pedestrians and cyclists and their interaction with drivers and behavior of drives towards pedestrians and cyclists with appropriate liability for drivers
- 4) Put in place effective rules on position on carriageway, maneuvering, overtaking, passing of traffic, change of directions, slowing down
- 5) Adopt rules for intersections, level-crossings and giving way
- 6) Regulate reasonable speed and distance management
- 7) Strictly regulate driving under fatigue and the influence of substances that negatively affect the driving capacity
- 8) Put in place rules on the compulsory use of safety equipment (safety belts, child restraint systems, helmets)
- 9) Regulate the use of lamps
- 10) Regulate strictly loading of vehicles and carriage of passengers and put in place specific regulations for cargo securing for road transport and for carriage of passengers by buses and coaches.
- 11) Put in place adequate rules on behavior in case of accident
- 12) Adequately regulate distraction during driving and walking due to use of infotainment systems, portable electronic devices or mobile phones

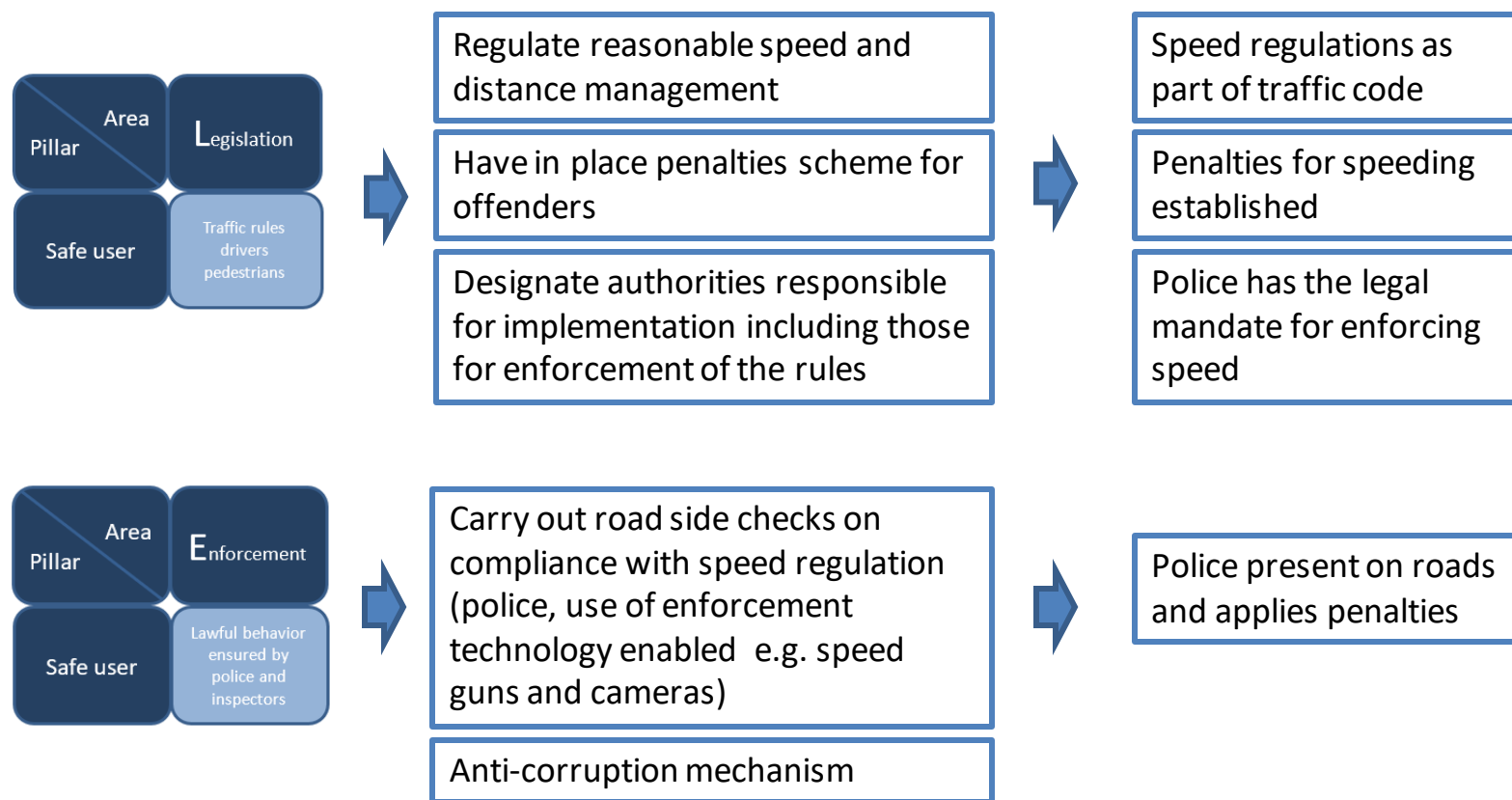
BENCHMARK

Global Framework Plan of Action for Road Safety in action



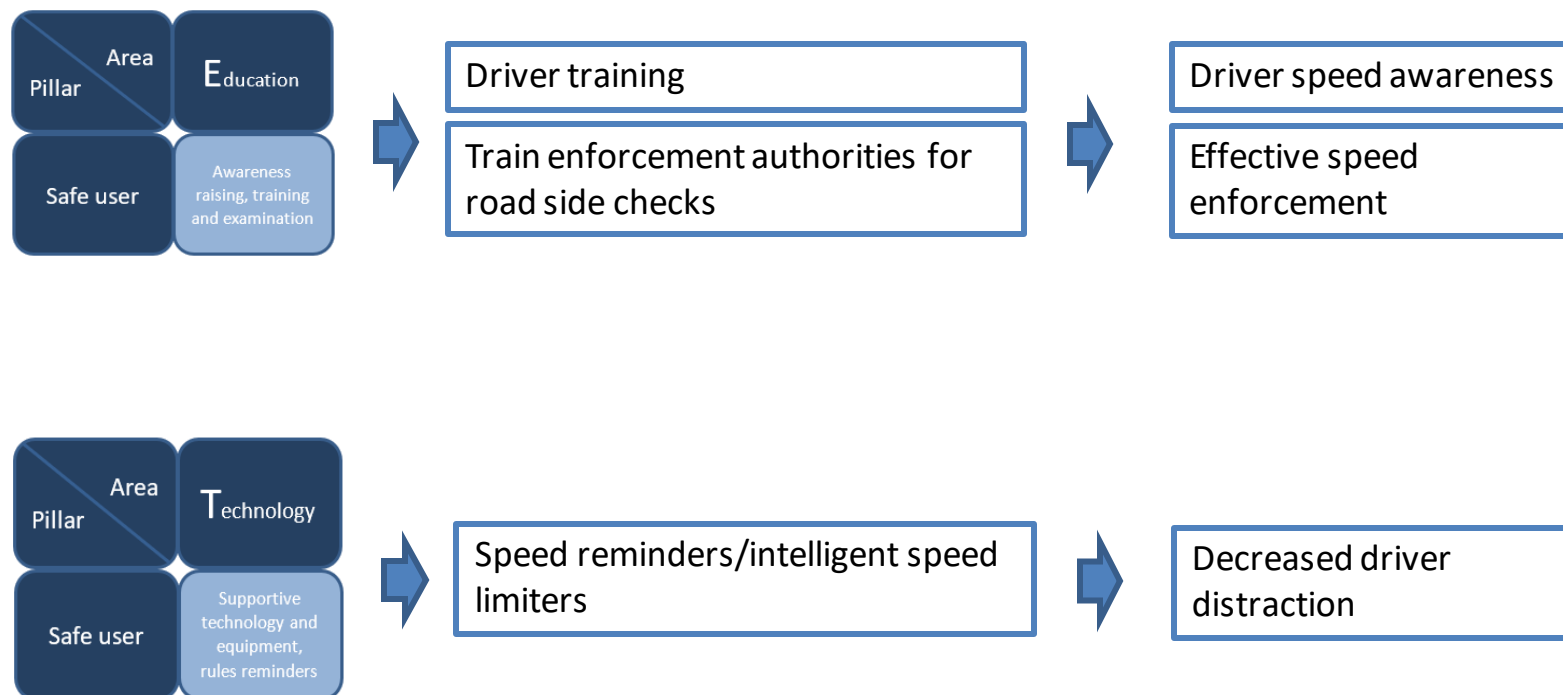
Global Framework Plan of Action for Road Safety in action

Managing speed



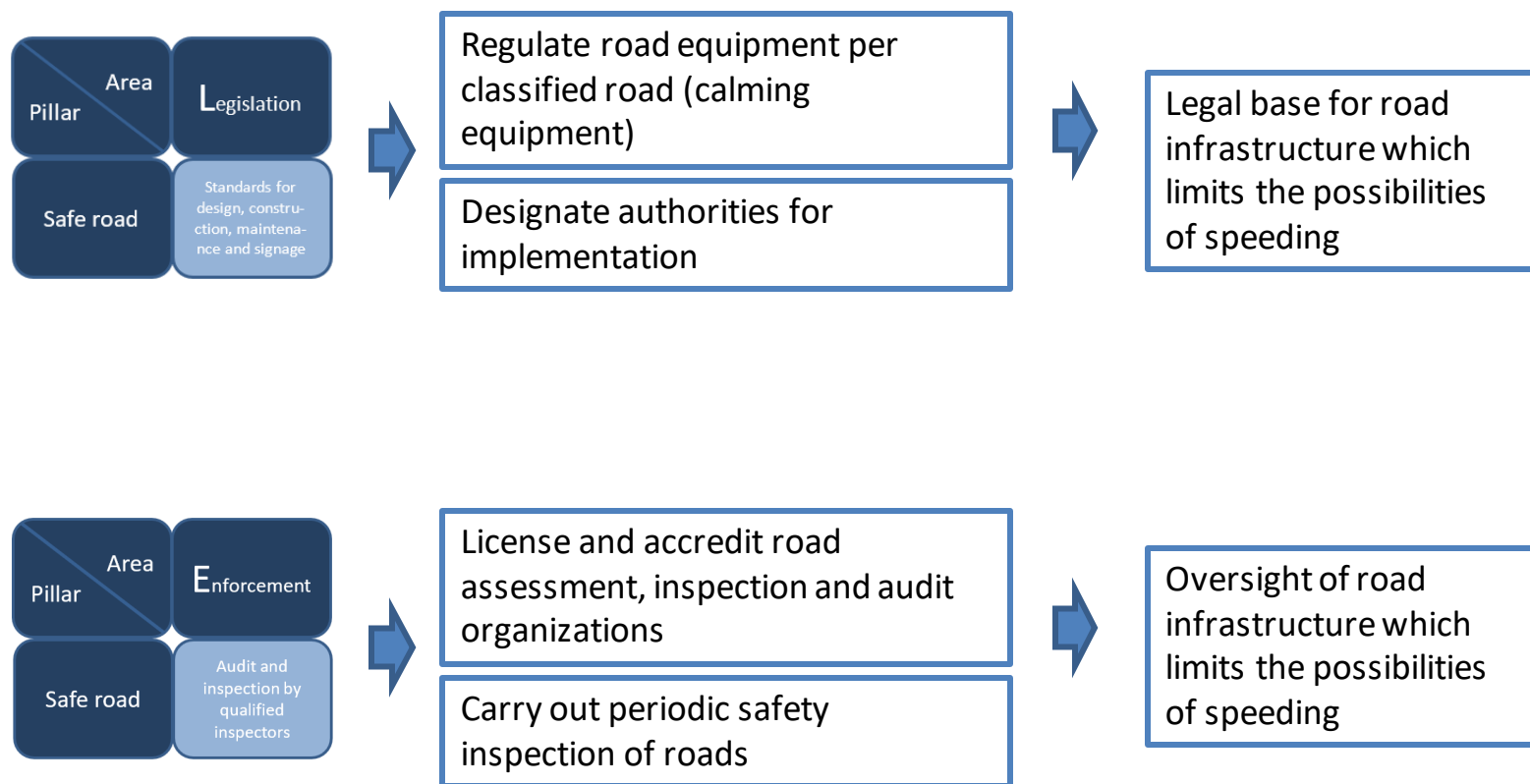
Global Framework Plan of Action for Road Safety in action

Managing speed



Global Framework Plan of Action for Road Safety in action

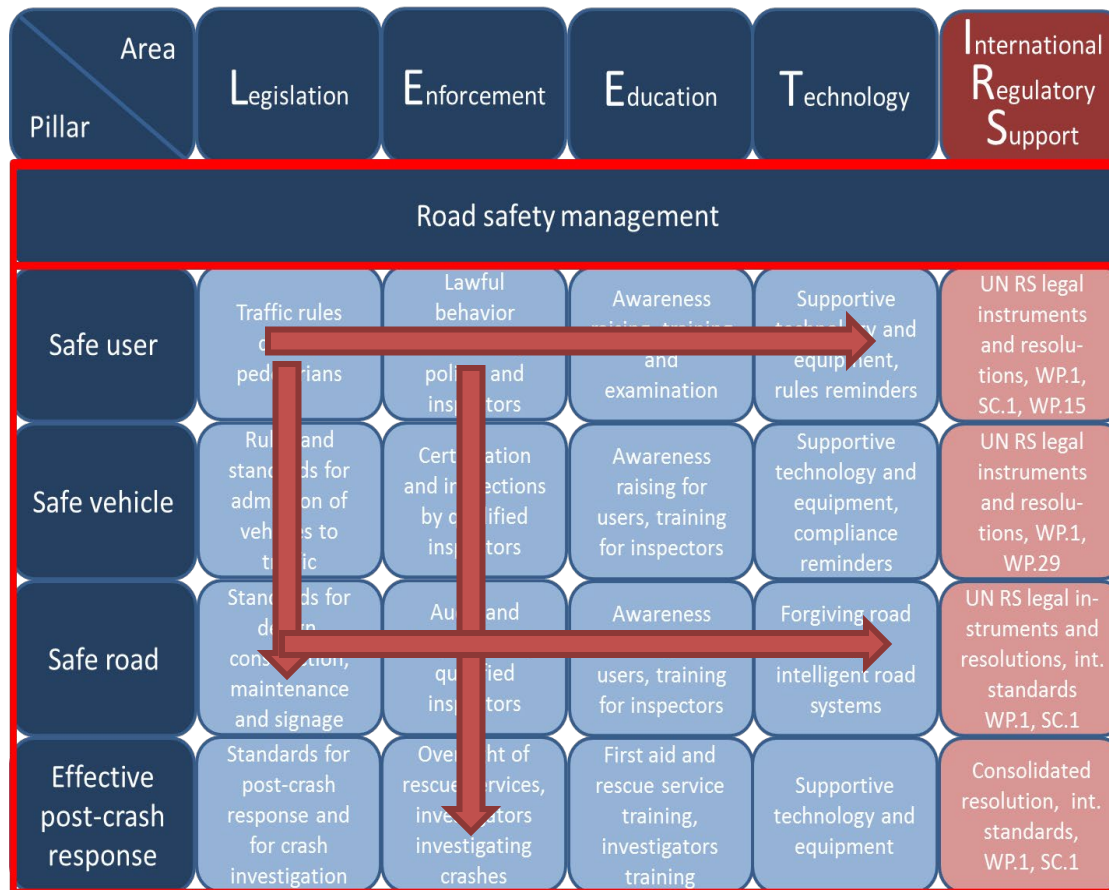
Managing speed



Etc.

Global Framework Plan of Action for Road Safety in action

Managing speed



Global Framework Plan of Action for Road Safety in action

Managing speed

MailOnline

Home **News** U.S. | Sport | TV&Showbiz | Australia | Femail | Health | Science | Money | \

Latest Headlines | Royal Family | News | World News | Arts | Headlines | France | Pictures | Most read | Wire

Britain's roads are 'not made safer by 20mph zones': Average speed falls just 0.7mph and there aren't fewer crashes, official report finds

- A study has found no significant reduction in accident rates in 20mph zones
- Councils have spent millions reducing speed limits to improve road safety
- The four-year study found speeds dropped by 0.7mph in some 20mph zones
- Almost half of drivers admit regularly breaking the 20mph speed limit

By [JAMES SALMON FOR THE DAILY MAIL](#)

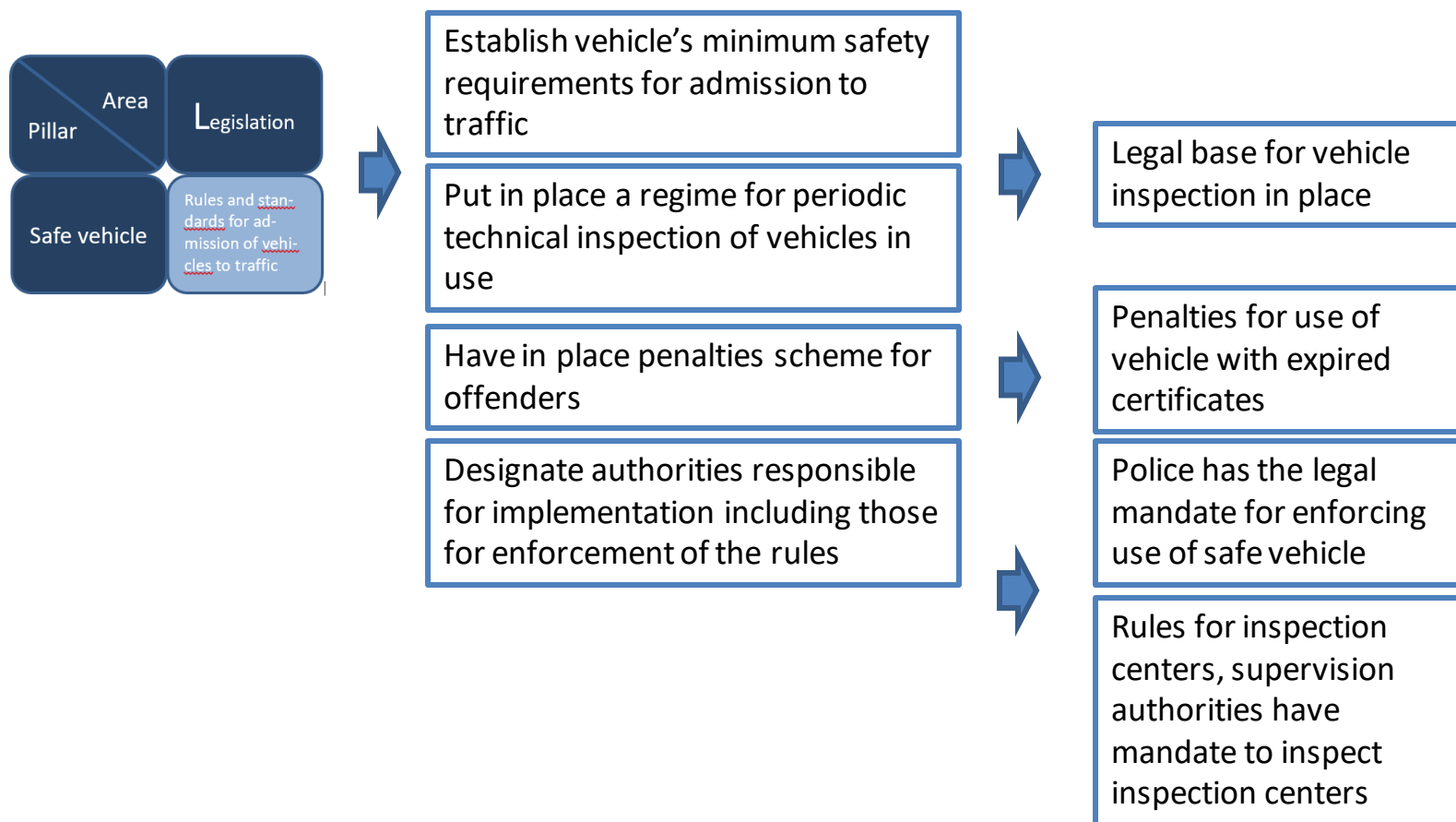
PUBLISHED: 00:12 GMT, 23 November 2018 | **UPDATED:** 00:13 GMT, 23 November 2018

Lack of enforcement by police was a key reason so many motorists ignored 20mph limits, according to drivers.

The study found there was a 'widespread view among the public' that the 'likelihood of being caught exceeding the limit is very small'.

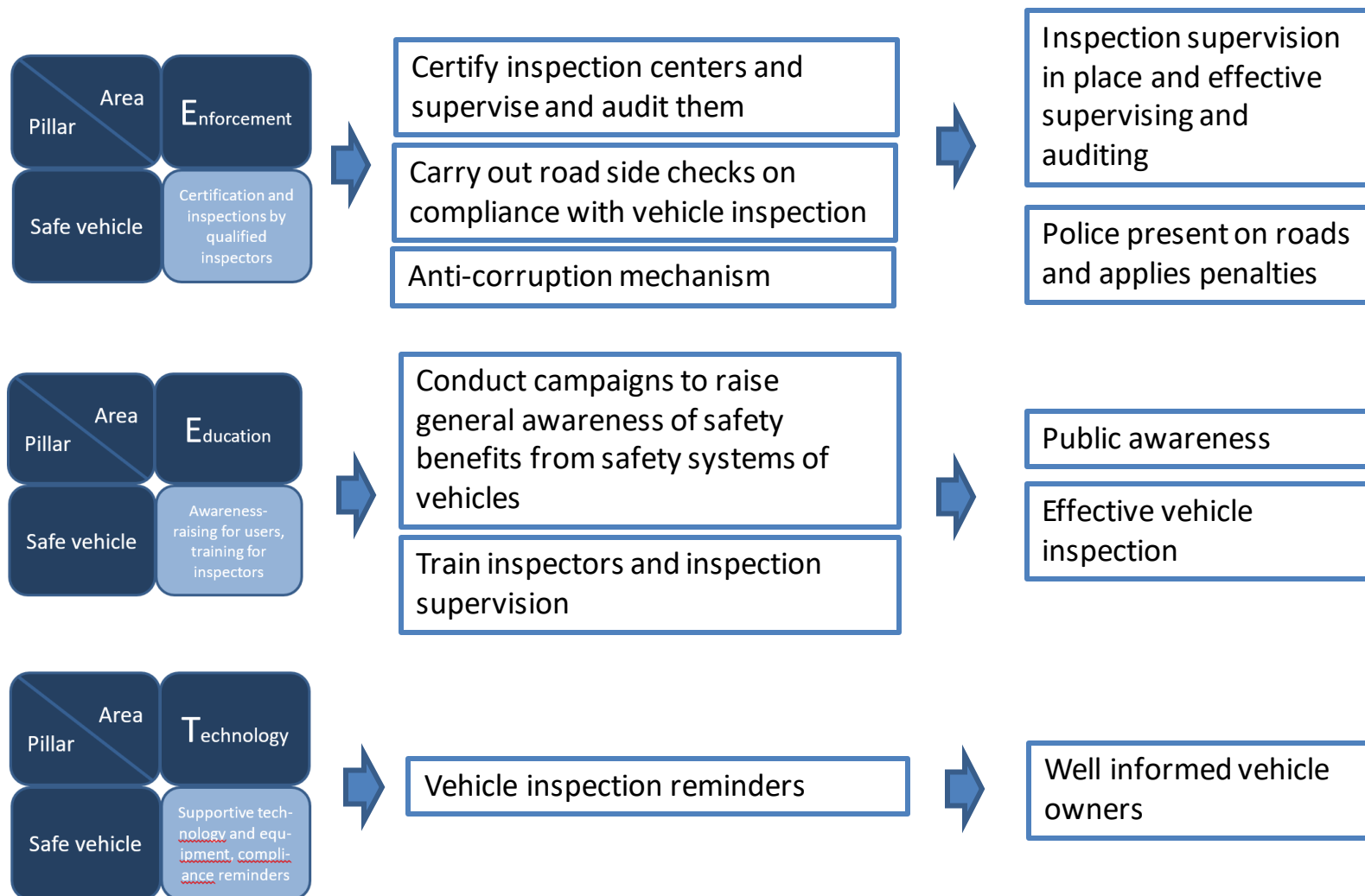
Global Framework Plan of Action for Road Safety in action

Vehicle inspection



Global Framework Plan of Action for Road Safety in action

Vehicle inspection

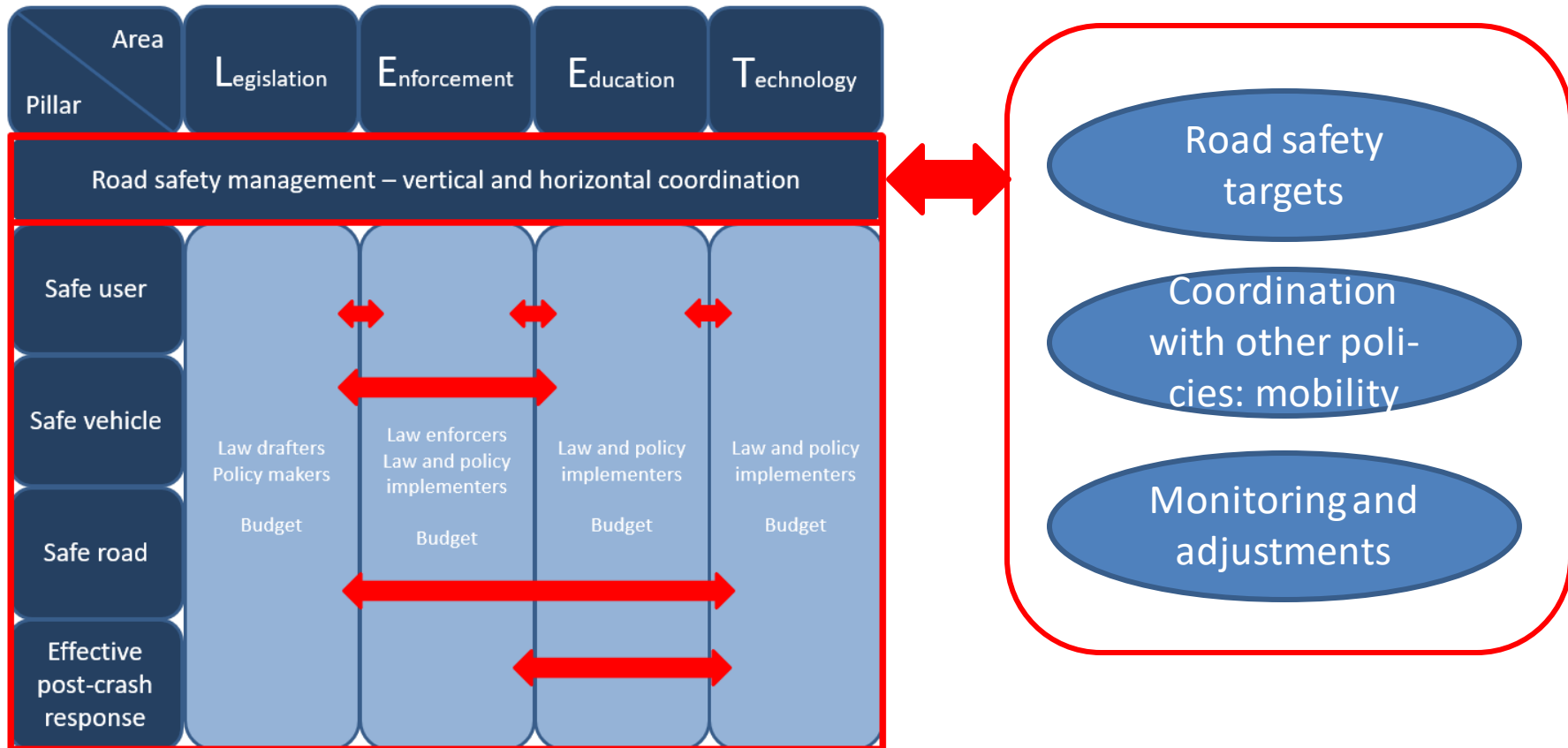


Global Framework Plan of Action for Road Safety in action

Vehicle inspection

Pillar \ Area	Area				
	L	E	E	T	I R S
	egislation	enforcement	ducation	echnology	nternational egulatory upport
Road safety management					
Safe user	Traffic rules drivers pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolu- tions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit and inspection by qualified inspectors	Awareness raising for users, training for inspectors	Forgiving road design, intelligent road systems	UN RS legal in- struments and resolutions, int. standards WP.1, SC.1
Effective post-crash response	Standards for post-crash response and for crash investigation	Over-sight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

Road safety management



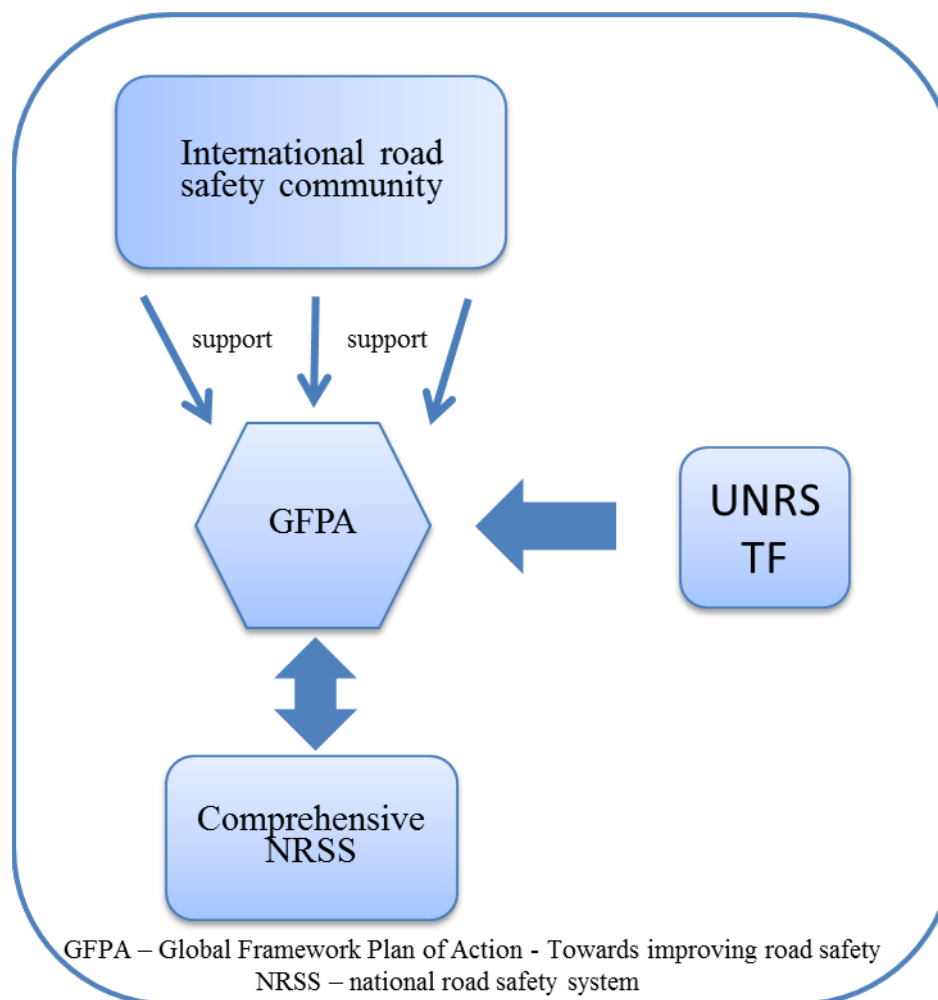
Global Framework Plan of Action for Road Safety

- Adopted under the United Nations Road Safety Trust Fund
- Will guide action under the Trust Fund



UN Road Safety Trust Fund

In support of complete National Road Safety Systems



UNRSTF's priorities for assistance support

Technical assistance in support of establishing comprehensive National Road Safety Systems in low- and middle-income countries

Priority 1

Gaps identification and creation of a national action plan with support of GFPA

Priority 2a

National GFPA (or similar) action plan in place – specific technical assistance to deliver an action with a system solution to improving NRSS

Priority 2b

Specific technological or educational solution to improving NRSS

Priority 3

Specific technical assistance to deliver a system solution to road safety management

Thank you

Lukasz.Wyrowski@un.org

