Road Traffic Safety in the ECO Region

A great concern!

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Chief, Transport Facilitation and Economics Section

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• 1.2 million death and 50 million injured annually on the road
• Road traffic crashes leading cause of death for 10-to-24 year-olds
• More than 80% of global deaths occur in low-and-middle income countries
• The annual cost of road traffic injuries worldwide runs to hundreds of billions $
• In low-and-middle – income countries, the economic cost will be more than the development aid received
• However, the risks are known and can be prevented
Risks of road crashes

- Excessive speeding
- Driving under the influence of alcohol or other drugs
- Failure to use seat-belts and helmets
- Poorly designed or insufficiently maintained road infrastructure
- Use of vehicles that are old, poorly maintained, or lacking safety features
<table>
<thead>
<tr>
<th>Rank Deaths</th>
<th>Cause</th>
<th>Proportion of total (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ischaemic heart disease</td>
<td>12.6</td>
</tr>
<tr>
<td>2</td>
<td>Cerebrovascular disease</td>
<td>9.7</td>
</tr>
<tr>
<td>3</td>
<td>Lower respiratory infections</td>
<td>6.9</td>
</tr>
<tr>
<td>4</td>
<td>HIV/AIDS</td>
<td>4.8</td>
</tr>
<tr>
<td>5</td>
<td>Chronic obstructive pulmonary disease</td>
<td>4.8</td>
</tr>
<tr>
<td>6</td>
<td>Perinatal conditions</td>
<td>4.3</td>
</tr>
<tr>
<td>7</td>
<td>Diarrhoeal diseases</td>
<td>3.3</td>
</tr>
<tr>
<td>8</td>
<td>Tuberculosis</td>
<td>2.7</td>
</tr>
<tr>
<td>9</td>
<td>Trachea, bronchus, lung cancers</td>
<td>2.2</td>
</tr>
<tr>
<td>10</td>
<td>Road traffic injuries</td>
<td>2.1</td>
</tr>
<tr>
<td>11</td>
<td>Diabetes mellitus</td>
<td>1.7</td>
</tr>
<tr>
<td>12</td>
<td>Malaria</td>
<td>1.6</td>
</tr>
</tbody>
</table>
Developing Countries (Children Age 5-14)

United Nations Economic Commission for Europe - Transport Division
International Action on Malaria

- Abuja Action Plan 2000
- UN Decade to Roll Back Malaria 2001-2010
- Global Fund launched by G8 and US $2.8 billion funding approved to date.
- UN Special Envoy for Malaria
What future without action?

Regional Forecast for Growth in Road Traffic Fatalities

<table>
<thead>
<tr>
<th>World Bank Region</th>
<th>% Change 2000 - 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Asia</td>
<td>144%</td>
</tr>
<tr>
<td>East Asia &amp; Pacific</td>
<td>80%</td>
</tr>
<tr>
<td>Sub-Saharan Africa</td>
<td>80%</td>
</tr>
<tr>
<td>Middle East &amp; North Africa</td>
<td>68%</td>
</tr>
<tr>
<td>Latin America &amp; Caribbean</td>
<td>48%</td>
</tr>
<tr>
<td>Europe &amp; Central Asia</td>
<td>18%</td>
</tr>
<tr>
<td>Sub-total</td>
<td>83%</td>
</tr>
<tr>
<td>High-income countries</td>
<td>-28%</td>
</tr>
<tr>
<td>Global total</td>
<td>66%</td>
</tr>
</tbody>
</table>
What no action means

![Graph showing the impact of action on road fatalities](image)

- **Do nothing** vs **Decade of Action**
- **Green line** shows possible road fatality savings by 2020 if a Decade of Action for Road Safety results in sustained governmental action for road injury prevention.
In March the UN General Assembly debated on road traffic safety

Resolution 62/244 sponsored by more than 90 countries unanimously approved the offer by the Russian Federation to host the “first high level (ministerial) conference on road safety”

The Ministerial Conference will be held in Moscow on 19-20 November 2009

Draft Conference Declaration is being prepared calling 2010-2020 a decade of road traffic safety action, aimed at reducing fatalities by 50% of those forecasted

ECO countries are encouraged to attend
Road safety in the ECE region

People killed per million vehicles in the UNECE region

2007

- EU-15: 114
- EU-12 new: 287
- South-Eastern Europe: 458
- EECCA: 1'292*
- Other Europe: 69
- North America: 269

*Figures are from 2003
ECE region
People killed per million vehicles, 2003

Kyrgyzstan 4,000
Kazakhstan 2,100
Georgia 1,800
Tajikistan 1,500
Azerbaijan 1,500
Ukraine 1,200
Russia 1,000
Moldova 900
Belarus 800
Romania 700
Turkey 600
Bulgaria 500
EU-15 100
Commonly recognised reasons for deficient road traffic safety in Central Asia

- Negligence of road traffic safety requirements by users
- Low level of professionalism of drivers
- Poor road conditions (lack of funding for maintenance)
- Low risk awareness of non-motorised traffic and pedestrians
- Deficient road safety management
- Poorly developed and maintained traffic guidance systems (even for basic road signalling and marking)
- Inappropriate design standards (bus stops, intersections, protection of non motorised traffic-pedestrians)
- Lack of regular and efficient controls of vehicle conditions
- Lack of well-established weather forecasting mechanisms

Source: GOPA-TRADEMCO
ECE Road Traffic Safety work

- Conventions on Road Traffic, of 1949 and 1968
- Convention on Road Signs and Signals, of 1968
- European Agreement supplementing the 1968 Convention on Road Traffic

Provide a set of international agreed road traffic regulations aimed at the improvement of the efficiency and safety of international road traffic
ECE Road safety legal instruments

Road Signs & Signals, 1968, (68 CPs) including
Iran, Kyrgyzstan, Mongolia, Pakistan, Tajikistan, Turkmenistan, Uzbekistan

Road Traffic, 1968, (70 CPs), including
Armenia, Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Mongolia, Pakistan, Tajikistan, Turkmenistan, Uzbekistan
ECE for safe and clean vehicles

Vehicles Regulation, 1958

Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions

Technical Inspection of Vehicles, 1997

Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections

Global Vehicles Regulation, 1998

Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles
ECE for transport facilitation and efficiency

Dangerous goods (ADR) and its protocol

Transport Statistics

European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR),

Facilitate international carriage of goods and passengers, increase safety, prevent professional drivers from driving excessive hours
Introduction of the Digital Tachograph
ECE Best Practices

ECE Resolution on Road Traffic (R.E.1)

Set of provisions relating to roads, road traffic rules, conditions for use of vehicles and their equipment, including periodical inspections, road users, including professional driving instruction

Resolution on Road Signs and Signals (R.E.2)

Set of best practices and recommendations on road signs, traffic light signals, signing road works etc.
ECE for safe roads

European Agreement on Main International Traffic Arteries (AGR)

E-Road Network 37 CPs

- Geometric Characteristics
- Management and safety equipment
- General arrangements for tunnels
- Environment, landscaping and maintenance

TEM Standards and Recommended Practice (Revision II - 2002)

Although primary application is for TEM, these standards are at disposal to other UN countries which find them beneficial for the formulation or updating of their national standards
Transport Infrastructure Challenges
Transport Infrastructure Challenges
Transport Infrastructure Challenges
A multidisciplinary approach

- Transport
- Public works
- Traffic Police
- Health
- Education
- Private sector

Some intervention examples
Global Petition
Launched to obtain over 1 million signatures presented to the UN Secretary General in 2008.

The petition campaign was launched by Michael Schumacher during the first UN Global Road Safety Week in April 2007.

Nobel prize winners, politicians, musicians, sports and film stars backed the campaign.
How to Manuals

- Excellent work (WHO, FIA, GRSP, WB)
- Provide step by step guidance to countries
- Proposing simple and cost effective solutions
Main Risk Factors for Road Traffic Injuries in Ethiopia

Fatal Accident Types Compared between the Baseline Year 2002/3 and 2007/8

% 2002/3  % 2007/8

Front to front crash  6.2  3.7
Front to back crash  5.5  2.0
Front to side crash  4.0  1.3
Side to side crash  0.9  0.4
Overturn  7.3  1.3
Pedestrian strike  16.6  15.7
Animal strike  51.1  53.0
Fall from vehicle  0.0  0.0
Crash with parked car  1.7  1.7
Crash with object  0.0  0.0
Crash with train  0.0  0.0
Other crashes  0.0  0.0
Unknown  0.0  0.0

Fatal Accident Types
Helmets in Vietnam - many contributors
Key government leadership
Sakhalin Seat Belt Campaigns 2005 to 2008

Many contributors, key involvement of Sakhalin GIBDD (traffic police)

<table>
<thead>
<tr>
<th>Location</th>
<th>2005 before campaign</th>
<th>2005 after campaign</th>
<th>2006 before campaign</th>
<th>2006 after campaign</th>
<th>2007 before campaign</th>
<th>2007 after campaign</th>
<th>2008 before campaign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yuzhno-Sakhalinsk</td>
<td>3.8%</td>
<td>13.9%</td>
<td>14.3%</td>
<td>22.7%</td>
<td>32.7%</td>
<td>44.5%</td>
<td>79.42%</td>
</tr>
<tr>
<td>Rural roads</td>
<td>26.8%</td>
<td>51.8%</td>
<td>49.2%</td>
<td>59.17%</td>
<td>64.8%</td>
<td>76.6%</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Dec 07........
.Helmet Manual Intro
.Helmet Survey
.Programme design
....Funding
.....Delivery
.......Jul 08
Evaluation..??
Most recently in Japan
UNDA Project on Road Safety Targets

• To be carried out by the five UN regional commissions in 2008-2009
• Budget $658,000
• Improving Global Road Safety by assisting low and middle income countries to develop regional and national road traffic casualty reduction targets and provide them with examples of good road safety practice that could help them to achieve the targets selected by 2015
• Organization of seminars in each RC

Beneficiaries: Ministries of Interior, Transport, Health and Education, NGOs active in road safety, and all road users
ECE UNDA component

Minsk Seminar 12-14 May 2009

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

Project funded by the United Nations Development Account (UNDA)

Halkida, Conference, 25-26 June 2009

Conference on Improving Road Traffic Safety in South-Eastern Europe
Setting Regional and National Road Traffic Casualty Reduction Targets

Hosted by Evia Chamber of Commerce and Industry and the Hellenic Chambers Transport Association with the support of the Ministry of Transport and Communications of Greece

25-26 June 2009, Halkida, Greece
Conclusions

- Road traffic safety a major global concern
- Middle-and-low income countries suffer the most
- ECO countries are among the countries concerned
- If no action the problem would become worse
- UNECE road safety instruments and tools offer solutions
- There are many good practices that can be used
- Moscow global Ministerial conference (19-20 November 2009) will raise the political profile – ECO countries should attend
- UNDA Project on setting road safety casualty reduction target will assist ECE countries in need
- ECO countries should attend the Minsk Seminar 12-14 May 2009
Thank you!