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Item 9 (c) of the provisional agenda

Issues that need consideration and require decisions by the Committee:

Road traffic safety

United Nations Economic Commission for Europe Plan to implement the United Nations Decade of Action for Road Safety (2011-2020)

Note by the secretariat

Introduction

1. Every year some 1.3 million people die as a result of road traffic crashes worldwide. This is more than 3,500 deaths each day! Road traffic injuries are the leading cause of death for children and young people. In addition, an average of 20 to 50 million people sustain non-fatal injuries from road traffic crashes each year.
2. As part of the United Nations global mandate to improve road traffic safety the United Nations Economic Commission for Europe (UNECE), other UN Regional Commissions and the World Health Organization (WHO) were invited by the United Nations General Assembly Resolution A/58/289 "Improving global road safety", to act as coordinator of road safety issues across the United Nations system. This mandate was reaffirmed in October 2005 through United Nations General Assembly Resolution A/60/5.
3. Taking into account the urgency to improve global road safety, in March 2010, the United Nations General Assembly proclaimed the period 2011–2020 to be the Decade of Action for Road Safety. The General Assembly, in its "Resolution on Improving Road Safety" (64/255) called for intensive work to reduce global road traffic fatalities by increasing activities at the national, regional and global levels. In cooperation with the United Nations Road Safety Collaboration Group and other stakeholders, a guiding document – the UN Global Plan for the Decade of Action for Road Safety (2011–2020) – was prepared to support the implementation of its objectives.
4. Even though in the UNECE region fatality rates have been declining over the past decade, in certain sub-regions numbers are still persistently high and continue to worsen.

This year's launch of the Decade of Action brought the challenges of road safety to the forefront of attention, with most UNECE countries taking action towards effective road safety policies and the international community coordinating its efforts to ensure that the Decade of Action leads to real improvements.

5. UNECE has been actively engaged in global and regional road safety activities over the past 60 years through its work in developing and updating the UN legal instruments, as well as providing regional technical assistance to Governments. ECE has made strides by addressing the key road safety factors: user behaviour, vehicles and infrastructure, as well as supporting Governments to harmonize and enforce traffic rules and measures, produce safe road vehicles, reduce the risk of accidents with dangerous goods and hazardous materials and ensure that only safe and well maintained vehicles and competent drivers are on the roads. Moreover, transport infrastructure agreements developed under UNECE auspices have given Europe coherent pan-European and safer road transport networks.

6. In this document UNECE presents its Action Plan for the UN Decade of Action for Road Safety (2011–2020). This Plan is directly aligned to the UN Global Plan for the Decade of Action for Road Safety (2011–2020), and aims to achieve UNECE's overall road safety goals by addressing priority areas of work as well as implementing continuous and future actions for each goal in its geographical area and beyond. The plan will be reviewed and updated annually to ensure progress is being made toward meeting the objectives and that performance indicators are reached.

7. This consolidated Action Plan includes actions, initiatives and measures for several UNECE Working Parties. As the main coordinating entity in the area of road safety, the Plan was discussed and adopted at the sixty-second session of the Working Party on Road Traffic Safety (WP.1). The Plan falls in line with the WP.1 roadmap previously adopted (ECE/TRANS/WP.1/2008/5/Rev.1), which details strategic directions for the Working Party to improve global road safety and includes activities of the Programme of Work for the period of 2012–2016. The Plan is included on the ITC agenda for consideration and adoption.

8. In order to move forward and implement the UNECE Road Safety Action Plan as well as reach the goals for the UN Decade of Action for Road Safety, additional resources still need to be sought through strategic partnerships and close cooperation with key stakeholders.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
Road Traffic Casualty Reduction Targets	Lead the global project of the UN Regional Commissions on "Improving Global Road Safety: Setting Regional and National Road Traffic Casualty Reduction Targets" (funded by United Nations Development Account (UNDA)). Published the global report.		Secretariat	2008–2009; 2010	
	UNECE involvement in setting regional and national goals and targets in United Nations Special Programme for the Economies of Central Asia (SPECA) region (SPECA Project working group on Transport and Border Crossings – Draft Programme of work 2012–2013 on April 2011, Almaty KZ).	Will monitor progress of meeting national goals and targets.	SPECA Programme Working Group (PWG) on Transport Border Crossings (TBC), Secretariat	2011–2016	Number of regional and national targets met; establishment of a national level road accident database.
	Promote setting regional and national goals and targets in BSEC region.		Secretariat	2012	Number of regional and national targets met.
Political Commitment for Road Safety Demonstrated through National Development Framework: National Strategies, Nations Development Assistance Framework (UNDAF), Poverty Reduction Strategy Papers (PRSPs)	Four UNECE countries: Belarus, Serbia, Turkey and Ukraine with UNDAF Country programmes have included a Road Safety element (4 out of 14 countries).	Subject to availability of resources and funding partnerships (with United Nations Children's Fund (UNICEF) / World Health Organization (WHO) under the UNDAF country programmes (Belarus, Serbia, Turkey, Ukraine) possible activities such as capacity-building workshops, awareness raising and peer reviews on national road safety	Secretariat	2011–2016	Number of national road safety strategies.

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		policy in Belarus.			
		Will endeavor to incorporate road safety elements into UNDAF Country Programmes in the UNECE region.	Secretariat	2011–2020	Number of new countries with UNDAF country programmes incorporating a road safety element, and UNECE involvement.
Readiness Assessment to Implement the Decade of Action Plan	Prepared and presented a readiness assessment methodology for a pilot project to be used in Black Sea Economic Cooperation (BSEC) countries for the implementation of the United Nations Decade of Action Plan. Assessment pilot launched through questionnaires.	Will implement readiness assessment plan in the BSEC Region in cooperation with BSEC Permanent International Secretariat (PERMIS) and national authorities of the BSEC member States.	Secretariat	2011–2013	BSEC sub-regional readiness assessment completed and published. Number of countries implementing a readiness assessment plan.
		Will scale up the readiness assessment methodology beyond the BSEC Region.	Secretariat	2011–2020	Number of country carrying out a readiness assessment and preparing / executing the implementation plan.

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Road Traffic Accident Statistics	Yearly updated, collected and disseminated data on road traffic accidents. Some indicators are derived from data in the UNECE database and disseminated online, such as: number of fatalities per million inhabitants, number of injured per million inhabitants, number of fatalities per 10, 000 passenger cars, number of injured per 10,000 passenger cars; – severity of road traffic accidents (fatalities per 1,000 accidents), distribution of killed/injured by road users.	Will improve international comparability and consider "Statistical performance indicators in road safety".	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.
	Developed appropriate and common methodologies and terminology for harmonizing road safety statistics to improve international comparability (Glossary of Transport Statistics).	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.
	Developed and maintained the online UNECE Transport Statistics Database to ensure high-quality, relevant, user-friendly and timely transport statistics for road safety.	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.
	Contributed to the coordination of statistical activities of international organizations in the field of road safety statistics to promote good practices and consistency of disseminated data, minimize duplication of work and reduce the burden on UNECE member countries.	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.

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Road Traffic Accident Statistics (cont.)	Provided a forum for exchanging experiences and best practices and provided guidance on how to address statistical challenges, including the availability, quality and interchange of data on road traffic accidents statistics.	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.
	WP.6 made special efforts to improve the available data on road traffic accidents through internet use; the Common Questionnaire developed jointly with ITF and Eurostat.	Will improve quality of road safety data, in particular through improving data quality for types of collision and the harmonization of the collisions methodology for data related to the accidents involving drugs and alcohol.	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.
Launch of the UN Decade of Action for Road Safety (2011 – 2020)	In collaboration with the Government of Serbia, organized the regional launch of the UN Decade of Action for Road Safety in Belgrade 27–29 April 2011) in partnership with the Ministry of the Interior the Ministry of Infrastructure, and the Road Safety Agency.	Will explore possibilities of organizing annual follow-up events to assess progress.	Secretariat	2011–2020	Number of follow-up events organized.
	In cooperation with United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and United Nations Economic Commission for Latin America and the Caribbean (UNECLAC), organised a launch event for the United Nations Decade of Action for Road Safety at the United Nations Commission on Sustainable Development (CSD) in New York City (May 2011)		Secretariat	2011	

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	where the keynote speech was given by the USA				
Road Safety as an integral element of Sustainable Mobility	Published (2009) a paper titled "UNECE work in Support of Sustainable Development of Transport" for the eighteenth session of the Commission on Sustainable Development (CSD) which pointed out that sustainable development includes road safety		Secretariat		
	Published (2011) a discussion paper with best practices titled "Transport for Sustainable Development in the UNECE region" for the nineteenth session of the CSD, in which road safety featured prominently. The paper was presented at the UN regional Commissions' side event at CSD-19.	Will promote public transport benefits.	Secretariat	2012–2015	Public transport benefits discussion paper for the UNECE region prepared and published

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Road Safety as an integral element of Sustainable Mobility (con't.)	Conducted four regional workshops on sustainable urban mobility and integration of environment and health strategies in transport policies in the framework of the Transport, Health and Environment Pan-European Programme (THE PEP) administered by UNECE and WHO/Europe in Prague (2009), Skopje and Batumi (2010) and Kiev (2011). A cost-benefit analysis methodology for cycling was published by THE PEP and WHO Europe).	Will conduct two regional workshops on the same topics as part of THE PEP relay race planned for 2012 and 2013.	THE PEP	2012–2014	Approval of THE PEP relay race workshop series by UNECE and WHO/Europe member States at the four regional workshops. High-level Meeting in 2014.
		A High-level meeting on Transport, Health and Environment evaluating this workshop series and providing guidance on further action in 2014.	THE PEP	2014	Quality and number of participants in the high-level meeting.
National Road Safety Lead Agencies	Commissioned a discussion paper on potential road safety management and coordination structures.	Will promote and recommend framework to countries during WP.1 meetings and elsewhere.	WP.1	2011	Number of new countries implementing national road safety lead agencies.
		Will organize a subregional capacity-building workshop in Yerevan.	WP.1	2012	Number of participants and quality of capacity-building workshop.
Accession of United Nations Road Safety Conventions and Agreements	Monitoring the implementation of the United Nations Road Safety Conventions and Agreements:	Will develop implementation indicators for the United Nations Road Safety Conventions and Agreements.	WP.1, WP.29, SC.1, WP.15	2011–2020	Number of new CPs to the United Nations Road Safety Conventions and Agreements and number of United Nations Regulations/United

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
	<p>1949 Convention on Road Traffic (96 CP); 1949 Protocol on Road Traffic (39 CP)</p> <p>1950 European Agreement supplementing the 1949 Convention on road traffic and the 1949 Protocol on road signs and signals (14 CP)</p> <p>1968 Convention on Road Traffic (70 CP);</p> <p>1968 Convention on Road Signs and Signals (62 CP);</p> <p>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 (46 CP);</p> <p>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, (31 CP);</p>				Nations GTRs adopted on national basis by countries not yet CPs to any Agreement

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	1971 European Agreement supplementing the 1968 Convention on Road Traffic (33 CP);				
	1971 European Agreement supplementing the Convention on road signs and signals (32 CP);				
	1973 Protocol on Road Markings (25 CP);				
	1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections (25 CP);				
	1975 European Agreement on Main International Traffic Arteries (AGR) (37 CP);				
	1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (47 CP);				
	1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) (50 CP).				
	Raised awareness and technical assistance for accession.	Will enhance national and regional capacity building workshops and consultations to facilitate new accessions	WP.1, WP.29, SC.1, WP.15	continuous	Number of new CPs to the United Nations Road Safety Conventions and Agreements; Consistency between the United Nations Road

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
					Safety Conventions and Agreements, and the regional and national laws.
More effective implementation of United Nations Road Safety Conventions and Agreements	Issued a report on the level of enforcement for the AETR agreement (2011).	Will enhance national and regional capacity building workshops and consultations to promote better implementation. Will develop comprehensive implementation monitoring tools.	WP.1, WP.29, SC.1, WP.15	continuous	Number of implementation monitoring tools for the United Nations road safety legal instruments. Application of the report to the AETR agreement.
Review of existing United Nations Road Safety and Conventions and Agreements to identify areas for modification	Will analyze how the principles of the Safe System approach can be incorporated into the work and into the United Nations Road Safety Legal Instruments.		WP.1, WP.29, SC.1, WP.15	2012–2013	Incorporated Safe System principles to road safety work and to UN Road Safety Legal Instruments.
OBJECTIVE 2: Protect Road Users					
Protecting Vulnerable Road Users	Amendment of the 1968 Convention on Road Traffic (instructions for behaviour of pedestrians) focusing on improving pedestrian safety, amending the Convention on Signs and Signals concerning behaviour at pedestrian crossings, adopted regulation on pedestrian safety in 2008, made special reference to walking through THE PEP, and amending the consolidated resolution (RE.1).	Will develop Guidelines for school bus operation.	WP.1	2011–2020	Publication of the guidelines; number of countries using the guidelines.

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		Will adopt new biofidelic test tools in UN Regulations to design vehicles to be more pedestrian friendly.	WP.29	2012–2013	Number of CPs applying the United Nations Regulations.
	Promoted safe cycling through THE PEP and through the 1968 Convention on Road Traffic promoted safety for cyclist and their bicycles.	Ongoing	WP.1, THE PEP	2011–2020	
	Commissioned a discussion paper highlighting the benefits of the correct use of helmets and their specific construction (Regulation No. 22) for full head coverage to minimize impact in case of an accident.	Ongoing	WP. 29	2012	Number of CPs applying Regulation No. 22.
	Reached out to young road users by cooperating with the World Organization of the Scout Movement (WOSM), Road Safety Institute "PanosMtlonas", Irish Scouts and Hellenic Scouts.	Will conduct road safety and youth programme capacity-building events.	WP.1	2012–2014	Number of road safety youth capacity-building events.
		Will develop framework for cooperation with the WOSM.			Future activities with WOSM though mutual cooperation.
	Paid special attention to safe mobility and elderly road users by adopting provisions in United Nations Regulation No. 16 for safety-belts load limiters to reduce risk of thorax rib fracture injury.		WP.29	2011–2020	Number of increased CPs applying Regulation No. 16.
	Promoted safety for disabled		WP.1		

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	road users.				
Fighting Driver's Fatigue		Will conduct a seminar on driver's fatigue.	WP.1	2011	Number of participants at the seminar.
	Focused on AETR agreement related to driving time and rest periods of professional drivers.	Will establish an AETR expert group.	SC.1	2012–2014	Successful amendment of AETR agreements.
OBJECTIVE 3: Make Vehicles Safer					
Encourage member States to apply and promulgate motor vehicle safety Regulations as developed by the United Nations' World Forum for the Harmonization of Vehicle Regulations (WP.29)	Developed 127 United Nations Regulations and 12 United Nations GTRs and amendments to update them to the technical progress	Will develop new United Nations Regulations, United Nations GTRs and amendments on vehicle safety	WP.29	2011–2020	Number of CPs applying United Nations Regulations.
	Participation of the secretariat at the workshop on regulatory cooperation between members of the WTO Committee for the elimination of technical barriers to trade (TBT). On 9 November 2011. Countries participating were encouraged to apply the regulations developed by WP.29 and to accede to the 1958 and 1998 Agreements.	Monitor the follow-up of the participation of the secretariat to WTO Committee for the elimination of technical barriers	WP.29	2011–2020	Number of CPs applying United Nations Regulations.
Actions from Regional Economic Integration Organizations (REIO) / CPs to replace regional legislations with United Nations Regulations/United Nations GTRs	Commission Regulation (EU) No. 407/2011 of 27 April 2011 includes 62 UN Regulations into Annex IV to Regulation (EC) No. 661/2009, concerning type-approval requirements for the general safety of motor vehicles, which lists the United Nations Regulations that apply on a compulsory basis.	Monitor the follow-up of the entry into force of the EU Regulation	WP.29	2011–2020	Number of CPs applying United Nations Regulations.

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Passive and Active Safety	Drafted and Adopted United Nations Regulations and United Nations Global Technical Regulations on: child restraints systems, whiplash injury prevention, frontal/lateral/rear crash protection, safety-belts and their anchorages, protection against electric shocks in electric and hybrid vehicles:	Will draft and adopt a new United Nations Regulation on child restraint systems to improve child protection.	WP.29	2012	Number of CPs applying the United Nations Regulation.
	Regulations passed on Passive Safety (crash worthiness), Safety belts: 1970, Protective helmets: 1972, Child Restraint Systems (CRS): 1981, Frontal and lateral crash tests: 1995, Pedestrian safety: 2008, Hybrid and Electric safety: 2010	Will amend current United Nations Regulation and United Nations GTR on head restraints to introduce new provisions to reduce whiplash injuries.	WP.29	2012	Number of CPs applying the United Nations Regulation.
		Will adopt new United Nations Regulation/United Nations GTR and amend existing ones to improve safety of electric/hybrid/hydrogen vehicles.	WP.29	2012	Number of CPs applying the new United Nations Regulation.
		Will develop amendments to the United Nations Regulation on frontal collision with particular attention on protecting older occupants, female occupants and also focus on optimizing vehicles' structural interaction to improve self protection and partner protection.	WP.29	2014	Still pending endorsement of this activity of GRSP and WP.29 – Amendments adopted.

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		Will establish new Regulations on: Child Restrain Systems (2012), Pole side test (2012), Hydrogen & Fuel Cell vehicles (HFCV) safety (2012), Harmonization of dummies (2013), Crash compatibility (2015).	WP.29	2012–2015	Number of CPs applying the United Nations Regulations.
Vehicle Design (Develop technical provisions on the construction of vehicles and their equipment)	Drafted technical prescriptions on the burning behaviour parameters of materials used for buses and coaches.	Will apply Regulation No. 107 on Improve the fire safety level in buses and coaches.	WP.29	2 years for new buses and coaches	Number of countries applying Regulation No. 118/01
	Drafted technical prescriptions on superstructure of buses and coaches.	Will apply Regulation No. 107 ensuring accessible seats for persons of reduced mobility.	WP.29	3 to 4 years for new buses and coaches	Number of countries applying Regulation No. 107/04
	Drafted technical prescriptions on indirect vision systems (mirrors & camera monitoring) in trucks and buses.	Will apply Regulation No. 46 for camera monitor systems replacing all mirrors in vehicles.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 46/03
Vehicle Design (con't.)	Drafted technical prescriptions for vehicle's safety glazing materials including plastics.	Will apply Regulation No. 43 to reduced burn rate for rigid plastic panes.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 43/01
Quiet Road Transport Vehicles (QRTV)	Drafted a first set of guidelines to be adopted on technical aspects QRTV of (inserted into the R.E.3).	Will adopt new United Nations GTR to ensure electric and hybrid vehicles audibility.	WP.29	2012–2013	Number of countries applying the United Nations Regulation.
Periodical Technical Inspections Convention (1997)	Adopted of a new rule on roadworthiness.	Will conduct annual capacity-building workshops.	WP.29	2012	Number of capacity-building workshops conducted.

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	Introduced safety Regulation Annex to the Agreement.		WP.29	2012–2013	Successful introduction of safety Regulation Annex to the Agreement.
OBJECTIVE 4: Improve Safety of Transport of Dangerous Goods					
Safety of Transport of Dangerous Goods	Provided practical information of administrative or technical nature on implementation of conventions on website (ADR Chapter 1.9).	Ongoing and will further develop and expand with training/capacity-building material.	WP. 15	Continuous	Information available on website and up to date
	Fostered cooperation between Contracting Parties (ADR Chapter 1.8).	Will continue fostering cooperation between CPs (ADR Chapter 1.8).	WP. 15	Continuous	Effective cooperation between CPs
	Providing specification on the safety obligations to the various participants in the carriage of dangerous goods (ADR Chapter 1.4).	Will be updated at request of CPs if necessary.	WP. 15	Continuous – Updates every 2 years when necessary	Enforcement measures enacted in national law (controls, penalties)
	Provided requirements for instructions in writing to be on-board vehicles carrying dangerous goods in order to inform drivers of the emergency action to be taken to protect themselves in case of accident (ADR Chapter 5.4).	Will continue to review.	WP. 15	Continuous – Updates every 2 years when necessary	Instructions available on UNECE website in all languages of CPs. Instructions available on board the vehicles in a language understood by the driver
	Provided requirements for construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical inspection (ADR Part 9).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Number of ADR vehicle certificates issued or renewed every year

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	Provided requirements for construction, testing, approval and periodic inspection of transport equipment such as tanks, containers, packaging, etc (ADR Part 6).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)
	Provided requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading (ADR Part 7).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)
	Provided requirements for the operation of vehicles carrying dangerous goods (speed limitation, use of parking brakes and wheel chocks, supervision...). (ADR Parts 8 and 9).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)
Safety of Transport of Dangerous Goods (con't.)	The Informal Working Group mandated by the Joint Meeting RID/ADR/ADN (WP.15/AC.1) considered information provided by telematics that could enhance the safety and security of the transport of dangerous goods and facilitate such transport, the cost/benefit analysis of utilizing telematics in road transport of dangerous goods and of the related technical requirements.	Ongoing work of the informal working group on the basis of the work programme adopted by the Joint Meeting: Proposals of amendments to ADR to include prescriptions for the use of telematics for the carriage of dangerous goods.	WP. 15	2010–2014	Adoption of amendments to RID/ADR/ADN for entry into force in 2017 or of guidelines for initial implementation on voluntary basis pending availability of all required technology in all CPs
	Promoted the use of multimodal solutions through harmonization between ADR/RID/ADN.	Will continue to harmonize facilitates intermodal transport solutions.	WP. 15	Continuous	ADR, RID and ADN fully harmonized

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	Provided restrictions of dangerous goods through road tunnels – categorization of road tunnels and identification of dangerous goods prohibited in each category (ADR Section 1.9.5 and Chapter 8.6) and development of road signs and signals to ensure implementation of restrictions (cooperation WP.15/WP.1).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous	Effective categorization of road tunnels by ADR CPs, as shown by the display of relevant dangerous goods road signs and signals and as reported on the UNECE Transport Division website
	Provided requirements for the training (initial training and refresher courses) and examination of drivers of vehicles carrying dangerous goods. (ADR Chapter 8.2). ADR training certificates issued by any CPs recognized by other Parties for carriage on their territory.	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous	Number of ADR driver certificates issued or renewed every year
Safety of Transport of Dangerous Goods (con't.)	Provided requirements for the training of persons, other than drivers, whose duties concerns the transport of dangerous goods (ADR Chapter 1.3). Requirements for undertakings in the transport of dangerous goods by road to appoint a dangerous goods safety adviser responsible for helping to prevent the risk inherent at their activities (ADR Section 1.8.3). Requirements for dangerous goods safety adviser training (initial and refresher) and examinations (ADR Section 1.8.3).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous	Number of DGSA certificates issued or renewed every year, number of personnel trained by enterprises every year.

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	ADR CPs informed the UNECE secretariat of incidents or accidents involving dangerous goods in their territories. In accordance with 1.8.5 of ADR, the secretariat made this information available to other CPs.	In case of an incident or accident, WP.15 may propose appropriate additional safety requirements on the basis of the study of the causes and consequences.	WP. 15	Continuous	Effective discussion by WP.15 of reported accidents/incidents. If deemed necessary, adoption of new requirements or of amendments to existing requirements on the basis of discussion of accident/incident reports.
	Provided requirements for hazard communication: requirements for marking, labeling and/or placarding cargo and vehicles, and documentation requirements, in order to provide the necessary information for emergency response by emergency services in case of incidents/accidents (ADR Chapters 5.2 and 5.3)	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous	Cargo and vehicles properly labeled / marked / placarded / documented (measured by controls by CPs).
	Organized and participated in awareness-raising or capacity-building seminars/workshops.	Will continue and further develop. Will develop a road map on how to set up the administrative structures required for implementation of ADR	WP. 15	2012–2013	Guidelines for the development of administrative and technical structures for proper implementation of ADR by CPs or countries wishing to apply ADR available in 2014.

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OBJECTIVE 5: Make Technologies Work for Safer Mobility					
Innovation – ITS	Developed an ITS Strategy (Road Map).	Will promote ITS solutions to increase Road Safety	Secretariat, WP.1, SC.1, WP.5, WP.15, WP.24, WP.29	2011–2020	Published ITS Strategy Package: Background Paper, Strategic Note, Road Map. The ITS Road Map is implemented.
-	Updated existing regulations and create new ones to boost ITS solutions for Road Safety.	Will conduct capacity-building workshops.	WP.29	2011–2020	Number of capacity-building workshops conducted.
-		Will discuss the safety aspects of vehicle platooning.	WP.1	2011–2020	Discussion at WP.1.
-	Addressed issues related to ADAS systems through cooperation of WP.1 and WP.29.	Will conduct workshops to address issues and will make recommendations.	WP.1, WP.29	2011–2015	Amendment to 1968 Convention on Road Traffic.
-	Researched factors for improving safety for the transport of dangerous goods by monitoring and tracking systems, linking consignors, transport operators, emergency responders, enforcement and control authorities and regulators.		WP.15		
Variable Message Signs (VMS)	Established an informal ad hoc group of experts on Variable Message Signs (VMS) to assess feasibility.		WP.1	2011–2015	Amendment to 1968 Convention on Road Traffic, 1968 Convention on Road Signs and Signals, and Consolidated Resolutions (RE.1,

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
-	Launched a study and discussion paper on VMS challenges (2011)		Secretariat	2012	RE.2). Discussion paper on VMS challenges published
OBJECTIVE 6: Make Roads Safer					
Road Signs and Signals	Continuous update of Consolidated Resolutions of Road Traffic and the Consolidated Resolutions of Road Signs and Signals (RE.1, RE.2).	Will conduct global Review of Road Signs and Signals by WP.1.	WP.1	2011–2020	Publish a review of global Road Signs and Signals.
Road Safety Audits in Infrastructure Development	Modification of AGR – appending Road Safety Audit annex (2011).	Will consult and cooperate with IFIs to include road safety component in their lending programmes.	SC.1	2011–2020	Amendment to AGR coming to force; A reference to the United Nations Road safety legal instruments is included in the IFI lending programmes
TEM	Incorporated a Road Safety chapter in the Revised TEM and TER Master Plans (2011).	Will conduct possible pilot activities for safe infrastructure in TEM (Poland and Turkey initially – workshops on best practices in road safety infrastructure).	Office of the Director of Transport	2011–2012	Establishment of statistics database on the TER and TEM networks.
Safety in Road Tunnels and Rail Tunnels	Developed recommendations (2002–2003) for minimum safety in rail tunnels and road tunnels.	Will review and update the existing recommendations for minimum safety in rail tunnels.	WP.24, WP.1	2012– 2014	Publish updated recommendations.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
Safety at Road – Rail Level Crossing	Assessed safety at Road-Rail Level Crossings.	Will establish a multidisciplinary expert group to review safety at road-rail level crossings.	WP.24, WP.1, Office of the Director of Transport	2012–2013	Establishment of statistics database on the TER network.
-	Cooperation with International Level Crossing Awareness Day (ILCAD); promotion of UNECE work at ILCAD events (Warsaw 2011)	Will continue ongoing activities in cooperation with ILCAD, as requested.	WP.1	2011–2020	Continued cooperation with ILCAD.
OBJECTIVE 7: Improve Cargo Safety					
Safe packing and handling of intermodal transport units	International Maritime Organization (IMO), International Labour Organization (ILO) and UNECE adopted international guidelines (1997) for the packing of cargo in intermodal transport units (containers, trucks).	Started review of the 1997 Guidelines (joint work of IMO, ILO and UNECE – together with the industry and trade unions) to ensure coverage of all modes of land and sea transport.	WP. 24	2011–2013	New revised guidelines adopted by IMO, ILO and UNECE.
OBJECTIVE 8: Turn Road Safety Training, Education and Behaviour into Knowledge Management					
Impact of Cultural Differences on Road Safety	Commissioned a discussion paper on the relevance of cultural differences on road safety.	Will publish discussion paper and make it available for consultation.	WP.1	2011	Published discussion paper.
Professional drivers competence	Included in RE.4 best practices and guidelines for driver training competence and criterias to be met.	Will review whether revisions to RE.4 are necessary.	WP.1	2011–2020	Review of RE.4.
		Will develop guidelines for professional driver's training in cooperation with IRU Academy.	WP.1	2011–2020	Development of guidelines.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
Mutual Recognition of Driver's Permits		Will review whether revisions are needed in mutual recognition of driver's permits.	WP.1	2011–2020	Review of mutual recognition of driver's permits.
		Will review provisions on falsification of driver's permits.	WP.1	2011–2020	Review of provisions related to falsification of driver's permits.
OBJECTIVE 9: Learn from Road Crashes					
National Road Safety Databank		Will conduct a round table on policies and institutional structures.	WP.1	2011–2015	Number of participants attending the round table.
Multidisciplinary crash investigation (MDCI)	Continuous discussions at WP.1	Will prepare a discussion paper on MDCI best practices.	WP.1	2011–2013	Published discussion paper on MDCI best practices.
		Will prepare a best practice guidebook.	WP.1	2011–2013	Published guidebook.
OBJECTIVE 10: Mitigate the Impact of Road Crashes					
Insurance – Green Card System	Through RE.4 (Annex to GC) included recommendations on the Green Card System.	Will expand the geographic coverage of green card systems.	SC.1	2011–2020	Number of new countries adopting the green card system.
		Will review effects of bottlenecks for global 3rd party insurance – in cooperation with other Regional Commissions.	SC.1	2011–2020	Review of bottlenecks and recommendations made.
Improving Post-Crash Response and Care	-	Will prepare a discussion paper on post-crash response and care.	WP.1	2011–2020	Published discussion paper.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
OBJECTIVE 11: Raise Awareness, Fundraise, and Advocate for Road Safety					
Campaigns and capacity-building	Engaged with the FIBA Basketball Community in cooperation with the Hellenic Basketball Federation and the Greek basketball champions, on the Declaration on "Team Work and Fair Play on the Basketball Court and on our Roads" the declaration on the "Respect the Rules" was signed by FIBA, FIBA Europe, UNECE and the Government of Poland. This was followed by similar	Will continue developing similar joint FIBA-UNECE campaigns, including with NBA.	WP.1	2011–2020	Number of campaigns organized with FIBA; cooperation with NBA and number of campaigns organized.
	campaigns in Turkey (2101 FIBA World Championship) and Lithuania (2011 EuroBasket).				
	Engaged in Youth Campaign "Scouting for Global Road Safety" with Scouts – partnered with the World Organization of the Scout Movement (WOSM) to promote road safety at the World Scouting Jamboree in August 2011 in Sweden through an international pilot project on road safety involving Greece, Ireland and European partners.	Will conduct series of active learning road safety workshops.	WP.1	2011–2020	Number of workshops conducted and continued cooperation with WOSM.
	Created a Road Safety Film to highlight road safety initiatives.		WP.1	2011	Number of visitors to the road safety film link on youtube.
Created a Road Safety poster signing campaign aimed at raising awareness of road safety issues. The signing of the poster by key road safety stakeholders demonstrates their commitment	Will promote signing campaign during future conferences.	WP.1	2011–2020	Number of campaigns organized.	

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
	by pledging to work towards reducing casualties and deaths on the roads.	Will be involved in organizing United Nations Road Safety Week.	WP.1	2012–2020	Number of organized United Nations Road Safety Week events.
		Will engage in a targeted approach to fund-raising for road safety activities, such as capacity-building, support implementation of the United Nations Decade of Action (2011–2020) activities in the ECE region, and continue to engage in awareness-raising activities with partners.	WP.1	2011–2020	Amount of financial resources collected.