UN Road Safety Conventions
Way Forward for Safer Roads in South East Asia

Presented by
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President IRTE

18 September 2018
67th Session of the WP.1: 5-6 December, 2013
Europe Asia Road Safety Forum in Delhi, India
UNECE: 129,402 (10.49% of Global Road Fatalities)
UNECE 1968 Convention on Road Traffic

- 46 Countries Ratified/Signatured
- 10 Countries

UNECE 1968 Convention on Road Signs & Signals

- 43 Countries Ratified/Signatured
- 13 Countries
UNESCAP: 733,463 (59.47% of Global Road Fatalities)

<table>
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<tr>
<th>S.No</th>
<th>Member State</th>
<th>Estimated No. of Road Traffic Deaths</th>
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<td>Vanuatu</td>
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<td>39</td>
<td>Total (Total)</td>
<td>733,463</td>
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The UNESCAP region has **59.47 %** of the global fatalities.

In this region **81 %** of the countries have yet to sign or ratify to the Convention of Road Traffic of 1968.

And **74 %** have still not signed, adhered or ratified to the Convention of Road Signs & Signals.
Highest % age of road deaths in the world are in South East Asia Region

Source: Data computed from Global Status Report on Road Safety 2015, WHO
30.4% of Road Deaths in the World

Note: South East Asian Region includes: India, Nepal, Bhutan, Bangladesh, Thailand, Vietnam, Malaysia, Indonesia, Philippines, Cambodia, Lao PDR, Sri Lanka and Maldives.
We recognized that there are literally two worlds on this planet with respect to Road Safety and they co-exist...
Round Table Meeting at UNECE: March, 2015
CONFERENCE
SAFETY OF POWERED TWO WHEELERS
AND VULNERABLE ROAD USERS
(With Special Focus on South East Asia)

NOVEMBER 28-30 2016
Road Crash Fatalities of VRUs in South East Asian Countries in 2013: 85%


Two Wheelers 36%
Other or unspecified users 31%
Four Wheelers 15%
Cyclist 6%
Pedestrians 12%
CONFERENCE ON SAFETY OF VULNERABLE ROAD USERS
Pedestrians | Elderly | Differently Abled Persons | School Transportation
SOUTH EAST ASIAN REGION
09-11 November, 2017, Delhi, India
Purpose of this Conference

Vulnerable road users

1. Road Environment (Infrastructure Safety Management)
2. Legal Instruments
3. Awareness & Enforcement
4. Post-Crash Management
Item 5 (c) of the provisional agenda
Consolidated Resolution on Road Traffic (R.E.1):

Policy Making Guidelines for Vulnerable Road Users for Conditions found in South, Southeast Asian and Other Countries of Transition Economies
Catering to the needs for South East Asia

• Create specifications for inclusion in the Resolutions
• Road Environment
• Vehicle Usage Principles
• Safety Apparel including Helmets
• Vehicle Standards
Types of Helmets:

- Half-Helmet
- Full Face Helmet
- Open face Helmet
Philosophy of PTWs in Emerging Economies

- Transportation
- Passengers
- Cargo
- Taxi
- School Children
- Ambulance
- Enforcement
- Sports & Tourism
Considerations for Road Infrastructure

3.5 m Car Lane
3.5 m Car Lane
Motor Bike Lane
Motor Bike Lane
Segregated lane for Two-wheeler Traffic in ROW (Right of Way)

Good Practices

Institute of Road Traffic Education
Vulnerable road users
Policy Making Guidelines

Grateful to IMMA for their suggestions
However would like to submit:
Developing Micro level specifications are not recommended:

The Guidelines would help the Governments towards appreciating
the UN Conventions and formulate their legal instruments

That Guidelines should be for all VRU’s including the PTW
March 2018: UNECE and IRTE Sign a MOU
3. Reaffirms the importance of addressing the needs of developing countries by building capacities in the field of road safety, and providing financial and technical support for their efforts;
2. Proclaims the period 2011-2020 as the Decade of Action for Road Safety
4. Reaffirms the needs of low- and middle-income countries, including those of the least developed countries and African countries, by building capacity in the field of road safety;
5. considering that there is no one-size-fits-all formula and considering also the specific situation of each country based on its needs and priorities;
16. Also encourages Member States to become contracting parties to and to implement the United Nations road safety-related legal instruments,
The first Steps which were to be taken

**Capacity Building in Manpower Development**

Traffic Engineering
Driver Training & Assessment
Traffic Enforcement
Road Crash Investigation
Post Crash Management

Developing their Legislations & Codes of Practice through the UN Conventions & Resolutions
M.Sc. Traffic Management

With **26 years of our experience**, we firmly believe that Road Safety forms the basis of a scientifically managed traffic management system, and therefore the science of traffic management needs to be promoted, not only in India but also in other emerging economies of our region. Based upon our legacy of research and data collected therefrom, there is an opportunity to transform this rich literature into formal academic methodology by creating the first ever Masters programme in Traffic Management. Such a program would support human resource development for many organisations such as concessionaires who are building and maintaining our highways, transport department, police personnel, insurance agencies, fleet management organisations, real estate management organisations and those in the field of transport planning, urban development amongst others.

**Academic Objectives**

To create capabilities of individuals to understand the basis and complexities of the following domains of Traffic Management through the process of research, globally applied best practices, recognizing national and local needs:

- Traffic Engineering
- Forensic Science in Crash Investigation
- Human Factors in Road Crashes
- Driver Training and Management

- Post-crash Management
- Traffic Legislation and Codes of Practice
- Traffic Enforcement
- Road Safety Awareness and Education

**Program Structure**

- Limited
- 30 Seats
- Only
- Register Now!

1+1 Year Program
M.Sc. Forensic Science

Forensic Science, an amalgamation of almost all faculties of knowledge, is an essential and efficient enabler in the dispensation of justice in criminal, civil, regulatory and social contexts.

As of today few Government and Private Universities have initiated this program under its aegis. The need however remains for quality education, training and research in Forensic Science. With this view, the College of Traffic Management has initiated this Master’s Program to impart quality Forensic Education that will cater not only to crash investigation but also to crime at large and over a period evolve as an integrated entity encompassing scientific, technological and legal services. Our curriculum lay emphasis on a practical approach in all the domains of Forensic Science and is affiliated to Maharshi Dayanand University (MDU), Rohtak, Haryana.

Academic Objectives

1. To work towards development of forensic science by providing quality education and research in the area

2. To provide facilities for training and research to students, trainers and working professionals associated with the field Forensic Science.

3. To act as a reference body in the area of Forensic Science and impart its services to all associated stakeholders.

Program Structure

1+1 Year Program

1 Semester 2 Semester 3 Semester 4 Semester

Limited 20 Seats Only Register Now!

ADMISSION DETAILS

ADMISSION PROCEDURE
Initiated on 14 August 2018

- The First Courses
- M.Sc. In Traffic Management
  - Based upon the Philosophy of *Safe Systems Approach*
- M.Sc. In Forensic Science
- With special emphasis on Road Crash Investigation
Non-research prescriptions have failed to improve road safety in the developing world
Prescriptive advice from developed countries

- Helmets
- Seatbelts
- Speed
- Drunken-Driving
- Road Safety Awareness
Every problem has a solution and to find a solution, you need to know the problem.

A scientific pathological based diagnosis should be a pre-requisite.
Requests the Director-General

(1) To collaborate with Member States in establishing science-based public health policies and programmes for implementation of measures to prevent road traffic injuries and mitigate their consequences

(2) To encourage research to support evidence-based approaches for prevention of road traffic injuries and mitigation of their consequences;
Deadly School Bus Crash That Took 35 Lives In Tanzania Blamed On Speeding

A school bus in Tanzania went off the road and fell into a river gorge on Saturday, claiming 35 lives.
48 killed in bus accident in northern India

At least 30 children killed in India bus accident

Bus Crash in Southern Pakistan kills 56

Global News - Jul 1, 2018

Reuters India - Apr 10, 2018

World New Agence 2014
THE CONCEPT OF ROAD SAFETY ARISES BECAUSE OF THE POSSIBILITY OF “UNSAFETY”
Most Emerging Economies are treating Symptoms rather than the Problem
CURRENT WAY OF TREATMENT IS WITHOUT SCIENTIFIC DIAGNOSIS
TREATING SYMPTOMS ONLY BUREAUCRATICALLY & POLITICALLY
UNDERSTANDING UNSAFETY PROBLEMS
DIAGNOSIS SHOULD BE DONE WITH THE DIAGNOSTIC TOOLS
Our first step forward: with the Ministry of Transport & WHO Sri Lanka
Reason Accidents in - 2016

- Over Taking: 28%
- Speeding: 30%
- At Turning: 26%
- Drunken Driving: 9%
- Mechanical Failures: 1%
- Negligence of Pedestri: 1%
- On Pedestrian Crossing: 5%
Proposed Action Plan For Road Safety for Sri Lanka
Training of Senior Police Officers from Sri Lanka
Sponsored by the Government of India
In our endeavour to build road safety capacity for South East Asia
IRTE would be conducting two Training Programmes in October & November for **Police Officers from Myanmar**
Road Safety Management & Accident Investigation

Supported by the Ministry of External Affairs
Government of India
A Road Block we are facing

• **Standard definition of Traffic Control Devices** (Traffic Signs, Signals & Road markings)

• **Codes of Practice**: Based upon **Conventions of 1949 & 1968** (And Resolutions thereof)

**Legislations** of the Member Nations

Development of Country’s **Highway Code**
Question: Compulsory or Prohibited?
Regulatory Signs (Sri Lanka)

(a) Prohibitory Signs
We cannot have, and should not have two meanings of the same signage

*The Convention of Road Signs & Signals – Annex 1, Page 43, Section D “Mandatory Signs, Sub Article 2:*

“Unless provided otherwise, the signs shall be blue and the symbols shall be white or of a light colour, or alternatively, the signs shall be white with a red rim and the symbols shall be black”

This is to be read with point 20 of the Annex of the European Agreement
The Article 6 of the Convention says” Signs shall be so placed that the drivers from whom they are intended can recognize them easily and in time”

Article 8(1) of the Convention says” In order to facilitate international understanding of signs, the system of signs and signals prescribed in this Convention is based upon the use of shapes, and colour characteristic of each class of sign wherever possible”

Article 89).bis mentions in the last line that “ The red colour of the symbol of a sign and border shall not be changed”
Right of Way Signs

Give Way Sign

Stop Sign
Understanding of Road Signage

**Circles**  
Give orders

**Blue circles**  
give positive orders

**Red circles**  
give negative orders
Blue Circles
Give Positive Orders
Compulsory

Red Circles
Give Negative Order
Prohibition
Seek the “Transition “ Decision of WP1 Group

Do understand that the Honoured Group of Experts on Road Signs & Signal are about to introduce the Informal Document 1 Presenting the Group’s Draft Final Report
The final formalised decision will take another 2 to 3 years
In order that we support the development of these Codes in Countries of South East Asia : I Request

Members of WP1 to pronounce their decision which could be included as a Resolution for the time being
Political & Bureaucratic : Matter of Concern

The Conventions & Resolutions thereof are administered by the UNECE and consequently have the responsibility of getting the member countries to adhere to and abide by these

A large vacuum exists as:

• I recognise that UN Regional Commissions need to support in promoting these, which is not presently the case in its

Seek a suggestion & direction of this Distinguished House
Thank you

In our Commitment towards improving Road Safety in South East Asia I stand Grateful for your support & Consideration