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Inland Transport Committee

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Item 5 (c) of the provisional agenda

Strategic questions of a modal and thematic nature:

Road safety

The Inland Transport Committee and the Road Safety Progress Report of the ECE Road Safety Action Plan (2011-2020)

Note by the secretariat

Summary

The ECE secretariat continued to make progress in our road safety related mandate supported by the following Working Parties of the Inland Transport Committee: the Global Forum for Road Traffic Safety (WP.1), the Working Party on Road Transport (SC.1), the World Forum for Harmonization of Vehicle Regulations (WP.29), the Working Party on the Transport of Dangerous Goods (WP.15), and the Working Party on Intermodal Transport and Logistics (WP.24), among others, as well as by the Secretary-General's Special Envoy for Road Safety. A cumulative update of our work from March 2012 to December 2018 is contained in the table in the annex. New developments compared to the previous progress report (ECE/TRANS/2018/26) are marked in bold for new or strikethrough for deleted text.

The Committee may wish to:

- **Express its support** for the activities of the Sustainable Transport Division in the area of road safety, especially for those countries which have yet to fully benefit from it, particularly in Africa, Latin America and South-east Asia.
- **Provide guidance** on revising the ECE Road Map, in light of the ongoing road safety crisis, as the United Nations Decade of Action for Road Safety reaches its end.

Introduction

1. At its seventy-fourth session in 2012, the Inland Transport Committee (ITC) adopted the ECE Action Plan for the United Nations Decade of Action for Road Safety (2011-2020) (ECE/TRANS/2012/4 and Corrs.1 and 2).
2. The plan is directly aligned with the United Nations Global Plan for the Decade of Action for Road Safety (2011-2020), and aims to achieve the overall road safety goals of ECE by addressing priority areas of work as well as implementing continuous and future actions for each goal in its geographical area and beyond. It includes actions, initiatives and measures for several ITC Working Parties, with the Global Forum on Road Traffic Safety (WP.1) being the main coordinating entity in the area of road safety.
3. At its eightieth session in 2018 ITC was updated on the plan (ECE/TRANS/2018/26).
4. The table in the annex is a cumulative update of the ECE secretariat's progress since 2012 in relation to each performance indicator in the plan, including the period March 2015 to February 2017. New developments compared to the previous progress report (ECE/TRANS/2018/26) are marked in bold for new or strikethrough for deleted text.

Annex

United Nations overall goal for the decade (2011-2020):

To stabilize and reduce the forecast level of road traffic fatalities around the world by 2020

ECE goals for the decade (2011-2020):

To ensure the widest possible geographical coverage of United Nations road safety legal instruments;

To assist countries in the ECE region and beyond in implementing the United Nations Decade of Action for Road Safety; and

To make progress in stabilizing and reducing road traffic fatalities in the ECE region and beyond

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
OBJECTIVE 1: Boost Political Will and Support Government Strategies						
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		Project completed and global report published.

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	ECE involvement in setting regional and national goals and targets in United Nations Special Programme for the Economies of Central Asia (SPECA) region (SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity.	Will monitor progress of meeting national goals and targets.	SPECA Programme Working Group (PWG) on Transport Border Crossings (TBC) Thematic Working Group on Sustainable Transport, Transit and Connectivity, Secretariat	2011-2016	Number of regional and national targets met; establishment of a national level road accident database.	<p>One of seven SPECA countries has defined national road safety goals, four of seven countries have published road safety data.</p> <p>SPECA Road Safety Capacity Building Workshop, 11 September 2015, Almaty, Kazakhstan.</p> <p>SPECA Road Transport and Road Safety Statistics workshop, 8 September 2016, Ashgabat, Turkmenistan. More than 35 participants from SPECA members and Eastern Europe discussed the methodology for collecting road transport and road safety statistics, as well as how best to make this information publicly available.</p> <p>SPECA Workshop on Transport-related SDGs (Astana, Kazakhstan, 2-3 November 2017) gathered almost 40 representatives from five SPECA member countries and Belarus, the Russian Federation and Serbia, and international organizations. The aim of the Workshop was to strengthen knowledge on transport-related SDGs (including SDG 3) and to its monitoring.</p>

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	Promote setting regional and national goals and targets in Organisation of the Black Sea Economic Cooperation (BSEC) region.		Secretariat	2012	Number of regional and national targets met.	Refer to the “Readiness Assessment to Implement the Decade of Action Plan” action below.
Political Commitment for Road Safety Demonstrated through National Development Framework: National Strategies, Nations Development Assistance Framework (UNDAF), Poverty Reduction Strategy Papers (PRSPs)	Three ECE countries: Georgia, Serbia and Turkey with UNDAF country programmes have included a road safety element (3 out of 17 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 [Georgia, Serbia and Turkey]), activities such as capacity-building workshops, awareness raising and road safety performance review in Georgia.	Secretariat	2017-2021	Number of national road safety strategies.	Georgian National Road Safety Plan for 2017 and 2018 adopted. UNECE co-organized Child Restraint Systems workshop during the International Conference Road Safety in Local Communities (Kopaonik, Serbia, 18-20 April 2018) with more than 70 attendees. The Georgian Road Safety Performance Review has been completed in June 2018 with sound recommendations how to address the most pressing road safety issues in Georgia. Project activities (5 capacity building events for more than 200 road safety stakeholders) and the Review assisted the Georgian Government to initiate improvement of national road safety legislation (Law on Road Safety, PTI re-introduction) and strengthen capacities.
		Will endeavour to incorporate road safety elements into UNDAF Country Programmes in the ECE region.	Secretariat	2011-2020	Number of new countries with UNDAF country programmes incorporating a road safety element, and	Action underway.

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					ECE involvement.	
Road Safety Performance Review¹	Lead the global project of the UN Regional Commissions on "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition" (funded by United Nations Development Account [UNDA]).	Subject to availability of resources the Secretariat will try to replicate road safety performance reviews in other UNECE countries. UN Special Envoy office completed Road Safety Performance Review for two African countries (Uganda and Cameroon) in 2018.	Secretariat	2015–2018	Road Safety Performance Reviews for Albania, the Dominican Republic, Georgia and Viet Nam prepared and published and local road safety management capacities strengthened.	Project successfully completed in June 2018. During the project more than 15 capacity building workshops on the most pressing road safety issues were organized in beneficiary countries. RSPR reports prepared and published for all beneficiary countries (http://www.unece.org/trans/theme_unda-road-safety-management-capacity-building-project.html).
Readiness Assessment to Implement the Decade of Action Plan	Prepared and presented a readiness assessment methodology for a pilot project to be used in BSEC countries for the implementation of the United Nations Decade of Action Plan. Assessment pilot launched	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.	Assessment questionnaire prepared and disseminated. Five of 12 countries submitted completed questionnaires.

¹ Added subsequent to ITC's approval of the Plan in 2012.

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	through questionnaires. Prepared a publication titled "Together with UNECE on the Road to Safety"		Secretariat	2015	Demand for publication	The publication was produced to offer the ECE and the Inland Transport Committee's contribution to the mid-term review of the Decade of Action for Road Safety. It was distributed at the Second Global High-level Conference on Road Safety. WP.1 prepared a Road Safety Resolution for adoption by ITC and ECE Commission (2017) SC.1 prepared a Road Transport Resolution for adoption by ITC and ECE Commission (2017)
		Will scale up the readiness assessment methodology beyond the BSEC Region.	Secretariat	2011-2020	Number of countries carrying out a readiness assessment and preparing / executing the implementation plan.	No relevant action in 2012-2014 by ECE, but TRACECA project has been following up on this.
Road Traffic Accident Statistics	Yearly updated, collected and disseminated data on road traffic accidents. Some indicators are derived from data in the ECE database and disseminated online, such as: number of fatalities per million inhabitants,	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.	Indicators derived from data in the ECE database and disseminated online.

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	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.					
	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.	Increased comparability of definitions used for "killed", "injured". Work underway to harmonize the definition of "seriously injured" and other road safety-related terms as part of the update of the Glossary of Transport Statistics (to be finalized in 2019).
	Developed and maintained the online ECE 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.	Improved online ECE Transport Statistics Database with statistics and graphics. Reorganized and renamed statistical tables to simply access and improve ease of use. Database now updated at least 3 times a year.

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	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 ECE member countries.	Ongoing	WP.6	2012-2013	Development and adoption of statistical performance indicators in road safety.	Streamlined Common Questionnaire based on user needs. Organized and attended several capacity-building workshops on transport statistics and road accidents to better understand country-specific challenges with road safety data collection and provide guidance on best practices.
Road Traffic Accident Statistics (con't.)	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 accident statistics.	Ongoing	WP.6	2012-2013	Development and adoption of statistical performance indicators in road safety.	Organized presentations and exchanges on the process of data collection from the time of the accident until the dissemination of data.

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	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.	Organized a capacity-building workshop on transport statistics and road accidents in Kiev (November 2012).
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.	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014.
	In cooperation with United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and United Nations Economic Commission for Latin America and		Secretariat	2011		Event organised in cooperation with UNESCAP and UNECLAC, and with the participation of the Deputy Administrator of National Highway Traffic Safety Administration, USA. Presentations highlighted key challenges in sustainable transport development in the regions with an emphasis on road safety. Discussion generated about UN road safety international legislation and the need for

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	the Caribbean (UNECLAC), organized 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 (May 2011) where the keynote speech was given by the United States of America (USA).					further regulatory work. Well attended by more than fifty diplomats and experts.
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			Paper published. It underlined that Governments had a primary role in creating safe road traffic conditions, and that reliable national statistics and research were essential. Internationally harmonized regulatory (such as the international transport agreements administered by the secretariat), technical and policy measures were needed to combat the negative effects of transport.
	Published (2011) a discussion paper with best practices titled "Transport	Will promote public transport benefits. Paper titled: Sustainable Urban	Secretariat	2012-2015	Public transport benefits discussion paper for the	Paper published covering challenges and best practices in inland transport. Challenges included young road users, motorcycles, silent vehicles, blind spots and

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	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.	Mobility and Public Transport in ECE capitals (2014). ² A joint global paper in cooperation with the other Regional Commissions and relevant international professional organizations such as IRU, UIC, IRF under the title: Transport for Sustainable Development (2014-15). ³			ECE region prepared and published. The paper on "Transport for Sustainable Development in the ECE region "is in strong demand when ECE has a stand with publications on the occasion of different events, such as International Transport Forum, 10-year Review conference of the Almaty Programme of Action. ⁴	black spots. Best practices included educational campaigns for young road users, enforcement of drink-driving laws, and northern European cooperation on traffic law enforcement. Paper noted that special attention was needed in regions which had experienced rapid economic growth and motorization.
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	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 ECE and WHO/Europe member States at the four regional workshops. High-level	Three additional workshops organized between 2012 and 2014: in Moscow (2012), Almaty (2013) and Kaunas (2014). All workshops endorsed by the Fourth High-level meeting in 2014. A ForFITS analysis for the city of Kaunas prepared.

² Added subsequent to the ITC's approval of the Plan in 2012.

³ Added subsequent to the ITC's approval of the Plan in 2012.

⁴ Added subsequent to the ITC's approval of the Plan in 2012.

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	Environment Pan-European Programme (THE PEP) administered by ECE 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.				Meeting in 2014.	
		A High-level Meeting on Transport, Health and Environment evaluating this workshop series and providing guidance on further action to take place in Paris in 2014.	THE PEP	2014	Quality and number of participants in the High-level Meeting. Paris Declaration adopted	Fourth High-level Meeting on Transport, Health and Environment took place in 2014 with over 150 participants. An additional goal of the integration of Transport, Health and Environment priorities in spatial and urban planning added. Next (i.e. fifth) High-level Meeting to take place in Vienna in 2019.
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.	The Secretariat commissioned several consultants to prepare papers related to road safety management and coordination structures within Europe and Central Asia. In addition, two interns prepared country profiles of the national road safety management systems of 24 countries.
		Will organize a subregional capacity-building workshop in Yerevan.	WP.1	2012	Number of participants and quality of capacity-	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014, attended by approximately 100 participants who

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					building workshop.	provided the feedback that the workshop was of a high quality.
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 Contracting Parties (CPs) to the United Nations Road Safety Conventions and Agreements and number of United Nations Regulations/United Nations Global Technical Regulations (GTRs) adopted on national basis by countries not yet CPs to any agreement.	Slovenia acceded to the 1949 Convention on Road Traffic in July 2017 (new total 97 CPs). There were no new CPs to either.
	1949 Convention on Road Traffic (96 CPs); 1949 Protocol on Road Signs and Signals (39 CPs);					
	1950 European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road					

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	Signs and Signals (14 CPs);					
	1968 Convention on Road Traffic (75 78 CPs);					There were no Three new CPs: Cabo Verde, Nigeria and the United Kingdom of Great Britain and Northern Ireland.
	1968 Convention on Road Signs and Signals (65 CPs);					There were no new CPs.
	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 (50 CPs);					Four Six new CPs: Egypt, Georgia, San Marino, Republic of Moldova, Armenia and Nigeria (total 5456 CPs).
	1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be					Three Five new CPs: Belarus, San Marino, and Slovenia, Uzbekistan and Nigeria (total 3638 CPs).

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	used on Wheeled Vehicles (33 CPs);					
	1971 European Agreement supplementing the 1968 Convention on Road Traffic (35 CPs);					There were no new CPs.
	1971 European Agreement supplementing the Convention on Road Signs and Signals (34 CPs);					There were no new CPs.
	1973 Protocol on Road Markings (29 CPs);					There were no new CPs.
	1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections (12 CPs);					There were no new CPs (total 12 CPs). Two new CPs (total 15 CPs): Georgia and Nigeria.
	1975 European Agreement on Main International Traffic Arteries (AGR) (37 CPs);					There were no new CPs.

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	1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (4751 CPs);					Two new CPs (total 49 CPs): Tajikistan, Georgia Three new CPs (total 51 CPs): Georgia (19 September 2016), San Marino (15 January 2018) and Nigeria (18 October 2018).
	1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) (51 CPs).					There were no new CPs.
	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, Secretary-General's Special Envoy for Road Safety	Continuous	Number of new CPs to the United Nations road safety conventions and agreements; Consistency between the United Nations road safety conventions and agreements, and the regional and national laws.	The following global/regional events to raise awareness of the above UN international conventions and to provide technical assistance for accession were organized: (1) Europe-Asia Road Safety Forum in New Delhi, India, on 4 December 2013; (2) UN Road Safety Treaty Day in New York, USA, on 5 June 2014; (3) The Secretariat attended the Road Safety Congress in St. Petersburg, Russian Federation in September 2014; (4) ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 12-13 November 2014; (4bis) The Francophone ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 7-8 July 2015; (4ter) International Conference on Future Mobility. Presentation of the 1998

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						<p>and 1958 Agreements. Moderation of the discussion with middle east Countries and Norway Representatives on the future of Electric Vehicles. 8-9 November 2015, Dubai;</p> <p>(5) Workshop on issues of importance in the implementation of 1958, 1998 and 1997 Agreements, in Astana, Kazakhstan, on 18 February 2016;</p> <p>(6) Round table on Road Safety in Astana, Kazakhstan. Current state and ways to improve on 15 September 2016, with the support of the SG's Special Envoy for Road Safety;</p> <p>(6bis) The Annual Conference of La Prevention Routière Internationale (PRI) in Lisbon on 13-14 October 2016;</p> <p>(7) Road Safety workshop for Anglophone Africa, held in partnership with ECA and supported by the SG's Special Envoy for Road Safety. Workshop held in Nairobi, Kenya from 13-15 December 2016;</p> <p>(7bis) International Forum of the Role of Sustainable Transport activities in promoting Traffic Safety in Qatar, in Qatar, 13-14 December 2016 to advocate the importance of Road Safety and seize the opportunity of the Olympic Games 2020 to address sustainable transport and road safety;</p> <p>(8) The SG's Special Envoy for Road Safety visited with government officials in 39 countries from May 2015 through February 2017 to advocate for improved road safety governance and accession to UN Road Safety Conventions. Brochures on the</p>

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						<p>UN Road Safety Conventions⁵ as well as on road safety within the SDGs⁶ have been produced by the Secretariat, and disseminated by the Special Envoy during meetings with government around the world;</p> <p>(9) Road Safety Workshop for the Latin America, held in partnership with ECE, ECLAC and Inter-American Development Bank and supported by the SG's Special Envoy for Road Safety. Buenos Aires on 13 and 14 March 2017. Active participation of over 150 government officials and experts from 17 countries in the region;</p> <p>(10) Regional Workshop on Motorcycle Safety, held in partnership with ECE, ESCAP, Government of Malaysia and supported by the SG's Special Envoy for Road Safety. Kuala Lumpur, Malaysia on 7 April 2017;</p> <p>(11) Electric Vehicles UAE Conference. Presentation of the 1998 and 1958 Agreements with a focus on the draft UN GTR on Electric Vehicle Safety. Debate with middle east Country and Norway Representatives on the future of Electric Vehicles. 26-27 September 2017, Dubai;</p> <p>(12) Vehicle Safety Workshop for the Latin America, held in partnership with ECE, ECLAC, the Government of Uruguay and supported by the SG's Special Envoy for Road Safety. To outreach the 1998 and 1958 Agreement in the region. 11-12 October 2017, Montevideo;</p>

⁵ https://www.unece.org/fileadmin/DAM/road_Safety/Documents/UN_RS_Conventions_combined.pdf

⁶ https://www.unece.org/fileadmin/DAM/road_Safety/Documents/SDG_brochure_-_Special_Envoy_for_Road_Safety.pdf

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						<p>(12bis) Capacity building workshop in the framework of the Albania Road Safety Performance Review, 6-7 February 2018 in Durres, Albania;</p> <p>(13) The secretariat delivered the majority of the presentation in the FIA workshop on UN road safety-related conventions in Bogota, Colombia, on 14-15 November 2017;</p> <p>(14) The secretariat delivered all of the technical presentations and provided training at the capacity building workshop on UN road safety-related conventions organized by the Federal Road Safety Corps of Nigeria, supported by the SG's Special Envoy for Road Safety in Abuja, Nigeria, on 28-29 November 2017;</p> <p>(15) The Secretariat informed main South American Governmental Officials about the relevance of UN Agreements and annexed UN Regulations and UN Global Technical Regulations in the field of Vehicle Active and Passive safety to "Primero Congreso Internacional de Seguridad Vial" on 26 February 2018, followed by half million people in streaming;</p> <p>(16) The secretariat delivered to the Governmental officials of Myanmar the main information on Motorcycle Helmet and Minimum Safety Requirements for Cars During the Workshop organized by Suu Foundation and Myanmar Government, on 23-24 July 2018.</p> <p>In addition, ECE staff attend regularly different international road safety events.</p>

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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; Secretariat	Continuous	Number of implementation monitoring tools for the United Nations road safety legal instruments. Application of the report to the AETR agreement.	<p>AETR Article 12, paragraphs 1 to 4, require CPs to adopt all appropriate measures to ensure observance of the provisions of the AETR Agreement, in particular by an adequate level of roadside checks and checks performed on the premises of undertakings annually covering a large and representative proportion of drivers, undertakings and vehicles of all transport categories within the scope of the Agreement.</p> <p>The secretariat will undertake a survey as per article 12, para 5, in 2015. No surveys undertaken due to lack of interest on part of AETR CPs.</p> <p>Close cooperation with the Euromed project and support of a development of a roadmap on accession and implementation of the AETR agreement. The AETR Road Map due to be printed in February 2017.</p> <p>ECE-led global project of the UN Regional Commissions on "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition" (funded by United Nations Development Account [UNDA]). Project started in August 2015. Preparatory and fact-finding missions completed. Draft Road Safety Performance Review reports under preparation for four beneficiary countries (Albania, the Dominican Republic, Georgia and Viet Nam).</p>
Review of existing United Nations Road Safety Conventions and	Will analyze how the principles of the Safe System approach can be incorporated into		WP.1, WP.29, SC.1, WP.15	2012-2013	Incorporated Safe System principles to road safety work and to	An amendment proposal from Sweden aimed at including a safe system approach into the Consolidated Resolution on Road

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Agreements to identify areas for modification	the work and into the United Nations Road Safety Legal Instruments.				UN Road Safety Legal Instruments. AGR road safety audit	Traffic (R.E.1) is under consideration by WP.1. No AGR CP prepared to forward the amendment proposal to the Office of legal Affairs in NYC.
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.	The issue of the potential development of guidelines for school bus operations was on the agenda during three WP.1 sessions (ECE/TRANS/WP.1/135, ECE/TRANS/WP.1/137, ECE/TRANS/WP.1/139), but in light of greater priorities and insufficient interest by WP.1 members, WP.1 decided not to pursue this issue (ECE/TRANS/WP.1/139). WP.1 organized a roundtable on safety of two-wheeled vehicles, March 2015, Geneva WP.1 contributed to the organisation of workshops in 2015, 2016 and 2017 for South-East Asian countries to identify measures for those countries as well as other developing countries to improve safety of vulnerable road users and especially: riders of powered two wheelers and pedestrians, but also to improve transport of school children on their way to and from school.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
		Will adopt Adopted 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.	A new UN Regulation No. 127 and an amendment introducing more biofidelic test tools adopted. Number of new CPs: 2 5 456 countries (apply the new UN regulation and amendment) Total number of CPs: 5 456 .
		UN Vehicle Regulations in support of safety of children and young people ⁷	WP.29 ⁸			UN Regulations Nos. 107 on Buses and Coaches (kneeling buses and specific space for prams or pushchair), 16 on Safety Belts (ISOFIX systems), 44 on Child Restraint Systems (CRS) and 129 on Enhanced Child Restraint Systems (ECRS).
	Promoted safe cycling through THE PEP, and through the 1968 Convention on Road Traffic promoted safety for cyclists and their bicycles.	Ongoing	WP.1, THE PEP	2011-2020		At the Fourth High-level Meeting on Transport, Health and Environment of 14-16 April 2014 and the related Ministerial (Paris) Declaration - City in Motion: People First!, WP.1 received a Ministerial invitation to consider amendments to the 1968 Convention on Road Signs and Signals related to signs and signals for cyclists and pedestrians. Due to time constraints at WP.1's 69 th (September 2014) session, this item has been postponed to its 70 th session (March 2015).
	Commissioned a discussion paper highlighting the benefits of the correct use of helmets and their specific construction	Ongoing	WP. 29	2012	Number of CPs applying Regulation No. 22.	Number of new CPs: 4 6 Total number of CPs: 4 547 Publication of the UN Motorcycle Helmet Study in 2015

⁷ Added subsequent to the ITC's approval of the Plan in 2012.

⁸ Added subsequent to the ITC's approval of the Plan in 2012.

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	(Regulation No. 22) for full head coverage to minimize impact in case of an accident.					
	Reached out to young road users by cooperating with the World Organization of the Scout Movement (WOSM), Road Safety Institute "Panos Mylonas", 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.	Organized a "Scouting for Global Road Safety" event with the World Organization of the Scout Movement, Scouting Ireland, Scouts of Greece, and Road Safety Institute "Panos Mylonas" as part of the 2 nd UN Global Road Safety Week in May 2013.
		Will develop framework for cooperation with WOSM.			Future activities with WOSM through mutual cooperation.	A spirit of cooperation fostered and maintained through the two events organized between the Secretariat and WOSM which will facilitate future 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.	Number of new CPs: 35 Total number of CPs: 4749 UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).
	Promoted safety for disabled road users.		WP.1,			Time permitting, WP. 1 will look into this issue.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
			WP.29 ⁹			UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).
Fighting Driver's Fatigue		Will conduct a seminar on driver's fatigue.	WP.1	2011	Number of participants at the seminar.	A driver fatigue round table during the 62nd session of WP.1 (September 2011) organized.
	Focused on AETR agreement related to driving time and rest periods of professional drivers.	Will establish an AETR expert group.	SC.1	2012-2018	Successful amendment of AETR agreements.	Following ECE Executive Committee approval to establish an AETR Group of Experts in September 2011, the group met for 4 19 sessions between March 2012 and February 2017 October 2018 . The Group has continued to discuss with the aim to reach agreement the amendment of article 22bis of the AETR Agreement and the introduction of provisions on the second generation smart tachograph into the Agreement. The Agreement was amended to make Algeria, Jordan, Morocco and Tunisia eligible to accede. This amendment entered into force on 5 July 2016.
OBJECTIVE 3: Make Vehicles Safer						
Encourage member States to apply and promulgate motor vehicle safety regulations as developed by the World Forum for the Harmonization of Vehicle Regulations (WP.29) of the	Developed 44 147 United Nations regulations and {20} United Nations GTRs and amendments to update them in line with 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.	Number of new CPs to the 1958 Agreement: 4 6 Total number of CPs to the 1958 Agreement: 5 56 Number of new CPs to the 1998 Agreement: 4 6 Total number of CPs to the 1998 Agreement: 3 638 .

⁹ Added subsequent to the ITC's approval of the Plan in 2012.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
Inland Transport Committee.	Participation of the secretariat at the workshop on regulatory cooperation between members of the World Trade Organization (WTO) Committee for the elimination to 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 at WTO Committee for the elimination of technical barriers	WP.29	2011-2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 4 6 Total number of CPs to the 1958 Agreement: 54 56 Number of new CPs to the 1998 Agreement: 1 6 Total number of CPs to the 1998 Agreement: 36 38 .
Actions from Regional Economic Integration Organizations (REIO) / CPs to replace regional legislations with	Commission Regulation (EU) No. 407/2011 of 27 April 2011 includes 62 UN Regulations into Annex IV to Regulation (EC)	Monitor the follow-up of the entry into force of the EU Regulation.	WP.29	2011-2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 4 6 Total number of CPs to the 1958 Agreement: 54 56 Number of new CPs to the 1998 Agreement: 1 6

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
United Nations Regulations/United Nations GTRs	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.					Total number of CPs to the 1998 Agreement: 36 38 .
Passive and Active Safety	Drafted and adopted United Nations regulations and United Nations GTRs 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.	A new UN Regulation No. 129 on Enhanced Child Restraint Systems introducing new provisions on lateral impact and anti-rotation movements adopted. Supported by brochures and leaflets produced by ECE to promote awareness at the global level (February 2016) 53 56 out of 54 56 CPs apply the United Nations Regulation.
				2017	Number of CPs applying the United Nations regulation.	Adopted UN Regulation No. 145 on Uniform provisions concerning the approval of vehicles with regard to ISOFIX anchorage systems ISOFIX top tether anchorages and i-Size seating positions 55 out of 56 CPs apply the United Nations Regulation
				2012	Number of CPs applying the	Work still in progress. No changes to the number of CPs.
	Regulations passed on Passive Safety (crash worthiness),	Will amend current United Nations Regulation and	WP.29	2012	Number of CPs applying the	

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	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.	United Nations GTR on head restraints to introduce new provisions to reduce whiplash injuries.			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 2018 2018	Number of CPs applying the new United Nations Regulation.	Amendments to UN Regulation No. 100 to cover electric vehicles of any kind adopted. 4548 out of 5456 CPs apply the United Nations Regulation. Number of new CPs: 48 . [New draft UN GTR [No. 20] on Electric Vehicle Safety (EVS)] New UN Regulation No. 146 on Hydrogen and fuel cells vehicles of category L 56 out of 56 CPs apply the United Nations Regulation.
			WP.29	2015	Number of CPs applying the new United Nations Regulation.	UN Regulation No. 136 to cover electric safety of Vehicles of Category L (Mopeds, motorcycles) 5456 out of 5456 CPs apply the United Nations Regulation. Number of new CPs: 32
		Will develop amendments to the United Nations Regulation on frontal collision with particular attention on protecting older	WP.29	2015	Number of CPs applying the United Nations regulations.	New United Nations Regulation No. 137 (on frontal impact with focus on restraint systems) adopted 5356 out of 5456 CPs apply the United Nations Regulation.

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		occupants, female occupants and also focus on optimizing vehicles' structural interaction to improve self-protection and partner protection.				
		Will establish new Regulations on: Child Restraint 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.	A new UN GTR No. 14 on Pole Side impact adopted. 24 out of 34 38 CPs apply this UN GTR.
				2014		UN Regulation No. 135 on pole side impact
				2013		56 out of 56 CPs apply this UN Regulation
				2014		UN GTR No. 13 on safety of hybrid/hydrogen vehicles adopted. 23 out of 36 38 CPs apply this UN GTR. New UN Regulation No. 134 on safety of hybrid/hydrogen vehicles adopted. 56 out of 56 CPs apply this UN Regulation
	Adopted new UN Regulation No. 130 on Lane Departure Warning System (LDWS). ¹⁰	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2020	Number of CPs applying the United Nations Regulations.	54 out of 54 56 CPs apply this United Nations Regulation.
	Adopted new UN Regulation No. 131 on Advanced	Will continue to update the UN regulations in line	WP.29	2012-2013	Number of CPs applying the	54 out of 54 56 CPs apply this United Nations Regulation.

¹⁰ Action added subsequent to ITC's approval of the Plan in 2012.

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	Emergency Braking System (AEBS). ¹¹	with technical progress.			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. 118 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.	50 out of 54 56 CPs apply the United Nations Regulation. Number of new CPs: 4
	Drafted technical prescriptions on superstructure of buses and coaches, the installation of fire suppression systems and improved accommodation / accessibility for passengers with reduced mobility.	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. 107/07.	48 out of 54 56 CPs apply the United Nations regulation. Number of new CPs: 4.
	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.	Work in progress. 41 out of 51 56 CPs apply the United Nations Regulation. Number of new CPs: 1.
Vehicle Design (cont.)	Drafted technical prescriptions for vehicles' 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.	45 out of 51 56 CPs apply the United Nations Regulation. Number of new CPs: 2.

¹¹ Action added subsequent to ITC's approval of the Plan in 2012.

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	Drafted technical prescriptions for vehicles' Accident Emergency Call Systems (AECS)	Will apply Regulation No. 144 to transmit an automatic emergency call for assistance	WP.29	2018	Number of countries applying Regulation No. 144.	54 out of 56 CPs apply the United Nations Regulation.
Quiet Road Transport Vehicles (QRTV)	Drafted a first set of guidelines to be adopted on technical aspects of QRTV (inserted into the Consolidated Resolution on the Construction of Vehicles [R.E.3]). Drafted a new Regulation on QRTV under the 1958 Agreement	Will adopt new United Nations GTR to ensure electric and hybrid vehicles audibility. Will present the draft Regulation for adoption. Following its adoption and entry into force, will apply the Regulation	WP.29 WP.29	2012-2013	Number of countries applying the United Nations Regulation. Number of countries applying the United Nations Regulation.	Guidelines in R.E.3 inserted. Work in progress for a new GTR. No changes to the number of CPs. A new UN Regulation No. 138 on Quiet Road Transport Vehicles (QRTV), provides for specific sound emissions of electric or hybrid vehicles when stationary or moving at low speeds. 53 countries started applying this Regulation as of its entry into force on 5 October 2016.
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.	Work in progress for further amendments. Workshop for capacity building with regards to Periodic Technical Inspection organized on 4-6 March 2014 in Cape Town, South Africa Workshop on the implementation of the 1997 and 1958 Agreements in Cairo (Egypt) 22-25 October 2018 Workshop for capacity building with regards to Periodic Technical Inspection organized on 29-30 October 2018 in Ouagadougou, Burkina Faso.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	Introduced safety regulation annex to the Agreement.		WP.29	2012-2013	Successful introduction of safety regulation annex to the Agreement.	Work in progress for further amendments. Preparation for Adoption of additional requirements related to test equipment, training and skills of inspectors as well as supervision of test centres in the Resolution R.E.6. Two new Contracting Parties Total number of Contracting Parties: 14 15
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 ECE Transport Division website and up to date	ADR road map developed and printed in 2013. Information available and regularly updated at http://www.unece.org/trans/danger/danger.html List of competent authorities for Inland transport added in 2017.
	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	Several multilateral agreements signed among CPs (more than 100 signatures in 2013, 78 signatures in 2014, 6 in 2015 and 28 in 2016). Several multilateral agreements signed among CPs (more than 100 signatures in 2013, 78 signatures in 2014, 6 in 2015 and 28 in 2016, 33 in 2017 and 21 in 2018).
	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)	Amendments to Chapter 1.4 of ADR, adopted in 2013-2014 for entry into force on 1 January 2015. Amendments to Chapter 1.4 of ADR, adopted in 2015-2016 for entry into force on 1 January 2015 2017. Amendments to Chapter 1.4 of ADR, adopted in 2017-2018 for entry into force on 1 January 2019.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	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 ECE website in all languages of CPs. Instructions available on board the vehicles in a language understood by the driver	Amendments to the instructions in writing, to take into account the use of electronic cigarettes and to improve user friendliness were adopted for entry into force on 1 January 2015. Amendments to the instructions in writing, to take into account the carriage of polymerizing substances and the use of new labels for packages containing lithium batteries and to improve user friendliness were adopted for entry into force on 1 January 2017.
	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	Several amendments to Part 9 of ADR, related to construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical inspection were adopted in 2013-2014 for entry into force on 1 January 2015. Several amendments to Part 9 of ADR, related to construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical inspection were adopted in 2015-2016 for entry into force on 1 January 2017. The provisions for the construction and equipment of vehicles have been simplified. The provisions for electric systems for vehicles were revised to take into account technical progress and the availability of new electronic systems. New provisions were adopted to permit the use of gaseous fuels for some ADR vehicles. Several amendments to Part 9 of ADR, related to construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical inspection were adopted in

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
						<p>2017-2018 for entry into force on 1 January 2019. The provisions related to fastening were revised to take into account technical progress and extended to apply to vehicles carrying tank-containers, portable tanks and multiple element gas containers (MEGCs)</p>
	<p>Provided requirements for construction, testing, approval and periodic inspection of transport equipment such as tanks, containers, packaging, etc (ADR Part 6).</p>	<p>Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).</p>	WP.15	<p>Continuous - Updates every 2 years when necessary</p>	<p>Effective application (measured by controls by CPs)</p>	<p>Several amendments to Part 6 of ADR, providing requirements for construction, testing, approval and periodic inspection of transport equipment, were adopted in 2013-2014 for entry into force on 1 January 2015.</p> <p>Several amendments to Part 6 of ADR, providing requirements for construction, testing, approval and periodic inspection of transport equipment, were adopted in 2015-2016 for entry into force on 1 January 2017.</p> <p>Several amendments to Part 6 of ADR, providing requirements for construction, testing, approval and periodic inspection of transport equipment, were adopted in 2017-2018 for entry into force on 1 January 2019.</p>
	<p>Provided requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading (ADR Part 7).</p>	<p>Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).</p>	WP.15	<p>Continuous - Updates every 2 years when necessary</p>	<p>Effective application (measured by controls by CPs)</p>	<p>Several amendments to Part 7 of ADR, providing requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading, were adopted in 2013-2014 for entry into force on 1 January 2015.</p> <p>Several amendments to Part 7 of ADR, providing requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading, were adopted in 2015-2016 for entry into force on 1 January 2017. New provisions were added to regulate the use of flexible bulk containers.</p>

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
						Several amendments to Part 7 of ADR, providing requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading, were adopted in 2017-2018 for entry into force on 1 January 2019
	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)	Several amendments to Parts 8 and 9 of ADR, providing requirements for the operation of vehicles carrying dangerous goods (speed limitation, use of parking brakes and wheel chocks, supervision, etc.), were adopted in 2013-2014 for entry into force on 1 January 2015. Several amendments to Parts 8 and 9 of ADR, providing requirements for the operation of vehicles carrying dangerous goods (speed limitation, use of parking brakes and wheel chocks, supervision, etc.), were adopted in 2015-2016 for entry into force on 1 January 2017.
Safety 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	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	Ongoing work. The informal working group on telematics met twice in 2013 and 2014. An agreement on the system architecture was reached in 2013. The informal working group met in October 2015 and made an impact assessment of the implementation of the proposed system architecture Ongoing projects and tests in real conditions with the objective of delivering an interoperable system of transport telematics for the safe and secure transport of dangerous goods by road. In June 2018, the informal working group agreed on a memorandum of

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	utilizing telematics in road transport of dangerous goods and of the related technical requirements.					understanding containing the fundamental agreed principles for the establishment of a telematics architecture for the transport of dangerous goods and providing a common understanding on how the provisions of 5.4.0.2 in RID/ADR/ADN should be applied, thus ensuring their harmonised implementation.
	Promoted the use of multimodal solutions through harmonization between ADR/RID/ADN.	Will continue to harmonize and facilitate intermodal transport solutions.	WP.15	Continuous	ADR, RID and ADN fully harmonized	Common parts of RID/ADR/ADN as amended for entry into force on 1 January 2015 fully harmonized. Common parts of RID/ADR/ADN as amended for entry into force on 1 January 2017 fully harmonized. Common parts of RID/ADR/ADN as amended for entry into force on 1 January 2019 fully harmonized.
	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	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 ECE Transport Division website	Several amendments to Section 1.9.5 and Chapter 8.6 of ADR, providing restrictions of dangerous goods through road tunnels - categorization of road tunnels and identification of dangerous goods prohibited in each category, were adopted in 2013-2014 for entry into force on 1 January 2017. Several amendments to Section 1.9.5 and Chapter 8.6 of ADR, providing restrictions of dangerous goods through road tunnels - categorization of road tunnels and identification of dangerous goods prohibited in each category, were adopted in 2015-2016 for entry into force on 1 January 2017.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	(cooperation WP.15/WP.1).					
	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	Discussions regarding the possibility of electronic examination for vehicle drivers and how the identification and supervision of the candidate can be guaranteed took place since 2015. The provisions related to the training and examination of vehicle drivers were amended to include electronic examinations and to ensure that the identification and supervision of the candidate can be guaranteed. The revised provisions were adopted in 2016 for entry into force on 1 January 2017. Since 1 January 2013, a new model of training certificate is used in the ADR CPs with security features to avoid the use of false certificates. In order to facilitate the work of control authorities, the models of certificates sent by the Competent Authorities are published by the secretariat on the ECE website.
Safety of Transport of Dangerous Goods (con't.)	Provided requirements for the training of persons, other than drivers, whose duties concern the transport of dangerous goods (ADR Chapter 1.3). Requirements for undertakings in the transport of dangerous goods by road to appoint	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.	Discussions regarding requirements for electronic examination of safety advisers, took place in the sessions of the working party since 2013. Emphasis made on the importance to contracting parties to be able to offer distant examination and at the same time comply with all the requirements in terms of adequate identification and supervision of the candidate. New requirements for electronic examination of safety advisers were adopted

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	a dangerous goods safety adviser responsible for helping to prevent the risk inherent in their activities (ADR Section 1.8.3). Requirements for dangerous goods safety adviser training (initial and refresher) and examinations (ADR Section 1.8.3).					in 2016 for entry into force on 1 January 2017. Discussions regarding the possibility to allow e-learning for RID/ADR/ADN purposes were initiated in the working party in 2018 and will continue in 2019.
	ADR CPs informed the ECE 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.	New pilot database being developed and tested among CPs in order to facilitate reporting and distribution of information regarding incidents and accidents involving dangerous goods. Database should be hosted by the secretariat. Amendments to the ADR requirements for incident/accident reporting may be necessary in relation to the future use of the database. A road map on risk management in the context of inland transport of dangerous goods proposed. Ongoing work. An informal working group for the improvement of incident reporting was initiated in the Joint Meeting in 2018.

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	<p>Provided requirements for hazard communication: requirements for marking, labeling and/or placarding of 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)</p>	<p>Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).</p>	WP.15	Continuous	<p>Cargo and vehicles properly labeled / marked / placarded / documented (measured by controls by CPs).</p>	<p>Several new provisions and amendments to existing provisions related to lettering of marks, the mark of overpacks, environmentally hazardous substance mark, general provisions for labels and the elevated temperature substance mark were adopted in 2013-2014 for entry into force on 1 January 2015.</p> <p>Several new provisions and amendments to existing provisions related to lettering of marks, lithium battery mark and lithium battery label were adopted in 2015-2016 for entry into force on 1 January 2017.</p> <p>Several new provisions and amendments to existing provisions related to the format of marks and labels and to the weather-resistance of placards were adopted in 2017-2018 for entry into force on 1 January 2019.</p>
	<p>Organized and participated in awareness-raising or capacity-building seminars/workshops.</p>	<p>Will continue and further develop. Will develop a road map on how to set up the administrative structures required for implementation of ADR.</p>	WP.15	Continuous	<p>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.</p>	<p>ADR road map developed and printed in 2013. Since then, it has been distributed in all meetings and awareness-raising workshops that have taken place. WP.15 considered that the road map was useful not only for countries wishing to become CPs to ADR but also to existing CPs to ADR, for the implementation of ADR and observance of the rules and related administrative procedures.</p> <p>An electronic version of the Road Map was also published on the ECE website.</p> <p>The secretariat participated in workshops, awareness-raising and capacity-building seminars related to ADR and its implementation.</p>

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						<p>Among others, the ECE-SPECA workshop on international transport of dangerous goods by road in Almaty (October 2013); the UN Treaty Day in New York (June 2014) and several workshops under EUROMED project in Morocco (February 2014), Algeria (April 2014), Israel (May 2014) and Tunisia (September 2014); HAZMAT 2013 conference in Australia (May 2013); IDGCA XIIth International Conference “Multimodal Transportation of Dangerous Goods” Saint Petersburg (May 2013); Actions horizontales pour l’intégration et la coordination de la gestion de l’axe autoroutier, Barcelona (May 2014); Transport of dangerous goods, Mauritius (June 2012); UNEP-ICCA Project “Promoting Chemical Safety in the African Region” in Nairobi (June 2013); UN regulatory framework for the transport of dangerous goods, Medellin (February 2014) and Bogota (May 2014); and Technical advice to Government on the development of national legislation on the TDG, Guatemala (October 2014); ADR and work of the WP.15, Budapest (November 2014); ECA-ECE-ICAP Workshop: UN Road Safety Conventions and Approaches to Preventing Drink Driving, Addis Ababa (November 2014); Conference on transport of Dangerous goods - Management, Inspection and Intervention in Madrid (February 2015); ITC Workshop on United Nations Legal Instruments on Inland Transport (Geneva) (February 2015); Conference on hazardous materials and logistics in Shanghai (March 2015); Presentations on United Nations Legal Instruments on Inland Transport for Chinese delegation in Geneva (May 2015); Workshop for the Permanent Missions of</p>

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						<p>Egypt, Jordan, Tunisia and Morocco (Geneva)(June 2015); Workshop in Addis Ababa (July 2015); Workshop for the Permanent Missions to the United Nations Office at Geneva (June 2015); Presentation on the transport of dangerous goods for Zambian delegation (Geneva) (October 2015); Workshop for delegation of Arab League countries (IRU, Geneva) (May 2016); Workshop under EUROMED project in Egypt (May 2016); Workshop for Chinese delegation (Geneva) (September 2016)Workshop on transport of dangerous goods in Ecuador (October 2016); Advisory services in relation to the Road safety performance review project in Georgia (November 2016).</p> <p>Conference on hazardous materials and logistics in Shanghai (April 2017); Presentations on United Nations Legal Instruments on Inland Transport for Member Countries of the Islamic Development Bank delegation in Geneva (February 2017); Workshop on ADR 2017 in Russian Federation (March 2017); Lebanon awareness raising workshop under EUROMED project in Beirut (May and December 2017); Workshop on the UN Agreements on Vehicle Regulations and Transport of Dangerous Goods in Ulaanbaatar (June 2017); Road safety workshop “UN Transport Legal Instruments – a tool for better Road Safety Management” in Geneva (July 2017) in presence of delegations from Albania, Georgia, Cameroon and Uganda; Forum des marchandises dangereuses de Romandie in Morges on the occasion of the 60th anniversary of ADR; UNDA Workshop</p>

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						<p>on “Strengthening the Road Safety Management Capacities Project” in Albania (February 2018); Seminar on “Securing the transport of dangerous goods by road on the basis of the regulatory framework of ADR” in Morocco (July 2018); Presentation on ADR for a Thai delegation visiting UNECE, Geneva (September 2018).</p> <p>The timeframe of “2012-2013” has been amended to “Continuous”.</p>
OBJECTIVE 5: Make Technologies Work for Safer Mobility						
Innovation - Intelligent Transport Systems (ITS)	Developed an ITS Strategy (Road Map).	Will promote ITS solutions to improve 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	<p>Work underway. Workshop on innovation in intermodal transport and logistics held at the fifty-ninth session of WP.24.</p> <p>Workshop on smart/digital road infrastructure during special SC.1 session on 5 April 2018.</p>
	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	<p>(1) Joint secretariat and International Telecommunication Union (ITU) one day workshop entitled “Intelligent transport systems in emerging markets - drivers for safe and sustainable growth”. The workshop took place in Geneva, Switzerland on 27 June 2013, and was focused on ITS in emerging markets and its impact on road safety.</p> <p>(2) Second joint secretariat and ITU event, "2014 Symposium on the future networked car". The symposium concluded that standards; cybersecurity; software reliability; information and education; legal frameworks and liability should be</p>

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						<p>addressed in a holistic manner with a wide range of actors.</p> <p>(3) Annual secretariat flagship workshop on Intelligent Transport Systems together with the Federal Public Service Mobility and Transport of Belgium in November 2014 in Brussels, "Towards a new and transportation culture: technology innovations for safe, efficient and sustainable mobility".</p> <p>(4) Third joint secretariat and ITU event, "2015 Symposium on the future networked car". The symposium highlighted the potential of modern telecommunication technologies such as "4G" to address transport challenges e.g. road safety.</p> <p>(5) Annual secretariat flagship workshop on Intelligent Transport Systems together with the French Ministry of Ecology (MEDDE) in October 2015 in Bordeaux as parallel event to the 2015 ITS World Congress, "ITS for Sustainable Mobility and the Mitigation of Climate Change".</p> <p>(6) Fourth joint secretariat and ITU event, '2016 Symposium on the future networked car'. The symposium concluded that cyber security was a safety critical issue that needed to be tackled by international and national regulators.</p> <p>(7) Annual secretariat flagship workshop on Intelligent Transport Systems together with WP.1, Informal Working Group on ITS/AD and GRRF as first joint meeting of experts from WP.1 and WP.29 helped identify common issues and remaining challenges.</p> <p>(8) Fifth joint secretariat and ITU event, '2017 Symposium on the future</p>

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						<p>networked car². The symposium reviewed industry developments on cyber security and new mobility services.</p> <p>(9) Annual secretariat flagship workshop on Intelligent Transport Systems together with WP.1 and GRRF as second joint meeting of experts from WP.1 and WP.29 exchanging on common issues.</p> <p>(10) Sixth joint secretariat and ITU event ‘2018 Symposium on the future networked car’. The symposium reviewed industry development on 5G connectivity and their impact on vehicle safety.</p> <p>(11) Joint International Road Federation and UNECE ITS summit on the governance of Intelligent Transport Systems on 4 December 2018.</p>
		Will discuss the safety aspects of vehicle platooning.	WP.1	2011-2020	Discussion at WP.1.	Time permitting, WP.1 will look into this issue.
	Addressed issues related to Advanced Driver Assistance Systems (ADAS) through cooperation of WP.1 and WP.29.	Will conduct workshops to address issues and will make recommendations.	WP.1, WP.29	2011-2020	Amendment to 1968 Convention on Road Traffic.	<p>Amendment proposal adopted by WP.1 at its 68th session (March 2014) in relation to a definition of Driver Assistance Systems (ECE/TRANS/WP.1/145).</p> <p>Informal Group of Experts on Automated Driving established by WP.1</p> <p>A joint session between WP.1 and GRRF organized in September 2017 to discuss collaboration in the automated driving area.</p> <p>Co-organized workshop on “Governance of the Safety of Autonomous Vehicles” in Stanford, October 2016. This was followed up with a workshop in June 2017 on</p>

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						“Governance of Automated Vehicles Workshop” co-organized with National Highway Traffic Safety Administration and the French Institute of Science and Technology for Transport, Development and Networks.
	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			Work underway.
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, RE.2).	WP.1 concluded that no amendments were necessary.
	Launched a study and discussion paper on VMS challenges (2011).		Secretariat	2012	Discussion paper on VMS challenges published.	Ongoing discussions concerning ECE/TRANS/WP.1/2012/1/Add.1

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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.	Following ECE Executive Committee approval to establish a Group of Experts on Road Signs and Signals (GE.2) in July 2013, the group met for 14 sessions between March 2014 and February 2017. During those sessions, the Group of Experts reviewed all signs of the sections A, B, C, D, E, F, G and H and by doing so formulated numerous recommendations to Contracting Parties as well for making changes in the Convention, including concrete amendment proposal to make the Convention's text consistent and clear. The Group has started in 2016 to work on implementation of eCoRSS that is electronic platform for the Convention. eCoRSS once completed will present all variants of road signs as prescribed by the Convention for each sign sections. It will also display all Convention's provisions linked to any specific road sign.
Road Safety Audits in Infrastructure Development	Modification of AGR - appending Road Safety Audit annex (2011).	Will consult and cooperate with international financial institutions (IFI) to include road safety component in their lending programmes.	SC.1	2011-2020	Amendment to AGR coming into force; a reference to the United Nations road safety legal instruments is included in the IFI lending programmes.	No AGR CP was identified/willing to propose the AGR amendment during the 107 th , 108 th and 109 th annual sessions of SC.1 in 2012-2014.

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<i>Trans-European Motorways (TEM)</i>	Incorporated a road safety chapter in the Revised TEM and Trans-European Railway (TER) Master Plans (2011).	Will conduct possible pilot activities for safe infrastructure in TEM (Turkey initially - workshop on best practices in road safety infrastructure).	Secretariat	2012-2013	Establishment of statistics database on the TEM network.	Road safety sub-chapter incorporated in the Revised TEM and TER Master Plan. Workshop on best practices in implementation of Road Infrastructure Safety Management on TEM Network held in Geneva on 14 April 2015. Tem TEM Report RSA/RSI on the TEM Network adopted at 67th TEM Steering Committee meeting in Prague on 19-20 October 2016. The Report will be published in 2017 2018. Road safety identified in the TEM Strategic Plan 2017-2021 as one of five priority areas and two reports (effectiveness of road infrastructure safety solutions and safety of road work zones) foreseen. TEM Network Report 2018 which will include road safety statistics is under preparation. Road safety data regularly collected by WP.6.
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.	Work completed in 2003. Given the continuing relevance of the 2003 recommendations, an updated set of recommendations is not yet necessary.
Safety at Road - Rail Level Crossings	Assessed safety at road-rail level crossings.	Will establish a multidisciplinary expert group to review safety at road-rail level crossings.	SC.2, WP.1 Secretariat, WP.6	2012-2016	Establishment of statistics database on the TER network.	Following ECE Executive Committee approval to establish a Group of Experts on Improving Safety at Level Crossings (GE.1) in July 2013, the group met for 9 sessions between January 2014 and December 2016. During its meetings, GE.1 has discussed about all the key factors for ensuring safety at level crossing and prepared a report presenting the Group's evaluation of safety at level crossing in ECE member States and other selected countries. The Group also

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						<p>formulated numerous actionable recommendations in its report aimed at helping countries in improving safety. The Group also proposed in its report a strategic framework based on safe system approach for managing level crossings in a safe way with the aim to continuously improve their safety and achieve vision zero.</p> <p>In the course of work, WP.6 has been invited to start collecting and publishing statistics on level crossing safety performance indicators from ECE member States, and other interested countries.</p> <p>In the course of the work, WP.6 has begun to collect and publish statistics on level crossing safety performance indicators from ECE member States.</p> <p>TER group yet to initiate work on the statistics database.</p> <p>“WP.24” in the responsibility column has been amended to “SC.2”.</p>
	Cooperation with International Level Crossing Awareness Day (ILCAD); promotion of ECE work at ILCAD events (Warsaw 2011)	Will continue ongoing activities in cooperation with ILCAD, as requested.	WP.1	2011-2020	Continued cooperation with ILCAD.	The secretariat partnered with the UIC to organize a roundtable on 2013 International Level Crossing Awareness Day to emphasize the importance of road safety at level crossings. The secretariat also partnered with the UIC and the Swiss Federal Office of Transport to produce a film “Saving lives at level crossings” on the occasion of ILCAD 2014.

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OBJECTIVE 7: Improve Cargo Safety						
Safe packing and handling of intermodal transport units	International Maritime Organization (IMO), International Labour Organization (ILO) and ECE 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 ECE - 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 ECE.	Guidelines endorsed by ITC in January 2014, IMO in July 2014 and ILO in November 2014. The CTU Code is now available in all official UN languages and other language versions are being put on the ECE website. The Working Party is considering next steps in this area with the aim of gathering statistical information on container related accidents.
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	e-Published discussion paper and the number of participants in the e-discussion. ¹²	Work completed Time and resources permitting, WP.1 may look into this issue.
Professional drivers competence	Included in Consolidated Resolution on the Facilitation of International Road Transport (RE.4) best practices and guidelines for driver training	Will review whether revisions to RE.4 are necessary.	WP.1	2011-2020	Review of RE.4.	Time and resources permitting, SC.1 (which is the mandated body for RE.4) may look into this issue.

¹² Added subsequent to ITC's approval of the Plan in 2012.

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	competence and criteria to be met.					
		Will develop guidelines for professional driver's training in cooperation with IRU Academy.	WP.1	2011-2020	Development of guidelines.	Time and resources permitting, WP.1 may look into this issue.
Mutual Recognition of Driving Permits		Will review whether revisions are needed in mutual recognition of driving permits.	WP.1	2011-2020	Review of mutual recognition of driving permits.	At its 69th session, WP.1 adopted a proposal on suitable solutions for the mutual recognition of driving permits, and decided that the document should be formatted and distributed by the secretariat to Governments and entities responsible for the issuing of international driving permits. In response to this decision, a brochure has been prepared clarifying differences between the Convention and the EU Driving License Directive. (ECE/TRANS/WP.1/147, ECE/TRANS/WP.1/2014/8). At its 76th and 77th sessions in 2018, WP.1 refined a formal paper on "Driving Permits" submitted by Belgium, France, Luxembourg, United Kingdom of Great Britain and Northern Ireland, Federation International de l'Automobile and International Standards Organization which includes a set of principles concerning IDPs issued under the 1949 Convention on Road Traffic.
		Will review provisions on falsification of driving permits.	WP.1	2011-2020	Review of provisions related to falsification of driving permits.	Time and resources permitting, WP.1 may look into this issue.

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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.	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014, attended by approximately 100 participants who provided the feedback that the workshop was of a high quality.
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.	Discussions at WP.1 ongoing.
		Will prepare a best practice guidebook.	WP.1	2011-2013	Published guidebook.	Following the conclusions of discussions at WP.1 on MDCI (ECE/TRANS/WP.1/2013/6/Rev.1), WP.1 will consider incorporating a chapter in RE.1 on MDCI.
Development of SafeFITS tool ¹³	Development of ForFITS tool		Secretariat	2014-2020	Creation of a composite road safety index to benchmark performances of different countries fosters country abilities to improve road safety situation	As a highly sophisticated support for road safety decision makers, a road safety module of the For Future Inland Transport Systems Project (ForFITS) - SafeFITS will be developed with the primary objective to assist governments and decision makers to improve road safety and to assess and choose the most appropriate policies and measures to reach defined road safety targets. Model outputs will be showing effects of different national road safety policies and allowing decision makers to select suitable targets in national road safety strategy. Draft SafeFITS model and web application was launched at the 80th ITC session. is in the finalization stage (peer review) and

¹³ Added subsequent to ITC's approval of the Plan in 2012.

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						preparation of web application is on going During 2018 UNECE presented SafeFITS on more than 10 road safety events.
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.	In 2013, formal applications from Armenia and Azerbaijan were received and the Council of Bureaux (COB) commenced accession procedures. However, due to lack of response by Armenia to COB's correspondences, its accession to the Green Card system has not yet taken place. In the case of Azerbaijan, its confirmation of necessary changes to its relevant national law is still outstanding, accession has not yet taken place. Economic Cooperation Organisation (ECO) is a ten-member organization (comprised of Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyz Republic, Pakistan, Tajikistan, Turkey, Turkmenistan, and Uzbekistan), out of which two members are also members of the Council of Bureaux (Iran & Turkey). ECO has adopted initiatives to set up a regional motor vehicle third party liability scheme (known as the White Card System with a Secretariat in Teheran), and is being assisted by COB.
		Will review effects of bottlenecks for global 3rd party liability insurance - in cooperation with other Regional Commissions.	SC.1	2011-2020	Review of bottlenecks and recommendations made.	Time permitting, SC.1 may look into this issue.

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Improving Post-Crash Response and Care	-	Will prepare a discussion paper on post-crash response and care.	WP.1	2011-2020	Published discussion paper.	Time permitting, WP.1 may look into this issue.
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, ECE and the Government of Poland. This was followed by similar campaigns in Turkey (2011 FIBA World Championship) and Lithuania (2011 EuroBasket).	Will continue developing similar joint FIBA-ECE campaigns, including with NBA.	WP.1	2011-2020	Number of campaigns organized with FIBA; cooperation with NBA and number of campaigns organized.	Time and resources permitting, and interest from WP.1 members permitting, WP.1 may explore further partnerships with FIBA.

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	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.	Organized a "Scouting for Global Road Safety" event with the World Organization of the Scout Movement, Scouting Ireland, Scouts of Greece, and Road Safety Institute "Panos Mylonas" as part of the 2 nd UN Global Road Safety Week in May 2013.
	Created a Road Safety Film to highlight road safety initiatives.		WP.1	2011	Number of visitors to the road safety film link on YouTube.	As at February 2017, there were over 2,000 views. Hosted and organized the 2017 Global Road Safety Film Festival (230 film submitted from across the world)
	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 by pledging to work towards reducing	Will promote signing campaign during future conferences.	WP.1	2011-2020	Number of campaigns organized.	Organized four road safety poster signing campaigns. These included the Secretary-General's signing of a poster in 2014 while in Geneva, the signing of a poster during an event in Paris, France, in 2013 aimed at school children, and two poster signing events during the 2013 UN Global Road Safety Week.

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	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.	<p>The secretariat commemorated the second UN Global Road Safety Week in Geneva, Switzerland, with four key events and a number of supporting side events in May 2013.</p> <p>The key events included a symposium on regional perspectives on drinking and driving, an interactive youth and young leaders session “Scouting for Global Road Safety”, a roundtable on 2013 International Level Crossing Awareness Day (7 May 2013) to emphasize the importance of road safety at level crossings, and a discussion forum on insurance and road safety.</p> <p>The supporting side events included two poster signing ceremonies, an exhibition showcasing the top entries from the third international children’s drawing contest on safety at level crossings organized by the International Union of Railways (UIC), and testing for driver fatigue using top-of-the-line testing equipment.</p> <p>In Italy, the secretariat partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the week through feature articles in a widely distributed local newspaper and magazine. The partners raised awareness of road safety amongst school children and the general public through the distribution of 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in</p>

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		Will engage in a targeted approach to fundraising 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 raised Number of events that have been made possible due to donor-contribution (also in-kind)	<p>Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.</p> <p>(1) In 2013 and 2014, the secretariat partnered with the International Centre for Alcohol Policies (ICAP) to organize three events. These included an international symposium on drinking and driving as one of four key events for the second UN Global Road Safety Week in May 2013; the launch in September 2013 of a joint e-book publication based on findings from the international symposium; and the organization of a ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 12-13 November 2014. Consultants' reports, travel of meeting participants and ECE staff, production of ebook memory sticks and all other logistic and hospitality arrangements were funded by ICAP.</p> <p>(2) The secretariat partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the Global Road Safety Week in a widely distributed local newspaper and magazine and to distribute 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.</p> <p>(3) In December 2013, the secretariat organized an inaugural "Europe - Asia Road Safety Forum" in New Delhi, India. The event was hosted by the Institute of Road Traffic Education, which provided the venue and hospitality, and the International Road Transport Union (IRU) sponsored the</p>

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						<p>participation of national delegates from Central Asia.</p> <p>(4) The secretariat partnered with the UIC and the Swiss Federal Office of Transport to produce a film on "Improving Lives at Level Crossings". The secretariat funded the first stage of concept development, and its partners funded the film production.</p> <p>The film has been completed and seen by approximately 89,000 viewers on Youtube (as of December 2017)</p> <p>(5) In June 2014, the ECE organized a Road Safety Treaty Day in New York, with hospitality refreshments provided by the IRU.</p> <p>(6) The secretariat received USD 45,000 from the World Bank Global Road Safety Facility for the organization of a Regional Road Safety Capacity Building Workshop in Belgrade, Serbia, in October 2014.</p> <p>A proposal to establish UN Road Safety Fund prepared and discussed at various ECE bodies</p>