



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.1/2001/14
17 January 2001

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
(Thirty-sixth session, 3-6 April 2001,
agenda item 10)

**COLLABORATION WITH OTHER ECE BODIES AND
INTERNATIONAL ORGANIZATIONS**

Transmitted by the European Federation of Road Traffic Victims (FEVR)

Each year road accidents cause more than one million deaths, 30 million crippled and injured people and a socio-economic cost well over \$ US 500 billion throughout the world, figures that are increasing year after year. To control this calamity is becoming more and more urgent.

Considering that more than 3000 people are killed every day in road accidents, it would be fully justified to hold as soon as possible the round table proposed to WP.1 by the Bureau of the Inland Transport Committee (ITC) at its meeting of 5 June 2000. It would indeed be very useful to discuss the reasons leading to this huge human and economic cost, in order to provide guidelines for a strategy which would lead without delay to a substantial reduction of road accidents. For example:

1. A greater efficiency of prevention could be achieved by allocating the resources available for road safety to measures with the highest "cost/benefit" ratio, as planned for the next programme of the European Commission. It would be necessary to draw up a list, ranking safety measures according to this ratio, established on the basis of agreed transparent criteria. Such a list, which could be worked out under the supervision of WP.1, would provide a useful instrument for the design of future national and international road safety policies. The implementation of safety measures into practice is often hindered by the hesitation of Governments and parliaments to

release the necessary resources. By promoting both the awareness of the consequences of accidents and the knowledge of cost efficient road safety measures, the United Nations would facilitate such allocations.

2. It would be useful to consider the strategy of the Global Road Safety Partnership (GRSP) which is a concrete platform for problem identification and "community/stakeholder" solution implementation, particularly in developing and in transition countries. The GRSP represents also a "knowledge data base" from which the United Nations could develop useful and concrete guidance to Governments, for the further development of local plans and the necessary related actions.
 3. In the field of legislation, WP.1 is already providing an efficient maintenance of the legal instruments for road accident prevention. In our opinion, it would be of the highest impact if WP.1 also received an explicit mandate from the ITC to upgrade the standards of safety measures to the level of the most successful countries when revising legal texts, and *a fortiori* when formulating recommendations.
-