



United Nations Economic Commission for Europe



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

Halkida, 25-27 June 2009

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The project

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

- Is a follow up of the recommendations made in Resolution 60/5 of 2005 on “Improving global road safety” of the United Nations General Assembly
- Overarching objective: to assist low and middle income countries to develop regional and national road traffic casualty reduction targets and to provide them with examples of good road safety practice that could help them to achieve the targets selected by 2015
- Duration: 2008-2009



The project

- Resolution 62/244 of 2008 on “Improving global road safety” of the General Assembly invites all United Nations Member States to participate in the projects to be implemented by the United Nations regional commissions to assist low- and middle-income countries in setting their own national road traffic casualty reduction targets, as well as regional targets
- Beneficiaries: Ministries of Interior, Transport, Health and Education, NGOs active in road safety, and eventually all road users



The project- main activities

- **Organization of seminar(s) in each UN Regional Commission bringing together countries with similar problems**
- **Information on interventions and road safety practices that brought reductions in road traffic injuries and fatalities- examples to be replicated**
- **Bilateral advisory missions, as needed**



Seminars under RCs

- **ECE**: 12-14 May 2009, Minsk, Belarus; and 25-27 June 2008, Halkida, Greece
- **ESCAP**: 27-28 October 2008; and September 2009, Bangkok, Thailand
- **ECLAC**: 26-27 November 2008, Buenos Aires, Argentina; 27-28 May 2009, Panama City; and 5- 7 August 2009, Georgetown, Guyana
- **ESCWA**: 16-17 June, Abu Dhabi (UAE)
- **ECA**: 8-10 July, Dar-es-Salaam, Tanzania



Minimum expected outcome of the project

- **Setting of targets at national, sub-regional, regional levels and improved safety on the roads**
- **Project findings become a set of best practices to be used by all UN member States needing to improve road safety**
- **Report communicated to/taken into account by the Global Ministerial Conference on Road Safety (Moscow, 19-20 November 2009)**
- **Increased awareness and commitment, to ensure follow-up and sustainability**



Where are we in...

- Asia and the Pacific (ESCAP)
- Western Asia (ESCWA)
- Latin America and the Caribbean (ECLAC)



UNECE statistics of road traffic accidents

<http://www.unece.org/trans/main/wp6/transstatpub.html>



Publication



United Nations Economic Commission for Europe - Transport Division



Number of road traffic accidents by country, Total

	<i>AL</i>	<i>BA</i>	<i>BG</i>	<i>HR</i>	<i>CY</i>	<i>GR</i>	<i>HU</i>	<i>ME</i>	<i>RO</i>	<i>RS</i>	<i>MK</i>	<i>YU</i>
1993	792	..	7 355	11 529	2 932	22 165	19 527	..	8 972	..	2 972	..
1994	559	..	7 288	12 846	3 027	22 222	20 722	..	9 381	..	2 563	11 608
1995	399	..	7 435	12 668	3 052	22 798	19 817	..	9 119	..	2 541	12 249
1996	381	12 865	6 351	11 740	3 133	23 775	18 393	..	8 931	..	2 618	15 140
1997	370	21 835	6 018	11 652	3 021	24 295	19 097	..	8 801	..	2 320	..
1998	434	25 248	6 905	12 846	2 641	24 819	20 147	..	8 457	..	2 202	..
1999	468	24 585	7 586	12 958	2 500	24 231	18 923	..	7 846	..	2 188	..
2000	428	28 548	6 886	14 430	2 411	23 001	17 493	..	7 555	..	1 692	48 822
2001	400	25 491	6 709	15 656	2 393	19 671	18 505	..	7 244	..	1 314	61 493
2002	328	21 846	6 769	17 071	2 369	16 809	19 686	..	7 047	..	1 644	52 072
2003	363	33 054	6 997	18 592	2 358	15 751	19 976	..	6 654	..	1 935	55 660
2004	801	33 890	7 612	14 140	1 970	15 547	20 957	..	6 860	..	1 988	63 411
2005	..	..	8 224	15 679	1 500	..	20 777	..	7 726	..	..	..



Number of persons injured in road accidents by country, Total

	AL	BA	BG	HR	CY	GR	HU	ME	RO	RS	MK	YU
1993	926	..	8 548	15 596	4 191	29 910	25 430	..	8 302	..	2 801	..
1994	535	..	8 441	17 679	4 374	30 297	26 961	..	8 198	..	3 313	14 929
1995	333	2 683	8 717	17 665	4 517	31 180	25 886	..	7 716	..	3 421	16 261
1996	258	3 429	7 325	16 182	4 516	31 659	23 939	..	7 504	..	3 397	19 052
1997	319	5 748	7 007	16 234	4 490	32 667	24 757	..	7 451	..	3 199	24 644
1998	339	6 263	7 980	18 118	3 916	33 417	26 392	..	7 221	..	3 019	..
1999	383	6 764	9 098	18 103	3 712	32 706	24 670	..	6 601	..	2 984	..
2000	336	6 839	8 030	20 501	3 586	30 763	22 698	..	6 315	..	2 340	16 618
2001	250	7 043	7 984	22 093	3 528	25 881	24 149	..	5 963	..	1 830	19 906
2002	228	5 989	8 100	23 923	3 526	22 459	25 978	..	5 777	..	2 424	14 738
2003	248	6 816	8 488	26 153	3 411	20 737	26 627	..	5 538	..	2 750	15 953
2004	820	6 662	9 308	24 271	3 176	20 179	28 054	..	5 594	..	2 927	18 624
2005	..	..	10 112	21 773	2 296	..	33 737	..	5 868	..	4 176	..



Number of persons killed in road accidents by country, Total

	AL	BA	BG	HR	CY	GR	HU	ME	RO	RS	MK	YU
1993	298	..	1 307	855	115	1 830	1 678	..	2 826	..	170	..
1994	421	..	1 390	804	133	1 909	1 562	..	2 877	..	167	1 270
1995	306	215	1 264	800	118	2 043	1 589	..	2 845	..	179	1 155
1996	257	211	1 014	721	128	2 157	1 370	..	2 845	..	154	1 276
1997	266	267	915	714	115	2 105	1 391	..	2 863	..	178	1 659
1998	308	296	1 003	646	111	2 182	1 371	..	2 778	..	187	..
1999	274	268	1 047	662	113	2 116	1 306	..	2 505	..	216	..
2000	280	302	1 012	655	111	2 037	1 200	..	2 499	..	162	1 048
2001	297	254	1 011	647	98	1 880	1 239	..	2 461	..	107	1 273
2002	250	227	959	627	94	1 634	1 429	..	2 398	..	176	847
2003	264	263	960	701	97	1 605	1 326	..	2 235	..	118	868
2004	315	251	943	608	117	1 670	1 296	..	2 418	..	155	1 029
2005	307	..	957	597	102	..	1 278	..	2 641	..	143	..
2006	277	..	1 043	614	..	..	..	..	..	..	..	..



Remember

- **Any database is meaningless if it is not periodically, regularly updated!**
- **Please contribute with timely information, in your own interest!**



United Nations legal instruments and decision-making process



UNECE Region





Introduction (1)

- **UNECE set up in 1947 by the UN ECOSOC;**
- **Original mandate: to assist in European reconstruction**
- **Aim: to develop economic activity and strengthen economic relations within UNECE region and with the rest of the world**
- **One of the five regional commissions of the UN (UNESCAP, UNESCWA, UNECLAC, UNECA).**



Introduction (2)

- **Legal instruments concluded under UN auspices, with contribution by all the stakeholders**
- **The Depositary is the Secretary-General of UN**
- **Elaborated by consensus**
- **Main text and one or several Annexes**
- **Amended as the needs arise**
- **Follow well-established UN legal procedures**



Introduction (3)

- **57 Transport related legal instruments + Resolutions and Recommendations administered by UNECE**
- **Many non-ECE States are already Contracting Parties**
- **No accession fee**
- **Governing body: the Committee on Inland Transport**
 - **Meets once per year**
 - **Subsidiary bodies (e.g. WP.1, SC.1)**
 - **Conventions' bodies (e.g. AC.2, AC.3)**



UNECE - 60 years of work



Social Rules
(driving and rest hours)



Road Traffic Rules



Drivers' License



Road Signs and Signals



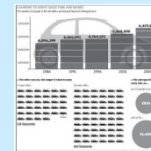
Vehicles Regulations



Infrastructure (standards and parameters, tunnel safety, all land modes)



Border Crossing Facilitation



Statistics



Dangerous Goods



Road safety basic UN legislation

Main legal instruments

- **European Agreement on Main International Traffic Arteries (AGR)**
- **Convention on Road Traffic, Vienna 1968**
- **Convention on Road Signs and Signals, Vienna 1968**
- **European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)**
- **Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997**

Sets of best practices

- **Consolidated Resolution on Road Traffic (R.E.1)**
- **Consolidated Resolution on Road Signs and Signals (R.E.2)**



Road safety basic legislation

Legal instruments

- **Convention on Road Traffic, Vienna 1968 (consolidated in 2006)**
- **Convention on Road Signs and Signals, Vienna 1968 (consolidated in 2006)**

Sets of best practices

- **Consolidated Resolution on Road Traffic (R.E.1)**
- **Consolidated Resolution on Road Signs and Signals (R.E.2)**



Convention on Road Traffic, Vienna 1968

- Facilitates international road traffic on all continents,
- Enhances road safety (basis for National Road Traffic Codes)

through

- Uniform rules
 - for drivers and other road users
 - for road vehicles
- Set of best practices: Resolution on Road Traffic (R.E.1)- modernization completed in March '09



Convention on Road Traffic, 1968



Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Greece, Hungary, Montenegro, Romania, Serbia, The former Yugoslav Republic of Macedonia. NO: Cyprus, Turkey (CPs to 1949)



Accession versus implementation



Source: FIA European Bureau



Accession versus implementation



Source: FIA European Bureau

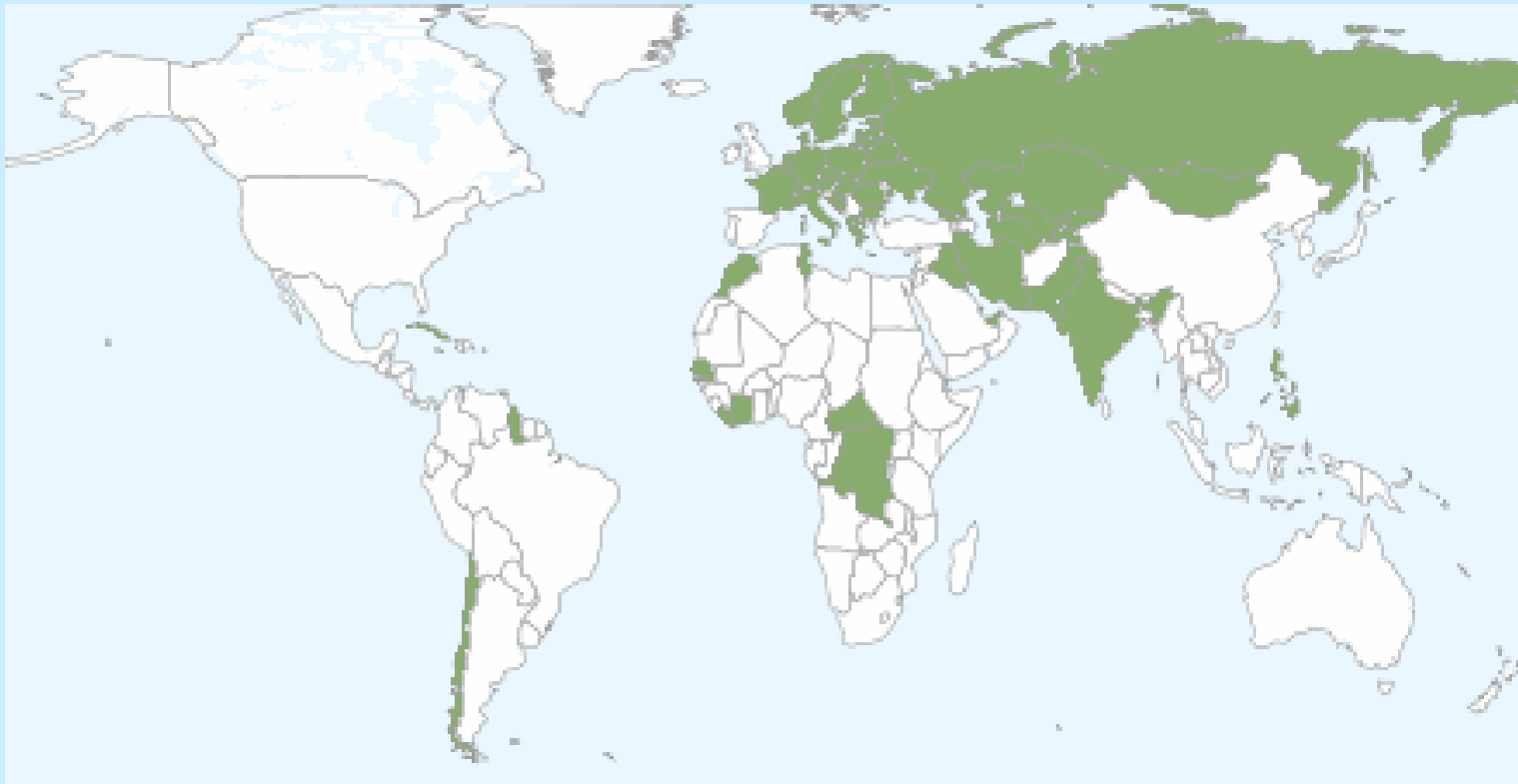


Convention on Road Signs and Signals, 1968

- Improves road safety through education based on common standards on all continents
- Over 200 internationally agreed signs & signals (danger warning, regulatory, informative)
- Norms for traffic lights, road markings, variable message signs, road works and level-crossings signs
- Set of best practices: Resolution on Road Signs and Signals (R.E.2)- updated in March 2009



Convention on Road Signs and Signals, 1968



Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Greece, Hungary, Montenegro, Romania, Serbia, The former Yugoslav Republic of Macedonia. **NO: Cyprus, Turkey**



Accession versus implementation



Source: FIA European Bureau



Accession versus implementation





Conclusion (1)

- **Multilateral legal instruments can yield substantial benefits to public and private sectors**
- **For this to happen, they must be fully and effectively implemented: implementation is a national competency.**



Conclusion (2)

- **Accession to key UNECE transport agreements and conventions necessary but not sufficient**
- **More accessions are desirable but effective implementation is key**
- **‘Goodness’ of implementation can’t be measured directly but indicated by observed outcomes**
 - **Example: road traffic safety, border-crossing facilitation**
- **Effective implementation (based on evidence, comparison of costs and benefits) = criterion for assessing road safety**
- **Even if not easy to measure, there are proved benefits: harmonization, simplification, facilitation**



Conclusion (3)

- Road safety activities and more are carried on in the Working Party on Road Traffic Safety (WP.1), meeting twice every year- **next session 22-25 September 2009**
- Some activities are unique in the world (e.g. the Road Traffic Codes and Road Signs and Signals implemented all over the Globe)
- It is vitally important for countries to be present in the meetings to
 - Participate in the decision-making process and the management of the legal instruments
 - Promote their views and defend their interest
 - Share experiences, learn and transfer know-how



Conclusion session

Road safety is not anymore just a transport issue, it is a social, financial and economic hazard!!!



Solution to global road safety crisis

Holistic approach:

- **transport (infrastructure, vehicle, driver)**
- **police (prevention, control, enforcement)**
- **education (at all school levels and in community)**
- **health (especially post-crash care)**
- **social (e.g. use of drugs and alcohol as an effect of welfare and social problems)**



Road safety and risk perception



- shark = high risk
- Fear of every beach holiday
- 71 shark attacks in 2007, but...

- 5-10 deaths a year



- coconut = low risk
- symbol of holidays, but...

- about 150 deaths a year caused by falling coconuts



Source: UN World Tourism Organization



What actions to improve future?

- **Set targets, adopt them formally and work towards achieving them!!!**
- **Adapt them to local specificities so as to enhance impact**
 - **province/state level (case of large countries)**
- **Design targets that are easy to measure, to create confidence and motivation**



What actions to improve future?

- **Define a number of targets in terms of different road safety problems or groups of road users**
 - e.g. separate targets for drinking and driving, use of seatbelts and child restraints and wearing of helmets
- **Set benchmarks and intermediate targets against which you can evaluate the progress and which may point to the need for remedial action**



Specific actions

- **Accede to and implement the Vienna Conventions 1968 (Road Traffic and Road Signs and Signals)**
- **Set-up National Councils on Road Safety (or similar), with multi-sectoral representation, clear competences and mandate;**
- **Set-up vehicle technical inspection laws and structures;**



Specific actions

- **Adopt methodology for data collection and set-up national computerised databases on road crashes**
- **Set-up curricula for inclusion of road safety education at all school levels**
- **Organize regularly road safety awareness campaigns**
- **Public-Private Partnership- make everybody care!**



Final remarks

- **UNECE is committed to “think global, act regional”!**
- **We are your partners, ready to assist you in your endeavour to improve road safety!**



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Thank you for your kind attention!



www.unece.org/trans