



United Nations Economic Commission for Europe



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

**Stockholm,
25-27 November 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**



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**



Seminars under ECE

- **12-14 May 2009, Minsk, Belarus**
 - participants from 9 CIS countries
 - **25-27 June 2008, Halkida, Greece**
 - participants from 10 S-SE European countries
- Same conclusions and recommendations**
- Declaration by Chambers**
- Declaration by National Greek Basketball Team**
- Need expressed for more practical training-
seminar-and-study tour in Sweden**
- National seminar in Kyrgyzstan: 1-3 December 2009**



United Nations legal instruments and decision-making process



UNECE Region





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

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



Contracting Parties to CRT, 1968

- **Albania, Azerbaijan, Bosnia and Herzegovina, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Sweden, The former Yugoslav Republic of Macedonia, Ukraine**
- **Turkey?**



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 2008



Contracting Parties to CRSS, 1968

- **Albania, Bosnia and Herzegovina, Georgia, Kazakhstan, Kyrgyzstan, Sweden, The former Yugoslav Republic of Macedonia, Ukraine**
- **Azerbaijan, Republic of Moldova, Turkey?**



Recommendations (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.**



Recommendations (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**



Recommendations (3)

- Road safety activities and more are carried on in the Working Party on Road Traffic Safety (WP.1), meeting twice every year,
- 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



CONCLUSIONS **of** **seminar-cum-study tour**



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)**



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!**



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Thank you for your kind attention!



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