



National Road Safety Seminar

**Bishkek, Kyrgyz Republic
1-3 December 2009**

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United Nations Economic
Commission for Europe

UNECE Region



Map No. 3876 Rev. 11 UNITED NATIONS
May 2008

Department of Field Support
Cartographic Section

UNECE - 60 years of work



Social Rules
(driving and rest hours)



Drivers' License



Vehicles Regulations



Border Crossing
Facilitation



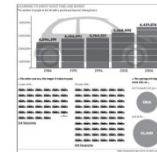
Road Traffic Rules



Road Signs and Signals



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



Statistics



Dangerous Goods

UN legal instruments

UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE
TRANSPORT DIVISION

UNECE TRANSPORT AGREEMENTS AND CONVENTIONS
Status as 7 April 2005

	Infrastructure networks						Road traffic and road safety											Vehicles										Other Legal Instruments										Inland navigation										Border crossing facilitation										Dangerous goods			
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Legend: X = Ratification, accession, definite signature; S = Signature; * = Non-ECE member countries; 1/ = Done by the Former Republic of China.

Integrated safety chain

- Infrastructure**
- Vehicles**
- Drivers**
- Social and contractual regulations
(AETR,CMR, CVR)**
- Border crossing facilitation**
- Transport of dangerous goods and other
special cargo**

Introduction (1)

- UNECE set up in 1947 by the UNECOSOC;**
- Original mandate: assist in European reconstruction**
- Aim: 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)

- Transport is essential to economic growth & competitiveness, reduces disparities among regions, ensuring cohesion**
- Key to international trade, exports and imports, international tourism**
- Regulations are vital to safety, security, and environment protection**
- Transport plays a social, economic and environmental role (sustainable development)**

Introduction (3)

- 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 (4)

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

Main facilitation UN legal instruments (1)

- Convention on Road Signs and Signals of 1968**
- Convention on Road Traffic of 1968**
- Global Vehicles Regulations, 1998**
- ITP Agreement of 1997**
- AETR Agreement, 1970**
- CMR Convention 1956, and its Protocols of 1978 and 2008**

Main facilitation UN legal instruments (2)

- International Convention on the Harmonization of Frontier Control of Goods of 1982**
- Conventions on Temporary Importation of Road vehicles (1954-Private, 1956- Commercial)**
- ATP Agreement of 1970**
- ADR Agreement 1957 and its Protocol of 1993**
- TIR Convention, 1975**
- Customs Container Convention, 1972**

Road safety basic legislation

Legal instruments

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



Convention on Road Signs and Signals, 1968

Objectives

- To facilitate international road traffic**
 - To increase road safety**
- ...Through internationally agreed road traffic signs and signals**

Convention on Road Signs and Signals, 1968

Key Provisions

- Three categories of road signs:**
 - Danger Warning, Regulatory, Informative**
- Norms on shapes, dimensions, colours, visibility**
- Norms on traffic light signals, road markings**
- Road works and level crossings signs**

Danger warning road signs

Equilateral triangle, white/yellow ground, red border



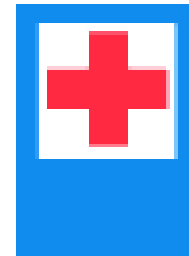
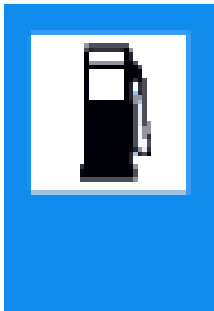
Regulatory road signs

Circular, white/yellow background, red border



Informative road signs

Rectangular, blue/green background, white/yellow rectangle with sign



Convention on Road Signs and Signals, 1968

Benefits

- Over 200 reference road signs and signals**
- Facilitate international road traffic, trade, tourism through harmonisation**
- Provides for road traffic safety through education based on common standards**

Harmonization is most needed



Accession versus implementation



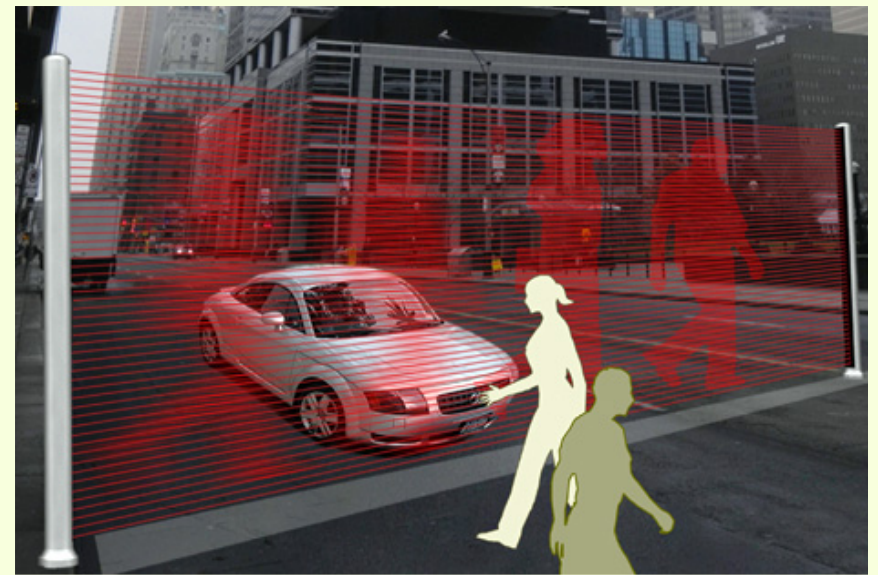
Source: FIA European Bureau

Can be implemented like this...



...or like this!

« Intelligent » traffic lights in Japan



Convention on Road Traffic, 1968

Objectives:

- To facilitate international road traffic
- To increase road safety

...Through internationally agreed traffic rules and the reciprocal recognition of documents issued in conformity with those rules

Convention on Road Traffic, 1968

Key Provisions

- Binds Contracting Parties to admit, but preserves their right to refuse**
- General and specific rules for drivers:**
 - At all times able to control their vehicle**
 - Must hold a driving permit, issued after tests**
 - Driving rules: speed, distance, overtaking,....**

Convention on Road Traffic, 1968

- Behaviour towards pedestrians, cyclists.....**
- General rules for vehicles**
 - Must be registered, Registration Certificate**
 - Distinguishing sign of country of registration**
- Recent amendments:**
 - No hand-held mobile phone while driving**
 - New information in driving permit**

Convention on Road Traffic, 1968

Benefits

- A set of agreed road traffic rules, reference for national Highway Codes
- Reciprocal recognition of vehicle certificates and driving permits
- Facilitates international traffic, trade, tourism
- Provides for road traffic safety

Accession versus implementation



Source: FIA European Bureau

Accession versus implementation



Source: FIA European Bureau

Why proper implementation?



Why proper implementation?





Technical inspection of vehicles

Convention on Road Traffic, 1968

- ❑ Article 39- “Technical requirements and inspection of vehicles”
- ❑ Domestic legislation **shall** require **compulsory periodic technical inspections** for :
 - Vehicles used for the carriage of persons (> eight seats in addition to the driver’s seat);
 - Vehicles used for the carriage of goods (>3,500 kg) and their trailers
 - other categories of vehicles, as far as possible

Consolidated Resolution on Road Traffic (R.E.1)

- ❑ Part II- “Rules relating to vehicles and their use”
- ❑ Technical inspection of vehicles
 - under the supervision of the competent authorities, by designated bodies or authorized establishments
 - components and elements to be checked- annex II
 - Vehicles damaged in accidents- technical inspection with stricter checks before they are allowed into traffic again

Consolidated Resolution on Road Traffic (R.E.1)

- ❑ Chapter 2.5 “Compulsory motor third-party liability insurance”
- ❑ “Countries should include possession of valid third party liability insurance in the list of mandatory requirements for vehicle’s admission in road traffic.”
 - In many countries, the issuing of the registration certificate/plate is subordinated to the subscription of an insurance contract.

Agreement on Periodical Technical Inspections, 1997

- ❑ Provides the legal framework and procedures for the adoption of uniform rules for:
 - carrying out technical inspections of vehicles in use;
 - reciprocal recognition of the certificates of such inspections

Agreement on Periodical Technical Inspections, 1997

□ Objectives

- greater uniformity in the rules governing road traffic;
- higher level of safety and protection of the environment;
- uniform conditions on Periodical Technical Inspections for vehicles to be certified in their countries;
- harmonize the frequency of tests and the compulsory items to be tested;

Agreement on Periodical Technical Inspections, 1997

Key provisions

- an Administrative Committee made up of all the Contracting Parties shall establish Rules for periodical technical inspections of vehicles registered or taken into service in their territory;
- Contracting Parties shall reciprocally recognize the inspections carried out in accordance with those Rules.

Agreement on Periodical Technical Inspections, 1997

- The Rule shall cover :
 - the categories of vehicles concerned and the frequency of its inspection;
 - the equipment and/or parts to be inspected;
 - test methods by which any performance requirements are to be demonstrated;

Agreement on Periodical Technical Inspections, 1997

- The Rule shall also cover :
 - conditions for granting inspection certificate and their reciprocal recognition;
 - if needed, references to the test centres accredited by the competent authorities where the inspections of wheeled vehicles may be carried out.

Agreement on Periodical Technical Inspections, 1997

- Rule No. 1 addresses the environmental performance of passenger vehicles carrying more than eight passengers and goods vehicles, both with maximum mass exceeding 3.5 tonnes and used in international transport.
- Draft Rule No. 2 addresses safety of the same categories of vehicles and is under consideration by WP.29.
- In the future the Agreement may be extended to address all categories of vehicles.

European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), of 1970

Objectives

- ☐ Prevent professional drivers from driving excessive hours, thereby:**
 - Preventing serious road accidents due to fatigue**
 - Avoiding distortions in competition conditions**

European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), of 1970

Key provisions

- Maximum driving period**
- Minimum rest period**
- On-board control device (tachograph) and provisions for construction, testing, installation and inspection**
- Provisions for checking at roadside and at companies**

European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), of 1970

Benefits

- Fair competition between carriers**
- Lower risk of accidents involving heavy vehicles caused by driver fatigue**
- No cheating on driving or rest hours (especially with the digital tachograph).**

Convention on the Harmonization of Frontier Controls of Goods, 1982

Objective

☐ To facilitate cross border transport of goods

...Through nationally coordinated, internationally harmonized, shorter, reduced formalities and controls on goods at borders

Convention on the Harmonization of Frontier Controls of Goods, 1982

- Procedures for efficient border controls:**
 - **Customs, Medico-Sanitary, Veterinary, Phyto-Sanitary, Compliance with technical standards,....**
- Coordination among various national services**
- Cooperation and coordination between border services of adjacent countries, including:**
 - **Joint controls, harmonized opening hours, same controls,...**

Convention on the Harmonization of Frontier Controls of Goods, 1982

Benefits

- Lower border delays, costs for carriers and export/import**
- Lower border operating costs for State budget**
- More efficient investments in border facilities**

Concluding remarks (1)

- ❑ **These activities and more are carried on in the Working Party on Road Traffic Safety (WP.1)- two meetings per year, a place to make decisions, share experiences, learn and transfer know-how**
- ❑ **Some activities are unique in the world (e.g. the Road Traffic Codes and Road Signs and Signals implemented all over the Globe)**
- ❑ **Implementation of legal instruments=criterion for assessing road safety**

Concluding remarks (2)

- ❑ **Accessions are desirable but effective implementation is key! Implementation is a national competency!**
- ❑ **'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**
- ❑ **Even if not easy to measure, there are proven benefits: harmonization, simplification, facilitation**

Concluding remarks (3)

Essential for improving road safety:

- Conducive environment: harmonized laws, institutions and practices and effective enforcement!**
- Strong political will, commitment and consistency at national, sub-regional and regional levels to reach the goal**
- Public-Private Partnership- make everybody care!**

If not, efforts are denatured, resulting in barriers to the welfare of society and to the development of the economy as a whole.

Conclusion: road safety improvement policy is a matter of risk perception!!!



- shark = high risk
- Fear of every beach holiday
- 71 shark attacks in 2007, but...
- 5-10 deaths a year



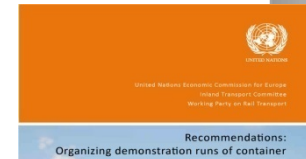
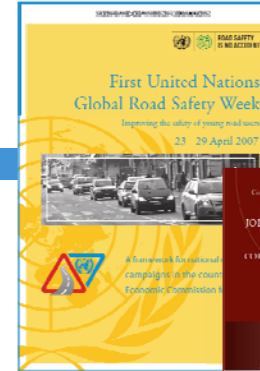
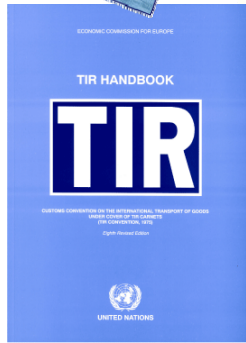
- coconut = low risk
- symbol of holidays, but...
- about 150 deaths a year caused by falling coconuts



Source: UN World Tourism Organization

UNECE 60 years of work

www.unece.org/trans



United Nations Economic Commission for Europe

Thank you for your kind attention!



www.unece.org/trans