Decade of Action for Road Safety and UNECE

Robert Nowak
Sustainable Transport Division
Nepal, March 2019
2. **Proclaims** the period 2011–2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

3. **Requests** the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action of the Decade as a guiding document to support the implementation of its objectives;

Source: United Nations General Assembly Resolution, On improving road safety, 64/255, May 2010
PLAN OF ACTION

Goal: to halt or reverse the increasing trend in road traffic fatalities

National activities
International activities
Funding
Monitoring

Five pillars

Five activities

Activities
Activities
Activities
Activities
Activities

Indicators
Indicators
Indicators
Indicators
Indicators

International
Pillar 1: Road safety management

Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectoral partnerships.

Pillar 2: Safer Roads and Mobility

Raise the inherent safety and protect the quality of road networks for the benefit of all road users, especially pedestrians and cyclists.

Pillar 3: Safer Vehicles

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consensus on new technologies, and increased enforcement and awareness through education.

Pillar 4: Safer Road Users

Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement and awareness/education.

Pillar 5: Post Crash Response

Increase responsiveness in post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term care.

Indicators: Pillar 1

- number of countries which have adhered to the United Nations road safety-related agreements and conventions;
- number of new regional road safety legal instruments developed (and number of countries participation in them);
- number of countries which have a clearly empowered agency leading road safety;
- number of countries with a national strategy;
- number of countries with time-based road safety targets;
- number of countries with data systems in place to monitor progress in achieving road safety targets;
- number of countries that collect annual road traffic crash data consistent with internationally accepted definitions.

Optional

- number of countries that have dedicated funds to implement their road safety strategy;
- number of countries that have made progress towards achieving their defined targets.
Pillar 1: Road safety management

Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness.

Activity 1: Adhere to and/or fully implement the major United Nations road safety related agreements and conventions; and encourage the creation of new regional instruments similar to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), as required, including:

- Convention on Road Traffic, of 8 November 1968, aiming at facilitating international road traffic and at increasing road safety through the adoption of uniform road traffic rules;
- Convention on Road Signs and Signals, of 8 November 1968, setting up a set of commonly agreed road signs and signals;
- AETR, of 1 July 1970, to be used as a model the creation of regional legal instruments.

Activity 2: Establish a lead agency (and associated coordination mechanisms) on road safety involving partners from a range of sectors through:

- designating a lead agency and establishing related secretariat;
- encouraging the establishment of coordination groups; and
- developing core work programmes.

Activity 3: Develop a national strategy (at a cabinet or ministerial level) coordinated by the lead agency through:

- confirming long-term investment priorities;
- specifying agency responsibilities and accountabilities for development and implementation of core work programmes;
- identifying implementation projects;
- building partnership coalitions;
- Admission to international traffic,
- A set of agreed road traffic rules
- Mutual recognition of vehicle certificates, driving permits
- Reference for national legislation
- Facilitates international traffic, trade, tourism
- Enhances road safety

- A system of agreed sign classification
- Over 250 reference signs
- Facilitates international road traffic, trade, tourism
- Enhances road safety

- Uniform working conditions for drivers of commercial vehicles engaged in international road transport
Pillar 2: Safer roads and mobility

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of various road infrastructure agreements under the UN framework, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

Activity 1. Promote road safety ownership and accountability among road authorities, road engineers and urban planners by:

- encouraging governments and road authorities to set a target to “eliminate high risk roads by 2020”;
- encouraging road authorities to commit a minimum of 10% of road budgets to dedicated safer road infrastructure programmes;
- making road authorities legally responsible for improving road safety on their networks through cost-effective measures and for reporting annually on the safety situation, trends and remedial work undertaken;
- establishing a specialist road safety or traffic unit to monitor and improve the safety of the road network;
- promoting the safe system approach and the role of self-explaining and forgiving road infrastructure;
- Adhere to and/or fully implement the regional road infrastructure Agreements
- Road infrastructure – AGR Agreement
- Legal frameworks for the development of coherent international infrastructure networks
Pillar 3: Safer vehicles

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.

Activity 1: Encourage Member States to apply and promulgate motor vehicle safety regulations as developed by the United Nation’s World Forum for the Harmonization of Vehicle Regulations (WP 29).

Activity 2: Encourage implementation of new car assessment programmes in all regions of the world in order to increase the availability of consumer information about the safety performance of motor vehicles.

Activity 3: Encourage agreement to ensure that all new motor vehicles are equipped with seat-belts and anchorages that meet regulatory requirements and pass applicable crash test standards (as minimum safety features).

Activity 4: Encourage universal deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti-Lock Braking Systems in motorcycles.

Activity 5: Encourage the use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage import and export of new or used cars that have reduced safety standards.

Activity 6: Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.

Activity 7: Encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.
• 1958 Agreement – type approvals, mutual recognition, 143 Regulations

• 1998 Agreement – Global Technical Regulations, certification, 18 GTRs
Pillar 4: Safer road users

Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors.

Activity 1: Increase awareness of road safety risk factors and prevention measures and implement social marketing campaigns to help influence attitudes and opinions on the need for road traffic safety programmes.

Activity 2: Set and seek compliance with speed limits and evidence-based standards and rules to reduce speed-related crashes and injuries.

Activity 3: Set and seek compliance with drink-driving laws and evidence-based standards and rules to reduce alcohol-related crashes and injuries.

Activity 4: Set and seek compliance with laws and evidence-based standards and rules for motorcycle helmets to reduce head-injuries.

Activity 5: Set and seek compliance with laws and evidence-based standards and rules for seat-belts and child restraints to reduce crash injuries.

Activity 6: Set and seek compliance with transport, occupational health and safety laws, standards and rules for safe operation of commercial freight and transport vehicles, passenger road transport services and other public and private vehicle fleets to reduce crash injuries.

Activity 7: Research, develop and promote comprehensive policies and practices to reduce work-related road traffic injuries in the public, private and informal sectors, in support of internationally recognized standards for road safety management systems and occupational health and safety.

Activity 8: Promote establishment of Graduated Driver Licensing systems for novice drivers.
• Consolidated resolutions
• Good/best practices
• Non-binding
Pillar 5: Post crash response

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims.

**Activity 1:** Develop prehospital care systems, including the extraction of a victim from a vehicle after a crash, and implementation of a single nationwide telephone number for emergencies, through the implementation of existing good practices.

**Activity 2:** Develop hospital trauma care systems and evaluate the quality of care through the implementation of good practices on trauma care systems and quality assurance.

**Activity 3:** Provide early rehabilitation and support to injured patients and those bereaved by road traffic crashes, to minimize both physical and psychological trauma.

**Activity 4:** Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims through:
- Introduction of mandatory third-party liability; and
- International mutual recognition of insurance, e.g. green card system.

**Activity 5:** Encourage a thorough investigation into the crash and the application of an effective legal response to road deaths and injuries and therefore encourage fair settlements and justice for the bereaved and injuries.

**Activity 6:** Provide encouragement and incentives for employers to hire and retain people with disabilities.

**Activity 7:** Encourage research and development into improving post crash response.
• By 2020, halve the number of global deaths and injuries from road traffic accidents

• By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
Figure 1: Number and rate of road traffic death per 100,000 population: 2000–2016

- Increases in absolute terms
- Progress (if any) in relative terms

Source: Global Status report on road safety, WHO, 2018
Sweden to host a global ministerial conference on traffic safety in 2020

Sweden is to host the 3rd Global Ministerial Conference on Road Safety on 19–20 February 2020. The conference will be co-sponsored by the World Health Organization (WHO), and minister-led delegations from more than 100 countries are expected to attend. Representatives from the world of industry and research, international institutions and other global organizations will also participate.

The conference marks the end of the UN Decade of Action for Road Safety 2011–2020 and the starting point for continued collaboration on road safety. The aim is to reach global consensus on guidelines for continued international collaboration on road safety up to 2030.

https://www.roadsafetysweden.com/
Nepal
Population: 28 982 772 | Income group: Low | Gross national income per capita: US$ 730

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Ministry of Physical Infrastructure and Transport</th>
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<tbody>
<tr>
<td>Funding for national budget</td>
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</tr>
<tr>
<td><strong>National road safety strategy</strong></td>
<td>Yes</td>
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<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>—</td>
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</table>

**SAFER ROADS AND MOBILITY**

<table>
<thead>
<tr>
<th>Audits or star rating required for new road infrastructure</th>
<th>Partial</th>
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<tbody>
<tr>
<td>Design standards for the safety of pedestrians / cyclists</td>
<td>Partial</td>
</tr>
<tr>
<td>Inspections / star rating of existing roads</td>
<td>Yes</td>
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<tr>
<td>Investments to upgrade high risk locations</td>
<td>No</td>
</tr>
<tr>
<td>Policies &amp; investment in urban public transport</td>
<td>Yes</td>
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</table>

**SAFER VEHICLES**

<table>
<thead>
<tr>
<th>Total registered vehicles for 2014/2015</th>
<th>2 339 169</th>
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</thead>
<tbody>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>187 014</td>
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<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>1 547 312</td>
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<tr>
<td>Heavy trucks</td>
<td>56 250</td>
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<tr>
<td>Buses</td>
<td>52 388</td>
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<tr>
<td>Other</td>
<td>496 205</td>
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</table>

Source: Global Status report on road safety, WHO, 2018

February 2013
<table>
<thead>
<tr>
<th>Vehicle standards applied (UNECE WP.29)</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal impact standard</td>
<td>No</td>
</tr>
<tr>
<td>Electronic stability control</td>
<td>No</td>
</tr>
<tr>
<td>Pedestrian protection</td>
<td>No</td>
</tr>
<tr>
<td>Motorcycle anti-lock braking system</td>
<td>No</td>
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</table>

**POST-CRASH CARE**

<table>
<thead>
<tr>
<th>National emergency care access number</th>
<th>Partial coverage</th>
</tr>
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<tbody>
<tr>
<td>Trauma registry</td>
<td>Some resources</td>
</tr>
<tr>
<td>Formal certification for prehospital providers</td>
<td>No</td>
</tr>
<tr>
<td>National assessment of emergency care systems</td>
<td>No</td>
</tr>
</tbody>
</table>

**DATA**

| Reported road traffic fatalities (2015) | 2,006 * (80% M, 20% F) |
| WHO estimated road traffic fatalities (2016) | 4,622 (95% CI 3,928 - 5,317) |
| WHO estimated rate per 100,000 population (2016) | 15.9 |

* Nepal Police. Died within 30 days of crash

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**Deaths by road user category**

**Trends in reported road traffic deaths**

Source: Global Status report on road safety, WHO, 2018
<table>
<thead>
<tr>
<th>F.Y.</th>
<th>B</th>
<th>MB</th>
<th>MiB</th>
<th>Truck, Exc., Crane</th>
<th>Car, SUV</th>
<th>UV</th>
<th>3-wh</th>
<th>MC</th>
<th>TRA, p-tiller</th>
<th>Others</th>
<th>F.Y. Total</th>
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<tbody>
<tr>
<td>2006-07</td>
<td>1,564</td>
<td>806</td>
<td>138</td>
<td>3,278</td>
<td>5,156</td>
<td>736</td>
<td>12</td>
<td>72,568</td>
<td>2,942</td>
<td>1,535</td>
<td>88,735</td>
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<td>626,174</td>
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<td>2007-08</td>
<td>1,419</td>
<td>1,179</td>
<td>31</td>
<td>3,594</td>
<td>4,741</td>
<td>1,588</td>
<td>18</td>
<td>69,666</td>
<td>3,297</td>
<td>206</td>
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<td></td>
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<td>2008-09</td>
<td>1,843</td>
<td>593</td>
<td>128</td>
<td>3,643</td>
<td>6,857</td>
<td>1,287</td>
<td>20</td>
<td>83,334</td>
<td>4,663</td>
<td>202</td>
<td>102,570</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td>814,483</td>
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<tr>
<td>2009-10</td>
<td>1,888</td>
<td>780</td>
<td>145</td>
<td>4,524</td>
<td>12,268</td>
<td>1,975</td>
<td>9</td>
<td>168,707</td>
<td>11,460</td>
<td>31</td>
<td>201,787</td>
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<td></td>
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<td></td>
<td>1,016,270</td>
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<tr>
<td>2010-11</td>
<td>1,610</td>
<td>1,370</td>
<td>115</td>
<td>1,969</td>
<td>8,510</td>
<td>3,087</td>
<td>2</td>
<td>138,907</td>
<td>7,937</td>
<td>133</td>
<td>163,640</td>
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<td></td>
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<td>1,179,910</td>
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Source: GoN Department of Transport Management
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* Nepal Police. Died within 30 days of crash

**Enforcement**

<table>
<thead>
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<th>Helmet wearing rate</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>National seat-belt law</td>
<td>Yes</td>
</tr>
<tr>
<td>Applies to front and rear seat occupants</td>
<td>No</td>
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<tr>
<td>Enforcement</td>
<td>01234567890</td>
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<tr>
<td>Seat-belt wearing rate</td>
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</tr>
</tbody>
</table>

**DATA**

| National child restraint law | No |
| Children seated in front seat | Not restricted |
| Child restraint required |  |
| Child restraint standard referred to and/or specified |  |
| Enforcement |  |
| % children using child restraints |  |
| National law on mobile phone use while driving | No |
| Ban on hand-held mobile phone use |  |
| Ban on hands-free mobile phone use |  |
| National drug-driving law | Yes |

* Speed limit set per vehicle type with a maximum speed limit of 80 km/h for specified vehicles including cars, and a maximum limit of 40 km/h in an area with dense settlement
* Not based on BAC

**Source:** Global Status report on road safety, WHO, 2018
**Nepal**

Population: 28,982,772 | Income group: Low | Gross national income per capita: US$ 730

**INSTITUTIONAL FRAMEWORK**
- Lead agency: Ministry of Physical Infrastructure and Transport
- Funded in national budget: Yes
- National road safety strategy: Yes
- Funding to implement strategy: Partially funded
- Fatality reduction target: —

**SAFER ROADS AND MOBILITY**
- Audits or star rating required for new road infrastructure: Partial
- Design standards for the safety of pedestrians/cyclists: Partial
- Inspections/star rating of existing roads: Yes
- Investments to upgrade high risk locations: No
- Policies & investment in urban public transport: Yes

**SAFER VEHICLES**
- Total registered vehicles for 2014/2015:
  - Cars and light motor vehicles: 2,339,169
  - Motorized 2- and 3-wheelers: 1,547,312
  - Heavy trucks: 36,250
  - Buses: 52,388
  - Other: 496,205

**SAFER ROAD USERS**
- National speed limit law: Yes
- Max urban speed limit: 40 km/h
- Max rural speed limit: 80 km/h
- Max motorway speed limit: 80 km/h
- Local motorway speed limit: No
- Enforcement: 01 345 678 910
- Predominant type of enforcement: Manual
- National drink-driving law: Yes
- BAC limit: general population: —
- BAC limit: young or novice drivers: —
- Random breath testing: carried out: Yes
- Blood testing carried out in case of fatal crash: Some drivers tested
- Enforcement: 01 234 567 8910
- % road traffic deaths involving alcohol: —
- National motorcycle helmet law: Yes
- Applies to: drivers and passengers: Yes
- Helmet fastening required: No
- Helmet standard referred to and/or specified: No
- Children passengers on motorcycles: Not restricted
- Enforcement: 01 234 567 8910
- Helmet wearing rate: —

**Share of PTW?**
67%
# Nepal

Population: 28,982,772 | Income group: Low | Gross national income per capita: US$ 730

## Institutional Framework

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<td>Fatality reduction target</td>
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## Safer Roads and Mobility

- Audits or star rating required for new road infrastructure
- Design standards for the safety of pedestrians / cyclists
- Inspections / star rating of existing roads
- Investments to upgrade high risk locations
- Policies & investment in urban public transport

## Safer Vehicles

- Total registered vehicles for 2014/2015: 2,339,169
  - Cars and 4-wheeled light vehicles: 187,016
  - Motorized 2- and 3-wheelers: 1,547,312
  - Heavy trucks: 9,250
  - Buses: 5,388
  - Other: 496,005
- Vehicle standards applied (UNECE WP.29)

## Safer Road Users

<table>
<thead>
<tr>
<th>National speed limit law</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max urban speed limit</td>
<td>40 km/h³</td>
</tr>
<tr>
<td>Max rural speed limit</td>
<td>80 km/h³</td>
</tr>
<tr>
<td>Max motorway speed limit</td>
<td>80 km/h³</td>
</tr>
<tr>
<td>Local authorities can modify limits</td>
<td>No</td>
</tr>
<tr>
<td>Enforcement</td>
<td>01 2 3 4 5 6 7 8 9 1 0</td>
</tr>
<tr>
<td>Predominant type of enforcement</td>
<td>Manual</td>
</tr>
</tbody>
</table>

### National drink-driving law

- Yes

### BAC limit – general population

- —

### BAC limit – young or novice drivers

- —

### Random breath testing carried out

- Yes

### Testing carried out in case of fatal crash

- Some drivers tested

### National motorcycle helmet law

- Applies to drivers and passengers: Yes
- Helmet fastening required: No
- Helmet standard referred to and/or specified: No
- Children passengers on motorcycles: Not restricted

### Enforcement

- 01 2 3 4 5 6 7 8 9 1 0

### Helmet wearing rate

Source: Global Status report on road safety, WHO, 2018
7.1 Activity for Pillar 1: Road Safety Management

Objectives: Set up a mechanism to improve capacity to manage road-safety through

- Adopt UN legal instruments
- Encourage creation of regional road-safety instruments
Nepal (3)

1960 - Convention concerning Customs Facilities for Touring, signed in New York on 4 June 1954
1960 - Additional Protocol to the Convention concerning Customs Facilities for Touring, relating to the importation of tourist publicity documents and material, signed in New York on 4 June 1954
1960 - Customs Convention on the Temporary Importation of Private Road Vehicles, signed in New York on 4 June 1954

7.1 Activity for Pillar 1: Road Safety Management

Objectives: Set up a mechanism to improve capacity to manage road-safety through

- Adopt UN legal instruments
- Encourage creation of regional road-safety instruments

The Traffic Sign Manual 1997 published by the DoR conforms to the UN World Convention on Road Signs and Signals 1968 (Vienna Convention). However, Nepal needs to harmonise its acts, regulations and policy with the existing UN conventions relating to road-safety.
7.1 Activity for Pillar 1: Road Safety Management

Objectives: Set up a mechanism to improve capacity to manage road-safety through

- Adopt UN legal instruments
- Encourage creation of regional road-safety instruments
Identify amendments required in VTMA 1993, VTMR 1994, LSGA 1999 and LSGR 1999 to accommodate the following.
- Harmonization with the UN conventions, international agreements\(^5\) on road-safety\(^6\)

\(^5\) Special emphasis on the subject of helmet use, child restraints
\(^6\) Convention on Road Traffic 1968, European agreement concerning the work of the crews of vehicles engaged in international road transport (AETR 1970)
Footpaths to be made compulsory in new roads: Transport minister

Biken K Dawadi
KATHMANDU, Feb 12

Dr Sangraula also drew the attention of the government that it needs to ensure that there are two drivers in public vehicles of long distance routes (more than 250 kilometers).

AETR Agreement: driving times and rest periods for professional drivers
Table 2 shows the vehicle registrations in Nepal. The annual growth-rate of vehicle registrations range from 9 to 17% (16% - motor cycles, 13% - overall fleet).

In the urban areas, there is significant number of motor-cycle accidents.

Helmets are necessary for both the driver and the pillon rider. Many vehicle drivers do not abide the seat-belt rule and nor the pillon-rider of motor-cycle abide the helmet rule. The motor-cycle drivers however, wear helmets prevalently with few exceptions in Nepal.

7.2 Activity for Pillar 2: Safer Roads and Mobility

Objectives:
The objective of this pillar is to improve the inherent safety of the road networks for all road-users, especially the most vulnerable groups (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through:

- Adoption of UN and international standards for the design of safe roads.
- Road safety audits and assessment
- Incorporating safe design practice during design, construction and operation of roads.
HoR holds debate on road safety

Himalayan News Service
Kathmandu, February 12

The House of Representatives held a debate on a proposal of urgent public importance tabled by lawmaker Dila Sangraula.

were killed in 40,777 road accidents across the country over a period of five years and 10 months. The rising number of accidents is due to insensitive government mechanisms.

Responding to the proposal, Minister of Physical Infrastructure and Transport Raghurir Mahaseth said the government was committed to doing more on road safety. “I assure you that the government will seriously deal with the issues mentioned in the proposal,” he said. According to him, the government has drafted the Road Safety Council Act and is doing groundwork to amend the Motor Vehicle and Transport Management Act to make it contemporary.

“The government is going to finalise the National Transport Policy within 15 days and is serious about enhance road safety,” he said. The proposal stated that 8,982 persons

The proposal has also raised the issue of road accidents involving tippers. The proposal has stressed the need to make the roads and travel safer, ensure post-accident rescue and care and reduce the deaths by half by 2020 as mentioned in the UN Sustainable Development Goals.

Similarly, the proposal stresses establishment of Road Safety Council, strictly enforce the provision of two drivers in long-route vehicles, upgrade driving schools and bring them under the CTEVT, vehicle fitness centres in all provinces and Kathmandu, make it mandatory for both the rider and pillion-rider to wear helmet, place traffic signs and safety equipment in necessary locations and determine the road standards, among others.
In the urban areas, there is significant number of motor-cycle accidents.

- Helmet standard + use + enforcement ...

In the rural areas, there are significant number of trucks and bus accidents.

- Single bus accidents where the vehicle runs over the hill-roads represent the fatal RTAs of catastrophic proportions.
- About 30 to 40% of the accidents happen after sunset when traffic is low.

Fatigue + road standards + technical inspection + professional driver training ...