

Distr.: General
3 February 2016

English only

Economic Commission for Europe

Inland Transport Committee

Seventy-eighth session

Geneva, 23–26 February 2016

Item 5 (c) of the provisional agenda

Strategic questions of a modal and thematic nature: Road safety

Second Global High-level Conference on Road Safety

Note by the secretariat

1. The Second Global High-level Conference on Road Safety, hosted by the Government of Brazil, was held on 18-19 November 2015 in Brasilia. The Conference gathered some 2,200 delegates from more than 110 countries. The main outcome of the Conference was the adoption of the Brasilia Declaration on Road Safety, which is expected to guide action for road safety through the end of the United Nations Decade of Action for Road Safety 2011-2020 and beyond.

2. UNECE seized the opportunity offered by the Global Conference to inform about its own and the Inland Transport Committee's work on road safety and to make the United Nations road safety legal instruments and regulations, administered by UNECE, better known to countries outside of the pan-European region. Nonetheless, for the countries worldwide to achieve the goal of the Decade of Action and the road safety-related targets of the 2030 Agenda for Sustainable Development, it is not enough to be aware of the United Nations legal instruments and the work UNECE is doing but they should be able to benefit from and use it.

3. UNECE and the Inland Transport Committee should therefore look for the most effective ways to be at the forefront to lead, in collaboration with other organizations, such as the World Bank, WHO and other regional commissions and with the support of the Secretary-General's Special Envoy for Road Safety, the post-Brasilia road safety agenda. This should include:

- Active UNECE involvement in the target development and data standardization processes;
- Enhanced engagement of experts from developing countries in the meetings of the Inland Transport Committee and Working Parties

Active UNECE response to facilitating policy dialogues on the implementation of the United Nations road safety legal instruments.

UNECE at the Conference

UNECE participated actively at the Conference. UNECE representatives spoke at numerous high level panels and sessions during the Conference providing UNECE views on the subjects discussed and promoting the work of UNECE and the United Nations legal instruments on road safety. In particular, UNECE representatives contributed to the following high-level panels or parallel sessions:

- Key achievements during the Decade of Action;
- Financing road safety;
- Safer vehicles and on road safety technologies;
- Motorcycle safety



In addition, UNECE organized in collaboration with the Government of France a side event on the United Nations Inland Transport Conventions, which are managed by UNECE. Panel discussants, among them UNECE Executive Secretary, the United Nations Secretary-General's Special Envoy for Road Safety and representatives of the



Governments of France and the Russian Federation, and at the same time the Vice-Chairs of the Working Party on Road Traffic Safety, explained the numerous side event participants how all the groundwork for road safety is founded on the United Nations road safety legal instruments. They further told how these instruments keep pace with social advances and technological change. The panel was moderated by the Director of the UNECE Sustainable Transport Division.

Moreover, UNECE held jointly with the United Nations Secretary-General's Special Envoy for Road Safety an exhibition booth at the Conference venue. It was attended permanently by UNECE staff during the Conference, who were informing about the work UNECE is doing in the field of road safety and explained the application and the importance of the United Nations road safety legal instruments. They distributed leaflets, brochures and publications providing more detailed information on UNECE work and activities.

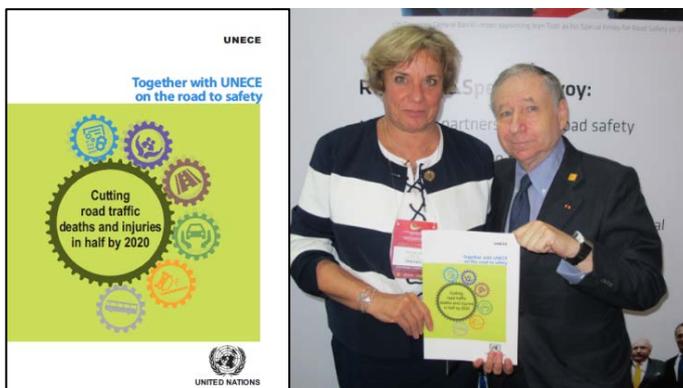


The exhibition booth and, through it, UNECE and the United Nations road safety legal instruments attracted significant interests. The booth was visited by hundreds of delegates attending the Conference. For many of them, coming from Latin American but also Asian and African countries, this was the first time they came across UNECE and the United Nations road safety legal instruments.



The visitors, after they got acquainted with UNECE work and the road safety legal instruments and so realizing the benefits from implementing these instruments, they signaled to both UNECE and the Special Envoy the need for kick-starting national policy dialogues that could guide their countries in acceding to the convention and in constructing adequate national road safety systems.

Furthermore, “Together with UNECE on the road to safety”, latest UNECE road safety publication, was promoted at the exhibition booth. It was produced to offer the UNECE and the Inland Transport Committee’s contribution to the mid-term review of the Decade of Action for Road Safety.



This publication presents a comprehensive overview of specific activities and initiatives undertaken by UNECE and Inland Transport Committee to address challenges faced by the road safety community as well as the work done by UNECE to help address these challenges. This is done by covering the activities and initiatives linked to 11 goals defined by the Inland Transport Committee in the UNECE Road Safety Action Plan aligned with five pillars of the Global Plan of Action and forming UNECE 360° approach to road safety during the Decade.

The publication further identifies six areas UNECE is actively working on to continue its commitment to road safety and, more importantly, to help countries overcome the road safety hurdles. UNECE, among other areas, is engaging with the Secretary’s General Special Envoy for Road Safety. He has focused his efforts to help mobilize sustained political commitment towards making road safety a priority in countries around the world. He has been advocating since his appointment for the United Nations road safety legal instruments, of which UNECE is the custodian. With the Special Envoy, UNECE can accelerate its efforts to improve road safety governance.

The electronic version of the publication is available at <http://www.unece.org/index.php?id=41478&L=0>.

Another attraction at the exhibition booth was the very first “tropical” helmet constructed to meet the standards of the United Nations Regulation No. 22. This helmet, designed for tropical climates, is not only comfortable to use in hot weather conditions but it provides the vital protection in case of accident. Contrary to other helmets compromising on United Nations safety norms, this helmet can reduce the risk of death by 40 per cent and the risk of serious injury by over 70 per cent.



Conclusions for consideration:

UNECE seized the opportunity offered by the Global Conference to inform about its own and the Inland Transport Committee’s work on road safety and to make the United Nations road safety legal instruments and regulations, administered by UNECE, better known to countries outside of the pan-European region.

Nonetheless, for the countries worldwide to achieve the goal of the Decade of Action and the road safety-related targets of the 2030 Agenda for Sustainable Development, it is not enough to be aware of the United Nations legal instruments and the work UNECE is doing but they should be able to benefit from and use it.

Representatives of countries worldwide, who are encouraged through the Brasilia Declaration to engage in the activities of specialized United Nations fora, should become regular participants of the Inland Transport Committee and Working Party meetings to involve, contribute but also benefit from these meetings.

The countries, who want to engage in the policy dialogue to implement the United Nations road safety legal instruments but do not have the capacity to do it on their own, should be able to benefit from assistance. It is clear that UNECE and the Inland Transport Committee are best placed to offer adequate and, more importantly, competent assistance. Road safety performance audits launched in 2015 for four countries as a United Nations Development Account project and

implemented in collaboration with sister regional commissions offer the best example for conducting the policy dialogues in an effective way.

Moreover, the post-Brasilia work, in order to bring positive results for the benefit of countries worldwide, requires effective interagency collaboration. Such collaboration is especially needed when responding to the request formulated in the Brasilia Declaration regarding the development of national, regional and global targets for reducing road traffic crashes and fatalities. Also a standardization of road safety data definitions and dictionaries requires an effective collaboration.

UNECE and the Inland Transport Committee should therefore look for the most effective ways to be at the forefront to lead, in collaboration with other organizations, such as the World Bank, WHO and other regional commissions and with the support of the Secretary-General's Special Envoy for Road Safety, the post-Brasilia road safety agenda. This should include:

- Active UNECE involvement in the target development and data standardization processes;
 - Enhanced engagement of experts from developing countries in the meetings of the Inland Transport Committee and Working Parties
 - Active UNECE response to facilitating policy dialogues on the implementation of the United Nations road safety legal instruments.
-