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

Amendment proposals on policies for Powered Two Wheelers (PTW)

**Amendment proposals on policies for Powered Two Wheelers
(PTW)**

This document, submitted by the WP.1 Chair, provides an update on the follow-up to the 70th session's roundtable on powered two wheelers.

The Role of UNECE WP.1 in promoting road safety policies and legal instruments on the global scenario: the South East Asia PTW case ¹ –Dott.ssa Luciana Iorio

1. Now more than ever before, transport system is seen as promoter of social sustainability, and when the Rio+20 process started to move from MDG to an innovative vision of sustainable development, it was clear that an integrated² policy framework embracing several factors (including mobility) would have led to more dynamic institutional interactions and more visible achievements. With transport among the pivoting key elements in the definition of the SDG - Sustainable Development Goals - endorsed in September 2015, the concept of a transformational mobility³, where road safety is embedded, has set its official historical path within the UN Strategy of sustainable development and growth, promotional societal grants, governance, equality in access to opportunities, and to the economic and educational resources.

2. In considering the best and fastest way to shape an envisaged better future, it was immediately clear that dodging the relevance of transport and safe mobility would have set a non-starter, if the aim was global prosperity. There would have been no way ahead to fix targets for education, access to school, gender equality, sustainable human settlements (cities), employment and livelihood protection, if the transport issue had been neglected.

3. This vision is confirmed again in the very last resolution⁴ on road safety, where the set of “comprehensive, far-reaching, people centred” transformative targets and goals within the three dimension of Sustainable Development - economic, social and environmental - are considered as “integrated and indivisible” from road safety related targets.

4. These keystones bear the architecture of principles and recommendations treasured in the objectives of the sustainable development. Road safety stands tall as a means to an end.

5. Within the new frame, the endeavour of promoting road safety at global level has shifted mobility from a mere administrative task to a political mandate, calling for government to be part of several cross cutting actions to get to inclusiveness and prioritizing resource sharing.

6. To this end, the role of the UN Regional Commissions and of the subsidiary bodies dealing with transport safety has gained weight and, by inference, duties and global responsibilities.

7. The Road Safety Forum, is the only intergovernmental body at UN level having in its formal mandate the treaties of Geneva and Vienna (hereinafter called Conventions) on Road Traffic (1949, 1968), on Road Sign and Signals (1968) and two additional non-binding legal instruments folding Recommendations known as RE.1⁵ (Road Traffic recommendations) and RE.2 (Road Signs and Signals recommendations).

8. But it is clear that, in order to empower the overall UN SDG strategy and make it visible worldwide, it is quintessential to bridge the gap between the conceptualized “road

1 This paper has also been presented by the author at IRF Birmingham University, Senior Road Executives Program, July 2016

2 From Rio +20 to a new development Agenda –Building a bridge to a sustainable future , Dodds, Celis, Thompson,Routledge, 2014

3 A/RES/70/1 Transforming our world : the 2030 Agenda for Sustainable Development, UNGA, 21st October 2015

4 A/RES/70/260 Improving Global Road Safety, UNGA, 2nd May 2016

5 French acronym for “Resolutions d’ Ensemble”, hence R.E.

safety” as per treaties and legal assets and the pragmatic “road safety”, where several complex factors hamper safe mobility principles application and development.

9. More in particular, as UN body dealing with road safety principles and legal assets, how could WP.1 reach out and make these legal instruments working in the multifaceted development environment often coupling basic - conditions areas with economy, industrialization and urbanization in full swing?

10. Hence the importance of acting as a part of the a building capacity process born to be “*glocal*”, seizing the call and the urge of the regions, working⁶ with the full involvement of Governments and agencies which have to feel part of the normative motion to be mirrored in the global policy approach of the recommendations. Eventually, road safety related legal instruments will be a common endorsed platform of principles and best practices, in full support of the connected goals aiming to improve and protect the quality⁷ and the value of life in all its aspect, boosting economies and opportunities.

11. From words to facts. In accordance with the conclusions of the PTW Round Table, held during the WP1 70th session⁸, WP.1 has focused its efforts on raising the awareness and on the promotion of the legal instruments falling within its mandate. In doing so, WP.1 has partnered with US - National Highway Traffic Safety Administration (NHTSA) and the Institute of Road Traffic Education (IRTE) from India and based in Delhi. This collaborative approach has offered the opportunity of using research cluster and academic networking - as well as time during the Conference itself - as invaluable moments to acknowledge, understand, investigate and then address the most relevant critical aspects of road safety. Indeed this process represents an iterative approach in offering best practices and guidelines which should deliver the expected results. The process could usefully be applied in other regions facing the very same challenges. It could also be followed at a global level, with special emphasis on those areas where safe mobility issues still constrains the quality of life, social growth, economic and administrative stability.

12. A first but significant engagement is represented by the focus on PTW issue in South East Asian countries. Both the Round Table held in Geneva in March 2015 and the related Conference held in Delhi on February 2016 have been supporting the strategy to approach road safety regional critical aspects by cutting through data gathering, benchmarking policies analysis, and deeming factors along the three PTW factor’s scale users – vehicles - infrastructure together with the four E’s key action **E**ngineering – **E**ducation - **E**nforcement - **E**mergency. On this basis, now the regional academic and governmental networking is working profitably on data gathering, institutional dialogue and policy building platform among South East Asia participants.⁹

13. A third Conference will be soon held in Delhi, in November 2016, from 28 to 30th acting as a verification of the strategy and think tank for a coherent follow up, rewarding both for the SE Asia region and for other regions in need of targeted policies.

14. WP.1 is now ready to be active part, engaged in several challenges on the global stage to deliver principles and rules fostering the safe mobility concept (as per SDG) in its full meaning, from vulnerable road users to professional drivers, risk awareness and prevention, time and care in the post-crash intervention phase.

15. Then guidelines and recommendations will contribute to the new safe mobility architecture as envisaged by the SDG 3.6 and 11.2, and the Road Safety Forum will add

6 The Case for Business in Developing Economies, Bernstein, Penguin, 2011

7 See also Istanbul Programme Action, Sustainable Development towards 2030, UNESCO, May 2016

8 ECE/TRANS/WP1/149 Annex I <http://www.unece.org/trans/roadsafe/wp1rep.html>

9 <http://www.irte.com/powered-two-wheeler-safety-conference.html>

meaningfulness to its global role. Eventually, the beneficial circle of cooperativeness and coherence among the UN elements will feature feasible solutions delivering road safety and safe and reliable transport connections, as well as in a more wide perspective growth, equity, improved life quality, sustainability, governance and stability, as in the UN objectives and auspices.

16. This will give power, mettle to concepts such as “inclusive,” and “sustainable” and meaningfulness to the mobility and transport legal instruments in the world wide comprehensive perspective.
