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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Global Forum for Road Traffic Safety**

##### **Seventy Fourth Session**

Geneva, 21 – 24 March 2017

Item 5 of the provisional 5 (e) of the agenda

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

##### **Amendment proposals on Vulnerable Road Users (VRU)**

### **Proposal to address VRU policies and guidelines, with special focus on low and middle income countries**

#### **Submitted by IRTE , NHTSA, WP1 Chair**

1. This document, is being submitted jointly by the Institute of Road Traffic Education (IRTE), National Highway Traffic Safety Administration (NHTSA) and the Chair of WP.1. It provides a view on how to complete the position paper on policies for powered two wheelers, as per Agenda item 5 d). In addition, it invites WP1 to take note of a proposal to address Vulnerable Road Users' policies and guidelines, with specific focus on low and middle income countries- in particular, countries in South-East Asia.

2. The further analytical approach was developed and adopted at the Powered Two-Wheeler Conference which took place on 28-30 November 2016 in New Delhi. Its proposed amendments will be in line with the new scope of the engagement of the Global Forum for Road Traffic Safety. In addition, they are meant to be in the context of the challenges of rapidly changing global environment; in response to the call from the Ministerial Declaration<sup>1</sup> on the 70th ECE-ITC Anniversary; and, following the decisions<sup>2</sup> taken at the last Inland Transport Committee to call upon Working Parties to implement transport-oriented sustainable development goals.

3. The Global Status Report estimates that “half of all deaths on the world’s roads are among those with the least protection – motorcyclists, cyclists, and pedestrians.<sup>3</sup>” In 2010, the United Nations General Assembly “adopted” Resolution 64/255 and initiated the 2011 – 2020 Decade of Action for Road Safety. The idea for the Decade of Action for Road Safety

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1 [http://www.unece.org/fileadmin/DAM/trans/doc/2017/itc/Final\\_Resolution\\_ITC\\_70\\_years.pdf](http://www.unece.org/fileadmin/DAM/trans/doc/2017/itc/Final_Resolution_ITC_70_years.pdf)

2 [http://www.unece.org/fileadmin/DAM/trans/doc/2017/itc/List\\_of\\_Decisions\\_79th\\_ITC\\_Final\\_eng.pdf](http://www.unece.org/fileadmin/DAM/trans/doc/2017/itc/List_of_Decisions_79th_ITC_Final_eng.pdf)

3 World Health Organization (WHO) Global Status Report 2015 [http://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2015/en/](http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/)

was to spur a catalytic process to facilitate, coordinate, and galvanize efforts to mitigate the impact of road traffic fatalities and injuries across the globe and within nations to strengthen efforts of surveillance, foster partnership building, and implement activities identified within the five pillars<sup>4</sup> for road safety. It is estimated that road traffic injuries will become the fifth (global) leading cause of death by 2030 without sustained efforts. These concepts were restated in the last Resolution 70/260 as well as in the strategic road map “Agenda 2030” identifying the transformational relevance of safe mobility in the Sustainable Development Goals 3.6 and 11.2. In response to this initiative to advance road safety, the United Nations Economic Commission for Europe Working Party 1 (UNECE WPI) for Road Safety added new agenda items, including activities to focus attention on overlooked transportation modes and to facilitate further conversations on sustainability and safety across road transportation systems.

4. Among these new efforts are proposals to amend the Consolidated Resolution on Road Traffic to address the safety needs of regions where overlooked sustainable modes of transportation such as powered two-wheelers and non-motorized road users are an especially acute problem. To begin these discussions, an innovative workshop was initiated in the South East Asia Region to build capacity, and foster coordination and collaboration among diverse stakeholders toward advancing road safety for all modes of transportation, especially those that have higher exposure risk factors, including powered two- and three-wheelers and non-motorized road users (pedestrians, bicyclists, rickshaws, etc.). Of course, road traffic safety and transportation use patterns vary across regions; thus, road safety policies and programs that are designed comprehensively and with sustainability components will be necessary to maintain national transportation systems. Two regions with large proportions of non-motorized road users are South-East Asia and Western Pacific, each of which have transportation systems that experience higher fatalities and injuries<sup>5</sup> among transportation modes of the least protected road users (Reference Table 1 from WHO Global Status Report 2015).

**Table 1: 2015 Road Traffic Deaths by Road User by Region from WHO 2015 Regional Estimates.**

	South-East Asia	Western Pacific
<b>Motorized two-three wheelers</b>	34%	34%
<b>Pedestrians</b>	13%	23%
<b>Cyclists</b>	3%	7%

5. In 2016, the Institute of Road Traffic Education (IRTE) hosted and facilitated an innovative regional workshop in Delhi, India called the *In-depth Program on the Challenges of Safe Management of Motorized Two-Wheel Transportation Workshop*. This workshop was co-sponsored by the UNECE WPI, UNESCAP, the United States National Highway Traffic Safety Administration and the Government of India with the objectives of identifying, discussing, and developing policies and programs specific to the road safety challenges of motorized two- and three- wheel transportation in the South-East Asian and Western Pacific nations with the ultimate goal to initiate comprehensive road safety policies.

6. For 2017, in order to complete the amendment process, the proponents seek to build on this successful experience by conducting a third event specific to non-motorized road users and non-motorized transportation modes. This third conference *will focus on Safe*

<sup>4</sup> The five pillars for the Decade of Action for Road Safety include the following: road safety management, infrastructure, safe vehicles, road user behavior, and post-crash care.

<sup>5</sup> This data is most likely also underreported within nations and regions.

*Management and Sustainability of Non-Motorized Road Users (Vulnerable Road Users<sup>6</sup>) among South-East Asian Nations. It is expected to generate further conversations regarding safety and sustainability and the motivate the types of long-term transportation thinking, planning, and implementation that are necessary for non-motorized road users and modes of transportation.*

7. The objectives of the workshop include the following:

(a) Facilitate a discussion among South-East Asian nations and relevant stakeholders to identify non-motorized road user policies and programs that could reduce road fatalities and injuries to improve the safety, mobility, health, and economic development of these modes of transportation in South-East Asian nations.

(b) Identify and discuss policies, programs, and establish new cross-border collaborations to develop and improve the safety, mobility, health, and economic development of non-motorized transportation modes in South-East Asian nations; eventually generating capacity building actions that will be transferable and replicable in principle across Southeast Asia and in other regions of the world.

8. The tentative workshop timeline is as follows:

(a) Regional preparatory activities May – September 2017: Participatory Research, Data Collection, and Workshop Preparation provided and completed by IRTE and relevant stakeholders.

(b) Conference Autumn 2017: Discuss Non-motorized road users as a viable transportation mode; to elevate and increase sustainability and safety for these road users among South-East Asian and regional nations; and eventually generate a catalyst process for sustainable development in other regions of the world.

9. The 2017 Non-Motorized Road User workshop will invite the engagement of the same sponsors as participated in the 2016 Powered Two-Wheel Transportation Workshop. These sponsors include: UNECE WP1, UNESCAP, NHTSA, and the IRTE. The IRTE will serve as the facilitator and research center of excellence to promote these innovative discussions and coordinate necessary research. Government and non-government representatives (high-level professionals, civic leaders, researchers.) will be invited to participate in this second innovative workshop toward the safety and sustainability of non-motorized road users and these modes of transportation.

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<sup>6</sup> Definitions for terms non-motorized road users, non-motorized road vehicles, and vulnerable road users vary across governments and organizations. For the purpose of this paper, non-motorized road users include pedestrians, bicyclists, rickshaws, animal carts, and any non-motorized mode of transportation with a high safety risk factor.

10. The focus of this workshop reflects a need for further attention to non-motorized road users and non-motorized transportation modes globally and nationally. This shortcoming is due in part to a general lack of understanding of the specific traffic patterns and safety concerns related to these modes of transportation across all regions. The workshop is intended to generate momentum toward comprehensive transportation discussions regarding planning, safety, and sustainability for these transportation modes within their respective systems. The workshop will provide a platform to build regional partnerships, identify resource needs and gaps, develop and implement research activities, foster collaboration, and facilitate knowledge-building to develop solutions and interventions for overlooked road safety challenges. The workshop is expected to serve as a starting point for consensus building and as a preliminary platform for discussions to connect multilateral governmental, and grassroots perspectives toward the refinement of road safety conventions. International road safety conventions have substantial potential to promote the adoption and eventual implementation of road safety policies and programs and advance regional and global road safety.

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