GLOBAL FORUM FOR ROAD TRAFFIC SAFETY
76th session, March, 19th - 23rd 2018
Opening 19th, 9.30 - Round table on Vulnerable Road Users policies in urban environment in S E Asia and other world regions  WP1 Initiative on the Implementation of SDG 3.6 and 11.2
WALK THE ROAD SAFETY TALK

- Global Forum-WP.1 agenda on improving road traffic safety, in the frame of those principles and concepts addressed in the legal instruments (Conventions and Consolidated Resolutions)
- Legal Instruments represent a privileged common universal language.
- Together act as dynamic custodians and innovative rule makers, this to follow the call for safe mobility in regions with expanding economies, while addressing traffic evolution in the digital era preserving legal certainty necessary for Governance.
International Institutional Awareness

- Importance of coordinated action and support with UNSG Special Envoy
- Raising high level political awareness on the governance potentialities of legal instruments and shared best practices
WP1 AGENDA

Conventions and Consolidated Resolution constant work of updating
- Lights and Light Signalling; Driving Permits;
- Autonomous Driving
- Safe System Approach
- MDCI – Multidisciplinary Crash Investigation
- Distracted Driving
- Resolution (Annex III, ECE/TRANS/WP1/155) and Contribution (X, 45, ECE/TRANS/WP1/159) to ITC request for strategic inputs
In the making of mobility – Convention 1968

- ART 8 - 1968 Vienna Convention
  - Every moving vehicle shall have a driver
  - Every driver shall possess the necessary physical and mental ability.
  - Every driver of a power driven vehicle shall possess the knowledge and skills for driving the vehicle.
  - Every driver shall at all times be able to control his vehicle.

Mobility REBORN

- Human factor is one of the key issues when we speak of road casualties. On this, automotive technology advances will play the transformational role.
- The shift from Human Centric to Complex Systems.
- Framing the future and the transition time - dusting off the Convention legislation & the need of a flexible, replicable lived-in legal instrument to follow closely (and not hamper) technological progress in respect of the balance of the societal benefit.
- WP1 and its dedicated Informal Group of Expert on AD.
- Shared principles to build regulatory capacity apt to shape a new optimized efficient legislative action to cast the new mobility as it was for the Conventional one: Testing new adaptive driver skills - skills depletion; Balancing Human Factor transitional interaction; Assessing the HAV-driverless systems to build liability trustworthiness and public acceptance.
Governance

1° Workshop on Governance of Safety of Automated Vehicles- WP1, NHTSA, Stanford University - USA, Stanford & Mountain View, 20-21 October 2016


2° Workshop on Governance of Safety of Automated Vehicles-

WP1, NHTSA, IFSTTAR Geneva, 28-29 June 2017

Adaptive and Inclusive Road Safety Policies – Concepts of SDG

- Legal instruments should also set the appropriate legal references bearing into account exogenous influential factors, such as
- Population/morphing urban environment: Age of megacities, policentric axes and mass mobility demand, traffic volume
- Asymmetric – Heterogeneous Road safety Conditions across the globe
- Vulnerability: Technology and – VRU – awareness and interaction
Mobility: Socio-economics math
Ethical Multipliers

Low- and Middle- Income Countries have just 54% of the world's vehicles — but 90% of the world's road traffic deaths.
Road Safety as human right

Prince Zeid Ra’ad
Zeid Al-Hussein
United Nations High Commissioner for Human Rights during the International Road safety film festival Film Opening in Geneva

"Road safety is a Human rights issue."

20 February 2017

Numbers with names

Top five global causes of male adolescent deaths
Ages 10-19 years

- Road traffic injury
- Violence/fight
- Drowning
- Lower respiratory infections
- Self-harm

Source: WHO
Global Forum For Road Traffic Safety – OUTREACH

- Reaching out South East Asia Region – Case studies / replicable in other region of the world with similar mobility criticalities: Implementing legal instruments

- UNECE WP1*US-NHTSA* IRTE in close cooperation with ESCAP

- 23rd March 2015 – WP1 70th Session Round Table and Strategic Conclusions to build a Research Cluster on exploring the use of road safety legal instruments to address powered two wheeled vehicles safety policies in low and middle income countries.

- Conference on safety of Powered Two wheelers, Delhi, IRTE, 18th – 19th February 2016; 28th - 30th November 2016; VRU (focus on challenged people, elderly, school transport) - November 2017, 9-11

- Conference November 2018
The road to results

- Ethical responsibility to offer inclusive trustworthy regulatory solutions within SDG 3.6 and 11.2
- Technology promotional benefit through proper legal guidance prioritizing societal advantages
- Global Forum enacts the governmental coordination and support to empower the UN resolutions and legal principles.
e-CoRSS
What is e-CoRSS?
E-CoRSS in action