
**Thematic Working Group on Sustainable Transport, Transit and
Connectivity (TWG-STTC)**

23rd Session
27-28 August 2018
Astana, Kazakhstan

Road safety issues and policy interventions in SPECA countries

(Item 4.8 of the Agenda)

Note by ECE/ESCAP

1. About 1.25 million people globally die each year as a result of road traffic accidents—that’s nearly 3400 deaths a day. Nearly half of those dying on the world’s roads are “vulnerable road users”: pedestrians, cyclists, and motorcyclists. 90% of the world’s fatalities on the roads occur in low- and middle-income countries, even though these countries have approximately 54% of the world’s vehicles. Road traffic injuries are the leading cause of death among people aged between 15 and 29 years. Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030. Between 20 and 50 million more people suffer non-fatal injuries, with many incurring a disability as a result of their injury.

2. Road traffic injuries cause considerable economic losses to individuals, their families, and to nations as a whole. These losses arise from the cost of treatment as well as lost productivity for those killed or disabled by their injuries, and for family members who need to take time off work or school to care for the injured. Road traffic crashes cost most countries 3% of their gross domestic product.

3. In 2010 UN General Assembly Resolution 64/255 (GA) has proclaimed the current 2011-2020 decade, as the United Nations Decade of Action for Road Safety. The envisaged goal is to stabilize and reduce the forecasted level of road traffic fatalities worldwide through increasing the number of road safety activities conducted at the national, regional and global levels. Regrettably,

there has been limited improvement in overall global road safety (killed, injured and accidents) since the launch of the UN Decade of Action for Road Safety. Therefore, much remains to be done to meet the Decade's goal, especially in low- and middle-income countries which are highly affected by road traffic fatalities and injuries.

4. In September 2015 in New York, United Nations member States officially adopted the 2030 Agenda for Sustainable Development. Global leaders reaffirmed their commitment to international development and formally adopted 17 Sustainable Development Goals (SDGs). The newly adopted 2030 Agenda for Sustainable Development has set an ambitious target of halving the global number of deaths and injuries from road traffic crashes by 2020. Road safety is included as sub-goal 3.6 "By 2020, halve the number of global deaths and injuries from road traffic accidents" of SDG 3 "Ensure healthy lives and promote well-being for all at all ages" and as sub-goal 11.2 "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" of SDG 11 "Make cities and human settlements inclusive, safe, resilient, and sustainable".

5. The GA Resolution A/70/L.44 adopted in April 2016, reaffirms the adoption of the Sustainable Development Goal (SDG) targets on road safety outlined in the 2030 Agenda for Sustainable Development. The Resolution requests WHO, in collaboration with UN Regional Commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist countries to develop voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries. Finally, the resolution requests the UN Secretary-General to consider the possibility of establishing, from voluntary contributions, a Road Safety Trust Fund, to support the implementation of the Global Plan for the Decade of Action and road safety-related SDGs.

6. In April 2018, the United Nations Road Safety Trust Fund was launched. The Fund aims to accelerate progress in improving global road safety by bridging the gaps in the mobilization of resources for effective action at all levels. It was established to mobilize resources from governments, intergovernmental or non-governmental organizations, the private sector, philanthropic organizations and individuals.

UNECE Road safety activities

A. Global Forum for Road Traffic Safety (WP.1)

7. The Global Forum for Road Traffic Safety (WP.1) serviced by the UNECE secretariat is the only inter-governmental permanent road traffic safety body in the UN system. Participation in WP.1 is open to all countries across the world. Typically, WP.1 meets twice a year in Geneva, Switzerland. The UNECE Sustainable Transport Division provides the group's secretariat support: it services sessions, prepares documents, agendas and reports, collects and disseminates information and facilitates the liaison among Governments.

8. Amongst other matters, WP.1 considered amendment proposals to the 1968 Convention on Road Traffic with a view to maintaining consistency between the convention and the provisions of vehicle regulations adopted in the framework of the 1958 Agreement, such as light and light signalling. Furthermore, WP.1 considering a proposals to amend the 1968 Convention on Road Signs and Signals and discussed issues related to the mutual recognition of driving permits, a safe system approach, multidisciplinary crash investigations and distracted driving.

9. Starting in 2014, WP.1 oversees the work of the Group of Experts on Road Signs and Signals. The mandate of the Group of Experts on Road Signs and Signals is to review and to suggest ways to facilitate better comprehension of road signs and a more effective implementation of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals.

B. United Nations legal instruments

10. From the last TWG meeting, the number of contracting parties to the 1949 Convention on Road Traffic was changed to 97. Two new contracting parties joined 1968 Convention on Road Traffic bringing the total number to 77 and another joined 1968 Convention on Road Signs and Signals bringing the total number of contracting parties to 66. The number of contracting parties to the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals remains the same at 35.

11. Under the administration and responsibility of the World Forum for Harmonization of Vehicle Regulations (WP.29), the 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted to/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis

of these Prescriptions, and the 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or used on Wheeled Vehicles, had 51 and 36 contracting parties respectively, covering most of the countries with a major automotive industry. The number of contracting parties to the 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections was increased to 14.

12. The World Forum for the Harmonization of Vehicle Regulations (WP.29) has recently adopted a considerable number of technical modifications to UN vehicle Regulations related to safety and environmental aspects with focus on E-mobility and vehicle passive safety (pole side impact and frontal impact). In 2015 topics related to autonomous driving were included in the work of the Informal Working Group on ITS resulting in first regulations on automated driving functionalities as well in recommendations on cyber-security and data protection. Furthermore, WP.29 has established two comprehensive UN Regulations (No. 44 and No. 129) providing the technical and administrative requirements for Child Restraint Systems (CRS). To ensure the correct selection of type approved CRS, an information package for users and for policy makers has been prepared. In addition the requirements for periodic technical inspection of vehicles have been amended to state of the art and a resolution has been adopted providing requirements for test equipment, training of staff and quality control.

13. As regards transport of dangerous goods, the Working Party on the Transport of Dangerous Goods, in cooperation with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), finished in 2018 work to ensure harmonization of the international agreements for the transport of dangerous goods by road, rail and inland waterways with the provisions of the twentieth revised edition of the Model Regulations. This work resulted in the adoption of a series of amendments to the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), the European Agreement Concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) to further enhance transport safety and security, for entry into force on 1 January 2019. These amendments address, for instance, transport of articles containing dangerous substances, transport and packing of electric storage systems (e.g.: new, defective or damaged

lithium batteries), transport of unstable substances under temperature control or a modified concept for explosion protection on board tank vessels..

C. Technical assistance in the road safety field

14. The road safety SafeFITS model aims to facilitate knowledge-based transport policy decision making for road casualty reduction. The primary objective is to assist governments and decision makers to identify the most appropriate road safety policies and measures that lead to tangible results and improved road safety records. SafeFITS should provide information on different road safety scenarios based on a selection of policies and measures, e.g. safer vehicle fleet-by-fleet renewal and enforced periodic vehicle inspection; safer roads, e.g. reduction of high-risk road sections; traffic rules enforced by the use of safety belts and helmets according to international standards, etc. The completed SafeFITS model should assist governments and decision makers to anticipate expected outcomes of the road safety programmes (the scenarios in terms of the model) and to evaluate whether they can meet targeted values. A set of road safety variables will represent one scenario in the SafeFITS model and determine one road safety policy, the results of which will be calculated. The International Road Transport Union (IRU) has agreed to finance the development of the SafeFITS tool..

15. The SafeFITS model was developed in phase III and includes two background components:

- A database of indicators from all layers of the road safety management system,
- A set of statistical models fitted on the database indicators to produce the SafeFITS outputs.

16. The SafeFITS model is composed of three modules as follows:

- Intervention: allows analysis of the effects of single interventions at national or regional level,
- Forecasting: allows user-defined scenarios or combinations of measures in a country and obtains medium- or long-term road safety forecasts for each scenario,
- Benchmarking: allows an area-to-area analysis by selected variables (e.g. countries, geographical regions, etc.).

17. The SafeFITS model is the first global model to support road safety policy, allowing for global assessments (i.e. monitoring the global progress towards the United Nations road safety

targets) and individual country assessments of various policy scenarios. The model fully exploits the currently available global data and analysis techniques to serve key purposes in road safety policy analysis: benchmarking, forecasting, etc. However, modelling process has limitations. A low global availability of some data required estimates or imputations, and statistically not all identified relationships are “causal”. Also, the model may not fully capture the trends in some countries with particular characteristics, e.g. high number of vulnerable road users, very low or very high GDP, very good road safety performance already, etc. Therefore, the optimal use of the SafeFITS model strongly depends on a good knowledge of the national data and its limitations, and a good understanding of the model’s purpose and limitations..

18. To provide feedback on the SafeFITS model and discuss road safety statistics and modelling, ECE and IRU, organized a SafeFITS round table (30 June 2017, Geneva) for the prominent representatives of the road safety scientific community (international organizations, academia, international financial institutions, etc.). During the round table, SafeFITS peer review reports prepared by two renowned road safety experts were presented. The round table: (a) concluded that much better global road safety data collection and dissemination is warranted and (b) provided recommendations for updating SafeFITS.

19. In the autumn of 2017, an initial version of the web-based application was ready for internal testing. Two pilot tests were organized in Albania and Georgia in the first half 2018. The tests were used to fine tune the model, analyse the road safety data collection mechanism and methodology and recommend improvements. In that sense, SafeFITS tested recommendations defined through “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition” project, reaching synergy between two ECE-led projects.

20. After the pilot tests and adjustments, the full operation phase started in February 2018 and the SafeFITS model is available to the public. Based on user feedback, annual or bi-annual revisions of all SafeFITS components (database and statistical models) should take place. In the coming years, the Sustainable Transport Division will explore all possibilities to obtain more reliable SafeFITS inputs (global road safety statistics and information) and incorporate any new developments in the road safety field.

21. The SafeFITS Final Report was published in March 2018 and is available in electronic format on http://www.unece.org/fileadmin/DAM/trans/events/docs/SafeFITS_Final_Report.pdf

D. UN Secretary-General's Special Envoy for on Road Safety

22. On 29 April 2015, Mr. Jean Todt was appointed Special Envoy for Road Safety by the United Nations Secretary-General. In this role, Mr. Todt is helping to mobilize sustained political commitment towards making road safety a priority; advocating and raising awareness about the United Nations road safety legal instruments; sharing established road safety good practices; and advocating for adequate global funding for road safety. Along with UNECE, the Special Envoy established and launched the UN Road Safety Trust Fund in April 2018. To date, the Special Envoy met with more than 100 Heads of States and Ministers in 67 Member States, encouraging high-level political commitment to road safety, especially in the most affected areas. Below is the summary of Mr. Todt's engagement with SPECA countries in 2016-18.

23. In September and November 2016, the Special Envoy travelled to the Kyrgyz Republic (meeting with Ministry of Internal Affairs), the Republic of Kazakhstan (meetings with First Deputy Prime Minister, Ministry of Investment and Development and Astana and Almaty Mayors) and Turkmenistan (meetings with Ministry of Interior, Ministry of Motor Transport) to advocate for increased priority on road safety especially in view of the UN Sustainable Development Goal targets 3.6 to halve the number of road deaths by 2020 and 11.2, which aims to provide safe and affordable access to sustainable transport systems for all by 2030. Mr. Todt highlighted the importance of aligning national strategies to those of the Global Plan for the Decade of Action for Road Safety 2011-2020 as well as increased accession to and successful implementation of the UN Road Safety Conventions.

24. In Turkmenistan, the Special Envoy attended the Global Sustainable Transport Conference, where he alongside UNECE launched Consultations on a paper exploring the establishment of the UN Road Safety Trust Fund. Furthermore, the Global Sustainable Transport Conference held on 26 and 27 November 2016 provided an opportunity to ensure that road safety does not go unforgotten during discussions of broader transport development issues. Road Safety must be part and parcel of sustainable transport and a basic condition for a sustainable development.

Road safety activities by the ESCAP

25. In support of the Commission resolution 66/6 on “Improving road safety in Asia and the Pacific” and resolution 73/4, as well as updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020 with the goal to halve number of road traffic injuries and fatalities in line with target 3.6 of the Sustainable Development Goals as well as the Regional Action Programme on Sustainable Transport Development (2017-2021) adopted by the Ministerial Conference on Transport held in Moscow in December 2016, ESCAP continues to provide capacity building and technical assistance to member countries in meeting their commitments under the updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020, the Sustainable Development Goals and the United Nations Decade of Action for Road Safety through the organization of workshop, seminar and training to raise awareness and enhance the capacities of member countries in relevant road safety issues.

26. A side event on Making the Road Sector a Key Vehicle for Sustainable Development was organized at the Global Sustainable Transport Conference in Ashgabat, Turkmenistan on 26 November 2016. The event discussed the significant role of road sector in economic and social development as the most efficient, convenient and flexible mode of transport and its unprecedented challenges including significant number of road traffic fatalities and injuries.

27. An Expert Group Meeting on Road Infrastructure Safety Facilities for the Asian Highway was organized in Bangkok on 30 and 31 May 2017 to present and review the study findings and reports on road infrastructure safety facility standards for the Asian Highway network and map out future actions. Five SPECA member countries: Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan participated in the EGM.A Regional Meeting on Design Standards for Road Infrastructure Safety Facilities for the Asian Highway Network was held in Bangkok on 30 and 31 August 2017. The Meeting recognized that the Intergovernmental Agreement on the Asian Highway Network provided a good institutional platform for the coordinated development of road safety infrastructure facilities following harmonized standards. It also agreed to have the finalized annex proposed as an amendment to the Intergovernmental Agreement on the Asian Highway Network for consideration of the Working Group on the Asian Highway at its 7th meeting scheduled to be held in Bangkok, on 13-15 December 2017. The Meeting was participated by representatives from four SPECA member countries including Kazakhstan, Kyrgyzstan, Tajikistan, and Uzbekistan.

Joint road safety activity by the UNECE and UNESCAP

28. ECE in collaboration with ESCAP and United Nations Economic Commission for Latin America and the Caribbean (ECLAC), under the 9th tranche of the UN Development Account Fund (UNDAF), implemented the project “Strengthening of the national road safety management capacities of selected developing countries and countries with economies in transition”. The project aimed to assist four developing countries and countries with economies in transition (Albania, Georgia, Dominican Republic and Viet Nam) to strengthen the road safety management capacities, effectively address and improve national road safety records and to enhance national road safety management capacities. Governments will be able to identify the most critical road safety aspects and priority needs by preparing Road Safety Performance Reviews. Based on priority needs identified in the Reviews, capacity-building seminars and workshops with examples of good road safety practices were organized. Furthermore, the project aimed to help countries to raise public awareness on road safety issues and sensitize public and non-governmental sectors on the need to set ambitious road safety targets and adopt specific measures to meet them.

29. The project was launched in September 2015 and following activities were implemented:

- Albania – Two initial missions are completed (19-20 November 2015 and 18-20 December 2016). Second national capacity building workshop was organized in Durres on 6-7 February 2018 with more than 30 national road safety stakeholders. Participants discussed project recommendations and how to use the RSPR results for better road safety. Capacity building part of the Workshop strengthened capacities on transport of dangerous goods, safer vehicles and how to collect and disseminated better road safety statistics. In June 2018, the Albania RSPR report was published and disseminated to national road safety stakeholders.
- Georgia – Assessment process including three missions to Georgia (30 November - 1 December 2015, 23-25 November 2016 and 14-15 December 2016), mobilizing national consultants’ team and preparation of the draft RSPR was finalized. Based on the preliminary RSPR findings, national capacity building workshop was held in Kachreti, Georgia on 26-27 April 2017. The final capacity building event in Georgia was held in Kachreti on 15-16 February 2018, with 20 participants from Albania and Georgia. Both delegations presented the RSPR final results and committed themselves to implement proposed measures for the most pressing rod safety issues. The final RSPR has been published in May 2018.

- Viet Nam - Preparatory mission took place on 16-17 March 2016 and 10-12 October 2016 (both in Hanoi) and national consultants' team were hired during 2016. Based on the identified priority areas, two capacity building events were held, with substantive UNECE input: (i) "National Capacity Building Workshop on the Implementation of Road Safety Legal Instruments – Strengthening National Road Safety Management Capacities" held in Hanoi on 12-13 January 2017 and Ho Chi Minh City, 16-17 January 2017 and (ii) "Consultative meeting on the main findings of Viet Nam's Road Safety Performance Review and Capacity building workshops on road safety audits" held on 12-20 June 2017 in Hanoi and 19-27 June 2017, in Ho Chi Minh. Following this work, the Road Safety Performance Review of Viet Nam was prepared and launched in March 2018. The study included recommendations on the key priority areas to improve road safety in Viet Nam and was published and circulated among both national and local government officials in Viet Nam. The project has helped Viet Nam in the process of amending Road Traffic Law 2008 and increased the number of certified road safety auditors in Viet Nam by 10 per cent. The project significantly enhanced national road safety capacities in improving infrastructure safety in both urban and rural roads of Viet Nam.
- The Dominican Republic – Preparatory missions were held on 4-6 June 2016 and 26 – 28 September 2016; both in Santo Domingo. The capacity building workshop "National workshop on sustainable mobility, logistics and road safety in the Dominican Republic" was held on 19-20 April 2017 with sessions dedicated to UN road safety legal instruments and policy dialogue on the RSPR findings. A second capacity building event was held on 15-16 February 2018 for INTRANS road safety stakeholders. The main focus was on policy dialogue on the RSPR results and capacity-building on road safety-related UN Legal Instruments. The Dominican Republic RSPR report was published in May 2018.

30. In order to improve the quality of the RSPRs and to attract additional funding, UNECE agreed to the involvement of several international road safety organizations in the Project as peer reviewers for specific topics (safe vehicles, drink driving and road infrastructure safety). Experts from the International Alliance for Responsible Drinking (IARD) prepared valuable inputs on drink-driving in all beneficiary countries, while experts from the International Road Federation (IRF Washington) reviewed safer roads component of the RSPR in Albania and Georgia.

31. Presentation and publishing of the Road Safety Performance Reviews in all beneficiary countries and project finalization activities were finalized by June 2018.

32. In 2018, Government of Kazakhstan has agreed to perform Road Safety Performance Review and nominated National Focal Point. The project should be completed until end 2019.

The Thematic Working Group may wish to:

- Continue their efforts to develop and implement national road safety strategies and action plans, strengthen bilateral and multilateral cooperation to achieve goals and targets in line with the Decade of Action for Road Safety as well as road safety-related SDGs;
- Efficiently implement UN legal instruments in road safety;
- Work towards achieving updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020;
- Ask for political support and commitment as well as scaling up of funding for road safety endeavors in the SPECA countries, including infrastructure improvements and advocacy programs;
- Ensure the collection of quality road safety data and request technical assistance in data collection to facilitate the regular monitoring of road safety at the national and regional levels.
- Encourage SPECA countries to use the SafeFITS model to assess the results of various road safety activities and strategic actions;
- Build on the results of Road Safety Performance Reviews, encourage SPECA Member countries to ask for technical assistance in road safety through RSPR.