



Economic and Social Council

Distr.: General
7 December 2018

Original: English

Economic Commission for Europe

Inland Transport Committee

Eighty-first session

Geneva, 19-22 February 2019

Item 5 (c) of the provisional agenda

Strategic questions of a modal and thematic nature:

Road safety

Road Safety Performance Reviews

Note by the secretariat

Summary

The Road Safety Performance Reviews (RSPR) were designed to help Governments to strengthen the road safety management capacities and improve national road safety records by identifying and effectively addressing the most critical road safety aspects. This paper presents the methodology and results of the United Nations Development Account (UNDA)-financed RSPR project in Albania and Georgia and future application of this useful tool for defining road safety policies or measures that may lead to improved road safety.

The Inland Transport Committee **is invited to:**

- Discuss this paper;
- Welcome RSPR project results, and
- Support implementation and publishing of the Road Safety Performance Review in Kazakhstan.

I. The project background

1. Road accidents are a major problem in modern societies: annually almost 1.25 million people are killed and 50 million injured globally.¹ Road traffic injuries are estimated to be the eighth leading cause of death globally, and more than half the people killed in traffic accidents are young adults aged between 15 and 44 years, thus heavily implicating people

¹ WHO, 2015

who are entering their most productive years. These losses are largely preventable and they underscore the urgent need for action to improve road safety globally.

2. In 2010, the United Nations General Assembly proclaimed the decade 2011-2020 as the Decade of Action for Road Safety, and set a goal to stabilize and reduce the level of global road traffic fatalities by increasing safety programmes at the national, regional and global levels.

3. The 2030 Agenda for Sustainable Development adopted by the United Nations Sustainable Development Summit 2015, defined the Sustainable Development Goals. Two targets are directly related to road safety:

- Sustainable Development Goal 3, target 3.6 aims to reduce global road traffic deaths and injuries by 50 per cent by 2020, and
- Sustainable Development Goal 11, target 11.2 aims to provide access to safe, affordable, accessible and sustainable transport systems for all by 2030.

4. In line with requirements of the Decade of Action for Road Safety 2011-2020 and the 2030 Agenda for Sustainable Development, the ECE Sustainable Transport Division alongside ESCAP and ECLAC initiated the “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition” project. The project was financed from the ninth UNDA Tranche.

5. The project was designed to help governments to strengthen the road safety management capacities and effectively address and improve national road safety records. The most critical road safety aspects and priority needs in the beneficiary country were identified by preparing RSPR. Based on the RSPR findings, national capacity-building workshops provided further training on the priority areas identified in RSPR and on accession and implementation of United Nations road-safety related legal instruments. In this respect, the project assisted four countries (Albania, the Dominican Republic, Georgia and Viet Nam) to enhance national road safety management capacities and raised public awareness on road safety issues. The four RSPRs were issued in June 2018.

6. All four RSPRs mapped gaps and identified priority areas for road safety management in each country, helping countries to design targeted policy interventions. Specific recommendations were focused on addressing road safety challenges and saving lives on roads, e.g. empowering national road safety coordination body, re-introducing Periodic Technical Inspections (PTI) for passenger vehicles, updating national road design standards and practices, and improving legislation on transport of dangerous goods.

II. The Road Safety Performance Reviews Methodology

7. The first component of the project was the assessment of country road safety situation and management system through RSPR. Assessment identified the following: limitation in capacities, financial and human resources, necessary statistical capabilities and other pressing economic or social problems which have prevented countries from establishing or upgrading national road safety management system. Identification of gaps in national legal and regulatory framework, compliance with United Nations road safety legal instruments and coordination of road safety stakeholders were also addressed in RSPR.

8. In a beneficiary country, the assessment covered the following activities:

- preparatory missions of an initial review team (Regional Commissions' (RC) staff) in the beneficiary countries including a one-day policy dialogue to agree on the objectives, outline and timeline of RSPR with national authorities and relevant road safety stakeholders. These two-day preparatory missions resulted in an agreement

between the respective RCs and the governments on the most pressing road safety areas to be specially analysed in RSPR.

- in-depth fact-finding missions in the beneficiary countries by a substantive review team (comprising relevant RCs staff and national consultants) which met and interviewed national authorities and other road safety stakeholders. Missions included an observation of different road environments (urban and rural roads). Draft RSPR was prepared by national consultants with identification of the most critical road safety aspects. The draft RSPR was reviewed by relevant RCs staff.

9. Based on priority areas identified by RSPR (e.g. establishment of effective road safety management, institutional systems and legislative frameworks, collection and evaluation of accurate road safety statistics, setting and monitoring of road safety targets and better vehicle and road infrastructure safety), **second component** of the project comprising of national capacity-building workshops was prepared and implemented.

10. Two national capacity-building workshops were implemented to enhance national road safety management capacities. The first capacity-building workshop included a one-day policy dialogue on the RSPR findings and recommendations and a one-day seminar on the most pressing road safety issues identified in the draft RSPR. The follow-up capacity-building national workshops took place over two days and provided a further training on the relevant priority areas identified through RSPR, including the accession and efficient implementation of United Nations road-safety related legal instruments. Each of the capacity-building national seminars was attended by national government officials and other relevant stakeholders from the NGOs and the private sector.

11. To enhance the quality of RSPRs, ECE invited several international road safety organizations 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 the safer roads component of RSPR in Albania and Georgia.

12. Following the policy dialogue, in collaboration with the national governments, substantive review teams finalized the RSPR reports with recommendations. The report was published in English and the national language. A dedicated web page on the ECE website was established to disseminate project results and increase visibility of the project. Through the publication of RSPR in the national languages and preparation of the dedicated web page, the project raised awareness of the beneficiary countries about the critical needs to timely and adequately address road safety challenges and emphasised the importance of the accession and implementation of the key United Nations road-safety related legal instruments as an effective means for improving road safety management at the national level.

III. The most important Road Safety Performance Review results in Albania and Georgia and the project follow-up

13. RSPRs were supported by ten capacity-building workshops (with more than 450 participants) in four beneficiary countries, which equipped participants with knowledge of technical and policy instruments for addressing the challenges in road safety. Through workshops and capacity-building events on the identified priority areas, the project raised the capabilities of key policy and decision makers on road safety management, safer vehicles and roads, road safety statistics, addressing drink-driving and speeding. It also increased awareness of the importance of acceding to and implementing key United Nations road safety related legal instruments.

14. One of the most significant project results is that the RSPRs findings and recommendations led to concrete policy actions (update of national strategic documents and national legislation and improvements in road safety management) and road safety activities in the beneficiary countries.

- In Albania the project identified gaps in legislation of the safer vehicles and transport of dangerous goods. During the national policy dialogue, it was concluded that Albania has to keep existing and upgrade road safety capacities, in particular the Road Safety Coordination Body (RSCB) and the RSCB secretariat in the Ministry of Infrastructure and Energy.
- In Georgia – two National Road Safety Action Plans (2017 and 2018) were adopted based on the findings and recommendations of the project. RSPR supported the reintroduction of periodic technical inspections for passenger vehicles, stricter standards in import of second-hand vehicles and the adoption of amendments on road safety legislation. The project raised national capacities to improve road user's behaviour through increasing awareness on road safety risk factors (drink-driving, seat belt and child restraint system use) and social marketing campaigns to help influence the attitudes of road users.

15. It is very important that this UND-financed project is complemented by the Special Envoy-sponsored RSPRs in Africa (Cameroon and Uganda), as part of the ongoing cooperation between ECE, the Special Envoy and ECA. Two RSPRs followed the same methodology applied and were completed and published in 2018. Road safety stakeholders from ECA, Cameroon and Uganda took active participation in the *Workshop on United Nations Transport Legal Instruments – a tool for better Road Safety Management*, held in Geneva, from 5 to 7 July 2017.

16. On 26 and 27 November 2018, ECE in cooperation with the Georgian Ministry of Economy and Sustainable Development organized a RSPR follow-up capacity-building workshop in Tbilisi. The aim of the workshop was to strengthen the knowledge of Central Asia, Caucasus and East-Europe countries on how to define national road safety policy and improve road safety situation. As such, the workshop supported a better understanding of international and regional best practices on road safety management, collection and utilization of robust and reliable road safety statistics and tools (SafeFITS and RSPR) and methodologies for setting up road safety strategic goals.

17. During 2018, ECE agreed with the Government of the Republic of Kazakhstan to prepare the Kazakhstan RSPR. Presented RSPR methodology will be updated to be in line with the Global Framework Plan of Action for Road Safety² adopted by the United Nations Road Safety Trust Fund Advisory Board on 21 November 2018. The project will strengthen capacities of the Kazakh stakeholders to prepare national road safety policy and improve national road safety. This project financed by the Kazakh Government is scheduled to be completed in 2019.

² Road Safety Performance Reviews