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**Sustainable Development Goals: Potential contribution by
WP.1**

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This document, prepared by Brazil, Sweden and RSI Panos Mylonas, proposes a framework for an impact analysis of potential WP.1 contributions to Sustainable Development Goals. WP.1 will be invited to discuss it.

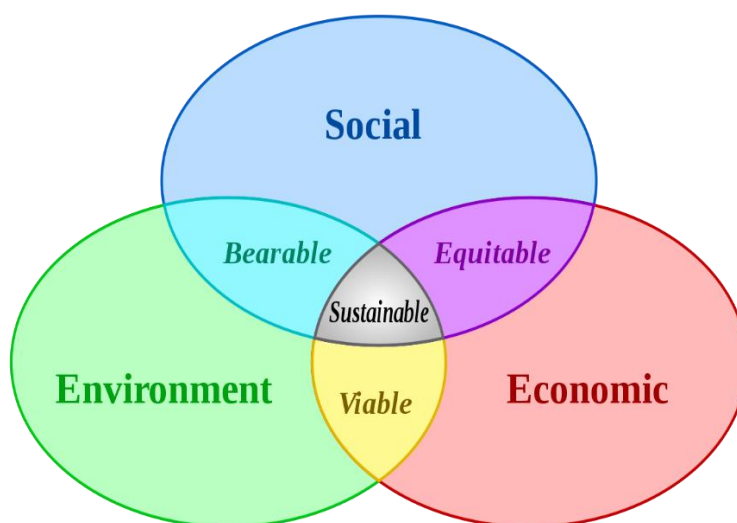
The Global Forum for Road Traffic Safety and its contribution to the United Nations Sustainable Development Goals, the use of an Impact Assessment

1. For sustainability road traffic safety is fundamental in any transport system and must always be a top priority. Road accidents are current the eighth most common cause of death in the world, and the most commonplace amongst children and youngsters in the age group 5-29 years. The burden is, however, disproportionately borne by pedestrians, cyclists and motorcyclists, in particular those living in developing countries¹.
2. The Stockholm Declaration, presented at the Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030², welcome United Nations General Assembly Resolution A/RES/70/1 of 25 September 2015, entitled “Transforming our world: the 2030 Agenda for Sustainable Development”, and the Sustainable Development Goals (SDGs) as a framework to integrate road safety in other policy areas, especially policy areas relating to SDG targets for Climate Action, Gender Equality, Health and Well-Being, Quality Education, Reduced Inequalities, Sustainable Cities and Communities, Infrastructure and Responsible Consumption and Production for mutual benefits for all.
3. The Stockholm declaration address the connections between road safety, mental and physical health, development, education, equity, gender equality, sustainable cities, environment and climate change, as well as the social determinants of safety and the interdependence between the different SDGs, recalling that the SDGs and targets are integrated and indivisible.
4. The Declaration also call upon Member States to contribute to reducing road traffic deaths by at least 50 percent from 2020 to 2030 in line with the United Nations High-Level Political Forum on Sustainable Development’s pledge to continue action on the road safety related SDGs targets, including 3.6 after 2020, and to set targets to reduce fatalities and serious injuries, in line with this commitment, for all groups of road users and especially vulnerable road users such as pedestrians, cyclists and motorcyclists and users of public transport;
5. Sustainable development is frequently described based on three dimensions; economical, environmental and social, which are all interdependent and all have an effect on road traffic safety and health (Figure 1).
6. The economical dimension concerns, for example, markets, employment, infrastructure, business models, resource efficiency, consumption, production of goods and services, and so forth.
7. The environmental dimension covers climate, air, land and water quality, noise, land use, biodiversity, recreational areas, waste disposal, pollution, ecosystems and more.
8. The social dimension includes justice, health, security, accessibility, working conditions, quality of life, well-being, inclusion, trust, education, democracy, culture, equality, participation, safety, etcetera.

¹ World Health Organization. 2018 Global status report on road safety 2018.

² <https://www.roadsafetysweden.com/about-the-conference/stockholm-declaration/>

Figure 1. Sustainable development in three dimensions



Source: https://simple.wikipedia.org/wiki/Sustainable_development

9. Good accessibility is necessary in order for society to function. All countries have a responsibility to develop accessibility in a sustain fashion.

10. Accessibility in a sustainable society consequently implies:

- The transportation system is inclusive, offering good accessibility for both citizens and commerce regardless of where one lives or works.
- The transportation system is fossil-free and its environmental impact so small that nature can continue to create ecosystem services in the future.
- Nobody is killed or seriously injured in the transportation system; neither in accidents nor by air pollution or noise.

11. In its role as an international regulatory body in the United Nations system focusing on improving road safety, the Global Forum for Road Traffic Safety (WP.1) can contribute to a sustainable world with a high and safe level of safe accessibility, either through recommendations, general advice or by creating new regulations or repealing existing ones.

Agenda 2030 - a global action plan for adaptation to sustainable development

12. In September 2015 the United Nations Member States adopted 2030 Agenda for Sustainable Development. The document contains 17 global goals (SDGs) with 169 associated targets. The goals are integrated and indivisible and balance the three dimensions of sustainable development.

13. In the agenda all the countries of the world and society's various actors have come together and agreed on joint goals. The undertaking concerns every nation, regardless of the level of income and development. All countries undertake to meet the goals in their own country and at the same time contribute to the fulfilment at a global level, with particular focus on contributing to the goals being reached in countries faced with the greatest challenges. Each nation and also WP.1 must decide on the measures that must be taken based on international and national conditions. The agenda also emphasises the importance of everyone contributing to the accomplishment within the framework of their activities. Partnership, collaboration and the willingness to create change is a precondition to being able to accomplish the agenda and reach the goals.

14. The transportation system is integrated in the majority of the goals and has the potential to influence a sustainable society in all three dimensions; socially, economically

and ecologically. The 2030 Agenda makes it clear that all goals (figure 2) jointly define a sustainable society. Hence solutions that support several of the goals and their targets are needed.

Figure 2 United Nations Sustainable Development Goals



Source: <https://www.un.org/sustainabledevelopment/sustainable-development-goals/>

The Inland Transport Committee Strategy until 2030

15. The Inland Transport Committee (ITC) at its eighty-first session in 2019 considered and adopted by acclamation the ITC strategy until 2030³, including vision, mission, strategic objectives, action plan, list of priorities and resource mobilization and partnership. The Inland Transport Committee also expressed its concern for the limited progress globally in meeting the Sustainable Development Goals targets on road safety and those of the United Nations Decade of Action for Road Safety. The strategy is also in concordance with the Stockholm Declaration.

ITC list of priorities until 2030

16. The mission for ITC is to contribute to sustainable inland transport and mobility for achieving the sustainable development goals in the ECE and UN Member States through policy dialogue, harmonizing regulatory frameworks, as appropriate, promoting new technologies, assisting in enhancing connectivity and supporting the implementation of legal instruments. In performing its mission, the Committee will enhance its role as increased support to the implementation of all Sustainable Development Goals (SDGs). However one strategic objective is to increase the support to the implementation of all SDGs, in particular through: (a) improved traffic safety and urban mobility (SDGs 3 and 11); (b) reduced pollutant and Greenhouse Gas (GHG) emissions (SDGs 3 and 13); (c) improved industry innovation and infrastructure efficiency and connectivity (SDG 9); (d) affordable and clean energy (SDG 7); (e) decent work and economic growth (SDG 8); (f) gender equality (SDG 5) and (g) contributions to global monitoring of progress towards sustainable transport as much as feasible (all relevant SDGs).

³ ECE/TRANS/288/Add.2

ITC special priority of global interest: Road Safety

17. Mindful of the shortfalls in achieving the SDG target 3.6. by 2020 due to growing trend of road fatalities globally, ITC will enhance its regulatory functions for improving road safety performance and thus contribute to the achievement of the road safety aspirations set by the international community. For this purpose, the ITC and its subsidiary bodies are supposed to strengthen their activities related to the United Nations legal instruments on road safety under the purview of the ITC as below:

- to support contracting parties in developing, improving and sustaining their national road safety systems;
- to further promote the accession and effective implementation of the United Nations legal instruments;
- to support the efforts of the United Nations Secretary General's Special Envoy for Road Safety in promoting global accession to the United Nations legal instruments; and
- to play an effective role as the international regulatory support provided in the United Nations Road Safety Trust Fund Global Framework Plan of Action for Road Safety.

18. In the ITC-strategy, a special attention is on WP.1 as ITC look on WP.1 as a core global ECE/ITC competence and strength for the progress towards the implementation and fulfilling of the strategy in which WP.1 is assigned for two priority actions until 2030:

- further expand global participation in, and cooperation between, WP.1 and WP.29 to be part of regional and global platforms for digitalization, automated driving and intelligent transport systems⁴ and
- on behalf of ITC contribute to be a leader on the road to safety, helping the global community meet global road safety targets with, especially focusing on the SDGs 3.6 and 11.2 as the main targets for WP.1 to focus on⁵.

19. ITC also have a priority action until 2030 which relates strongly to WP.1 (and WP.29), a willingness from ITC of an enhanced support to automated vehicles, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s), both if necessary⁶.

How can WP.1 contribute to the ITC special priority of global interest of Road Safety and by this also the UN SDGs?

20. Currently the Global Forum for Road Traffic Safety remains the only permanent body in the United Nations system that focuses on improving road safety. Its primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules that address the main factors of road accidents (road user behaviour, vehicle and infrastructure) that is a tangible contributor to improved road safety.

21. **A major role and task for WP.1 is by the ITC strategy to strive to support the sustainability goals, in particular target 3.6: "Reduce Road Injuries and Deaths" and 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".** An important task is also to enhance the support to the implementation of automated vehicles.

⁴ ECE/TRANS/288/Add.2 table 1

⁵ ECE/TRANS/288/Add.2 table 2

⁶ ECE/TRANS/288/Add.2 table 1

Use of Impact Assessment and Information as first steps towards target 3.6, 11.2 and Automated Vehicles

22. As set out above, sustainability and automation is a concept that encompasses many synergies, dependencies and trade-offs between different goals and their targets. It is in this context that WP.1, based on its role and purpose in relation to the ITC strategy, is among other tasks to work in harmonizing traffic rules with an extra focus on supporting the SDG targets 3.6, 11.2 and automated vehicles.

23. In order to increase WP.1's role in the Agenda-2030 work, it is necessary for the contracting parties to be well oriented and informed about the SDGs, be transparent, share ideas with each other, be efficient in the global harmonization, collaborate in favour for sustainability with the intent of becoming the road safety catalyst required to enable the ambitions expressed in target 3.6, 11.2 and also to the development of use of automated vehicles. It is also important that WP.1 always assesses and reflect on how its efforts will be beneficial for the end result, which is a better sustainable world, for WP.1 as a first step a focus on how to support the SDG targets 3.6, 11.2 and automated vehicles.

24. Using an impact assessment and then answer (direct or indirect) the question of how this will affect the SDG targets 3.6, 11.2 and the development of automated vehicles will be beneficial for giving all in WP.1 a more in-depth knowledge of the rationality behind other contracting party's suggestions, choices, possibilities, willingness etc. towards striving for SDG targets 3.6, 11.2 and automated vehicles. Use of an impact assessment will also make the process from ideas to, informal paper resolutions, amendments and new conventions more transparent and efficient as it condenses the rationality and the justification behind the idea in to written text in a structured manner. Less time will then be needed for all in WP.1 to understand and internalize other contracting parties' rationalities behind different ideas, needs etc. of new traffic rules.

25. An impact assessment will also be beneficial for WP.1 for prioritising among suggested development efforts. It will also increase other contracting party's ability to assist in formulating a legal text which will support the desired outcome. It is also a tool for information and learning as the condensed rationality will be transparent for all contracting parties in written text.

A good first example: the Automated Driving Amendment proposal to Article 34 in the 1968 Convention on Road Traffic

26. Belgium, Finland, France, Luxembourg, Portugal, Russian Federation, Sweden and Switzerland has submitted an informal paper regarding an amendment proposal to 1968 Convention on Road Traffic⁷. This paper includes an explanatory memorandum with motivation, solution, conditions and relationships to the 1949 and 1968 conventions. The explanatory memorandum give the reader a better chance to understand the legal rationalities behind the proposal than otherwise. However what is not in the explanatory memorandum is how and to what extent the amendment proposal will affect the UN SDGs targets 3.6 and 11.2. The memorandum was not supposed to include this, but adding this perspective in forthcoming WP.1 explanatory memorandums similar to the informal paper can be a model for future WP.1 impact assessments.

⁷ ECE/TRANS/WP.1/2020/1

Information about the UN SDGs, the ITC-strategy and a handbook for Impact Assessments are needed

27. As a continuation, and if WP.1 wish so Sweden, Brazil and R.S.I Panos Mylonas can offer assistance in having an information about the UN SDGs and also about the ITC-strategy in the next WP.1-meeting in September 2020. Sweden and Brazil and R.S.I Panos Mylonas can also to the next WP.1-meeting suggest a practical handbook including a template for what to include in an impact assessment and instruction of how to use it. A model for how an impact assessment can be entered in to the WP.1 with the aim to have WP.1 to always consider its impact on the SDGs targets 3.6 and 11.2 can also be visualized for a discussion within WP.1. Regarding automated vehicles it is obvious that WP.1 already have a clear focus and an impact assessment can then better be used to value different proposals, be used to explain the rationalities behind different choices etcetera. An handbook can then also be used for this purpose.
