UNIVERSAL NATIONS
ECONOMIC COMMISSION FOR EUROPE

Road safety issues in the SPECA region

15th session
SPECA PWG-TBC
Almaty, 7-8 April 2010

Presentation by the secretariat
Transport Division, UNECE

UNECE activities of global importance

• Harmonization of vehicle regulations
• Harmonization of frontier controls of goods
• Transport of dangerous goods
• Road traffic safety
• TIR convention
• Euro-Asian Transport Links
• Hinterland connections of seaports
• Inland transport security
Road safety: A global issue

Road Traffic Injury Fatality Rates (per 100,000)

Fatalities per 100,000 inhabitants

Source: Road traffic death estimates based on:
1. WHO mortality data in countries with global vital registries;
2. 1990-2000 in countries with poor vital registration; see documentation for details.
Date is for most recent year available.

Road safety: Achievements and challenges
Fatality rates per 100,000 inhabitants
Road safety highlights

• UNDA road safety project (2008-2009)
  – Setting national and regional targets
  – Capacity building

• Global Ministerial Conference on Road Safety
  (Moscow, November 2009)

• UN General Assembly Resolution, 2 March 2010

• Decade of Action for Road Safety (2011-2020)
UNDA road-safety project

“Improving Global Road Safety: setting regional and national road traffic casualty reduction targets”

• Follow-up to the recommendations made in the UN General Assembly Resolution 60/5 of 2005 on “Improving global road safety”

• Main objective: to assist low and middle income countries to develop regional and national road traffic casualty reduction targets and to provide them with examples of good road safety practice that could help them to achieve the targets selected by 2015

• Duration: 2008-2009; Budget: $658,000

UNDA project activities

- Information on interventions and road safety practices that reduced road traffic injuries and fatalities - examples to be replicated

- Organization of seminars by each UN Regional Commission for countries with similar problems

- Beneficiaries: Ministries of Interior, Transport, Health and Education, NGOs active in road safety, and all road users
Regional seminars

ECE: May 2009, Minsk, Belarus; June 2009, Halkida, Greece
ESCAP: October 2008 and September 2009, Bangkok, Thailand
ECLAC: November 2008, Buenos Aires, Argentina; May 2009, Panama City; August 2009, Georgetown, Guyana
ESCWA: June 2009, Abu Dhabi (UAE)
ECA: July 2009, Dar-es-Salaam, Tanzania

UNDA project outcomes

- ECA and ESCAP have set detailed goals and indicators
- ESCWA: expected approval by Ministers for a 30% reduction in fatalities by 2015
- ECE: 50% reduction in fatalities by 2010/2012, plus national targets
- Report taken into account by the Global Ministerial Conference on Road Safety (Moscow, 19-20 November 2009)
- Increased awareness and commitment, to ensure follow-up and sustainability
Conclusions and recommendations

- Conclusions and recommendations (final report): under translation EN- FR, AR, SP, PT, RU. Report only printed in English and on CD ROM in the other languages
- Follow-up measures
  - A series of regional workshops with practical training and capacity building to assist countries in setting targets and developing strategies
  - A practical guidance manual and web-based materials to be prepared as a workbook for the workshops, drawing on the *Towards Zero* report and the existing manuals

Conclusions and recommendations

- Follow-up measures, cont’d
  - A monitoring system to be established in each UN region to track progress towards meeting regional and national targets
  - A common set of indicators to be agreed, based on the sets developed by ECA and ESCAP
  - Countries to improve road safety data collection and to harmonize definitions on internationally accepted standards (e.g. death in a road crash within 30 days)
Conclusions and recommendations

Follow-up measures, cont’d
- Joint project to be implemented by all five UN regional commissions
  - Aims at providing technical assistance to (at least) one country from each region in addressing the road safety problems, to be used as a pilot for other countries with similar problems
- Share best existing practices
- Prospects for funding by donors encouraging

Relevant OECD recommendations:
- Creating the political climate for action
  Adopt a highly ambitious vision for road safety
  Foster commitment at the highest levels of government
- Understanding and targeting the problem
  Conduct sufficient data collection and analysis to understand crash risks and current performance
  Accelerate knowledge transfer
  Set interim targets to move systematically towards the vision
- Delivering measures to achieve the target
  Develop a safe system approach, essential for achieving ambitious targets
  Strengthen the road safety management system
  Invest in road safety
  Exploit proven interventions for early gains
UN legal instruments and best practice

Legal instruments
- European Agreement on Main International Traffic Arteries (AGR)
- Convention on Road Traffic, Vienna 1968
- Convention on Road Signs and Signals, Vienna 1968
- European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)
- Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, 1997

Best practice
- Consolidated Resolution on Road Traffic (R.E.1)
- Consolidated Resolution on Road Signs and Signals (R.E.2)

Accession vs. implementation
Road safety and fair competition

- European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR)
- There are 49 contracting parties, including EU states, AZ, BY, KZ, MD, RU, TR, UA, UZ
  - Only concerns vehicles which are carrying out international transport (article 2)
  - Some provisions of the Agreement also apply to vehicles registered in a non-Contracting Party when they are travelling in the territory of a Contracting Party (article 3)

AETR objectives

- To increase the safety of road traffic
- To regulate some conditions of employment in international road transport
- To ensure the observance of those regulations
Introduction to the Digital Tachograph (1)

Introduction to the Digital Tachograph (2)

- **In the EU:**
  - Mandatory on newly registered heavy vehicles since May 2006
- **For non-EU AETR countries:**
  - Mandatory for newly registered vehicles (and for those already equipped with a digital tachograph) as from 16 June 2010
- **Implementation is complex** (technical and administrative levels)
Some consequences of non-implementation

• Transport operators would use illegal recording equipment
• Data not available for enforcement purposes
• Drivers not controllable
• Threat to road safety and fair competition on the territory of Contracting Parties to the AETR
• Prohibition of entry for non-compliant vehicles after 16 March/16 June 2010 in the EU/EEA countries?

Possible « tolerance measures »

• To be agreed in Geneva on 22-23 April 2010, in a special session of the Working Party on Road Transport (SC.1) – Please participate!!!

• If agreed, the maximum postponement up to 31 December 2010 - « one-off » arrangement!
UNECE – 60 years of work

Social Rules
(driving and rest hours)

Drivers' Licenses

Vehicles Regulations

Border-Crossing Facilitation

Road Traffic Rules

Road Signs and Signals

Infrastructure (standards and parameters, tunnel safety)

Transport Statistics

Dangerous Goods

THANK YOU

More information available at
UNECE Road Safety Forum