7th Decade of road safety
dedicated to global action, context and
dynamics

The UNECE contribution

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Content of presentation

• Road safety a global and European concern
• Main risks
• Achievements and challenges
• UNECE contribution
• Holistic approach
• Conclusions

First UN Global Road Safety Week, Geneva, Palais des Nations, 23-29 April 2007
A global concern
A European concern

- **127,000** die a year
- **Age 15-29:** leading cause of death
- **2.4 million injured or disabled**

Costs: between **1.5** to **2.5 % GDP**

Major social, economic, development and health issue
Progress is the result of serious and systematic efforts.

- Internationally harmonized regulatory framework
- Political will and commitment
- Elaboration of strategies and monitoring implementation
- Sharing best practices to further improve
- Setting casualty reduction targets
Main risks of road crashes

- Excessive speeding (responsible for 1/3 of fatal accidents)
- Drink and Drive (20% of driver fatalities involve BAC in excess of limits)
- No use of seat-belts, child restraints and helmets (responsible for deaths)
- Poorly designed or insufficiently maintained roads (killer roads)
- Use of vehicles that are old, poorly maintained, or lacking safety features (still widespread)
The driver (perhaps the most difficult to influence)

The vehicle

The infrastructure
Road Traffic Safety work (WP.1)

- Conventions on Road Traffic, of 1949 and 1968
- Convention on Road Signs and Signals, of 1968
- European Agreement supplementing the 1968 Convention on Road Traffic
- Best Practices (Resolutions R.E 1 and 2)

Provide a set of international agreed road traffic regulations aimed at the improvement of the efficiency and safety of international road traffic (global scope)
For safe and clean vehicles (WP.29)

Vehicles Regulation, 1958
*Agreement on the Uniform Technical Prescriptions for Vehicles, Equipment and Parts and for Reciprocal Recognition*

Technical Inspection of Vehicles, 1997
*Agreement on Uniform Conditions for Periodical Technical Inspections of Vehicles and the Reciprocal Recognition*

Global Vehicles Regulation, 1998
*Agreement on Global Technical Regulations for Vehicles, Equipment and Parts*
Transport Facilitation and efficiency

Dangerous goods (ADR) and its protocol

Transport Statistics

European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR),

Facilitate international carriage of goods and passengers, increase safety, prevent professional drivers from driving excessive hours
Introduction of the Digital Tachograph
For safe roads

European Agreement on Main International Traffic Arteries (AGR)

Geometric Characteristics for harmonized, safe and comfortable roads, tunnels and bridges

TEM Standards and Recommended Practice (Revision II - 2002)

TEM: 321 road priority projects - € 126 billion

EATL: 150 road priority projects - $ 98 billion
Accession is good, but full implementation is essential

- Multilateral legal instruments can yield substantial benefits to countries
- For this to happen, they must be fully and effectively implemented: implementation is a national competency
Accession versus implementation

Source: FIA European Bureau
Accession versus implementation
UNECE
Building on Partnerships

- Events
- Projects
- Capacity building
- Campaigns
- Publications
- Supporting initiatives
- Studies
- UN RCs
- UNRSC
UNDA Project on Road Safety Targets

Implementation: By all UN RCs 2008-2009

• Helped countries set targets
• Promoted best practices
• Report published /taken into account by the Global Ministerial Conference on Road Safety, Moscow, 19-20 November 2009
• Increased awareness and commitment
UNECE Road Safety Conference
25-27 June 2008, Halkida, Greece
First Global Ministerial Conference on Road Safety: Time for Action
Moscow, 19-20 November 2009
Road safety is not just a transport issue

Multidisciplinary (holistic) approach:

- **transport** (infrastructure, vehicle, driver)
- **police** (prevention, control, enforcement)
- **education** (at all school levels and in community)
- **health** (especially post-crash care)
- **Society** (Behave responsible abiding by the rules)
Conclusions

• In spite some progress, remains a major global social, economic, development and health concern
• There are achievements but also many challenges
• Substantive contribution by UNECE systemic work
• Road traffic casualties can be prevented, with political will and specific actions
• UN resolution 64/255 Decade of action
• Is not only a transport issue (multidisciplinary work)
• Is the responsibility of the society as a whole
Join us in combating road deaths and injuries

Thank you!

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