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

21<sup>st</sup> Session  
7-8 September 2016  
Ashgabat, Turkmenistan

**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 crashes—that's nearly 3400 deaths a day. Half of those who die on the world's roads are vulnerable road users: pedestrians, cyclists and motorcyclists. As reported in the Global Status Report on Road Safety 2015 by the World Health Organization, road traffic injuries is the 8th leading cause of death globally and the number one leading cause of death of young people (15-29 year old). The report shows that 68 countries have seen a rise in the number of road traffic deaths since 2010, of which 84% are lower middle-income countries. Unfortunately, in the last few years number of road casualties globally does not decrease – mostly due to increase in developing countries at an alarming rate.

2. 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.

3. In September 2015 in New York, United Nations Member Countries officially adopted the post-2015 development agenda. Global leaders reaffirmed their commitment to international

development and formally adopted 17 Sustainable Development Goals (SDGs). 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”.

4. The 2nd Global High-Level Conference on Road Safety hosted by the Government of Brazil on 18-19 November 2015 in Brasilia represented a historic opportunity to chart progress at the mid-point of the Decade of Action for Road Safety 2011-2020. The Brasilia Declaration highlights strategies to ensure the safety of all road users, particularly by improving laws and enforcement; making roads safer through infrastructural modifications; ensuring that vehicles are equipped with life-saving technologies; and enhancing emergency trauma care systems. The Declaration encourages WHO and partners to facilitate development of national, regional and global targets to reduce road traffic crashes and fatalities, and support the definition and use of indicators linked to the SDG targets related to road safety.

5. The recently adopted GA Resolution A/70/L.44 (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.

## **UNECE Road safety activities**

### **A. Working Party on Road Traffic Safety (WP.1)**

6. The Working Party on Road Traffic Safety (WP.1) serviced by UNECE 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.

7. Amongst other matters, WP.1 together with the World Forum for Harmonization of Vehicle Regulations (WP.29) reviewed and 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 and 1998 Agreements, such as Advanced Driver Assistance Systems. 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.

8. Starting in 2014, WP.1 oversees the work of two new Groups of Experts, the Group of Experts on Road Signs and Signals, and on Improving Safety at Level Crossings. 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. The mandate of the Group of Experts on Improving Safety at Level Crossings is take stock of available data on Safety at Level Crossings to describe, assess and better understand the safety issues at a road/rail interface as well as to develop a multidisciplinary strategic plan aimed at reducing the risk of death and/or injury at level crossings.

### **B. United Nations legal instruments**

9. From the last TWG meeting, the number of contracting parties to the 1949 Convention on Road Traffic was unchanged at 95. One new contracting party joined 1968 Convention on Road Traffic (Saudi Arabia) bringing the total number to 74 and another joined 1968 Convention on Road Signs and Signals (Republic of Moldova) bringing the total number of contracting parties to 64. One

contracting party joined the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals bringing the total number to 33.

10. 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 50 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 13.

11. 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 aspects of 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. 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.

12. During the 2015-16, the Working Party on the Transport of Dangerous Goods adopted several amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) with a view to enhance road safety and security. The sixth revised edition of the GHS, the 19th revised edition of the Model Regulations and the sixth revised edition of the Manual of Tests and Criteria were published in 2015. Consideration of the 19th revised edition of the Model Regulations by the Working Party on the Transport of Dangerous Goods (WP.15) and its joint meetings with the Intergovernmental Organization for International Carriage by Rail (OTIF) and with the Central Commission for the Navigation of the Rhine (CCNR) resulted in adoption of a series of draft 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). These amendments will enter into force on 1 January 2017.

13. The IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (the CTU Code) was endorsed in 2014 and thus in 2015 it has become applicable. These non-mandatory guidelines seek to increase safety in the handling of containers and reduce the number of incidents across transport modes attributed to poor practices in the packing of cargo transport units, including inadequate securing of the cargo, overloading and incorrect declaration of contents. The CTU Code applies to operations throughout the entire transport chain and provides guidance not only to those responsible for packing and securing cargo, but also to those who receive and unpack such units.

### **C. Technical assistance in the road safety field**

14. The road safety module “Safe Future Inland Transport Systems (SafeFITS)” aims to facilitate knowledge based transport policy decision making related to road casualty reduction. The SafeFITS was planned with the primary objective to assist governments and decision makers, both in developed and developing countries, to decide on the most appropriate road safety policies and measures in order to achieve tangible results in improving road safety. The model will be based on historical road safety data and relations between several road safety parameters and it is expected to provide information on different road safety scenarios based on the chosen policies and measures. Preparation of such a complex and sophisticated road safety tool requires a step-by-step approach; therefore the SafeFITS model development is divided into four phases. Phase I was dedicated to exploration and analysis of existing knowledge on road safety modelling and causalities; Phase II aimed at preparing a draft model framework and description of road safety causalities to be used for developing of road safety policy scenarios. The result of Phase III should be a draft SafeFITS model and application/user interface. It is intended to test and verify it by pilot tests in Phase IV. At the end of the Phaze IV, the SafeFITS model should be ready for public/external use. The SafeFITS Project is currently in Phase III which started in June 2016. SafeFITS is an extra-budgetary project benefiting from financial and in-kind support, primarily from the International Road Transport Union (IRU).

### **D. Road safety publications**

15. “Together with UNECE on the road to safety” is a 2015 publication, in which the many courses of actions and tools developed by UNECE are described to show the UNECE input to the

Decade of Action 2011-2020. In particular, the publication presents the work done under 11 goals of the UNECE Road Safety Action Plan. It covers each goal in detail – from protecting vulnerable road users to raising awareness for road safety, from making vehicles safer to mitigating the impact of road crashes. It provides a comprehensive overview, including the status and key results of its goals, as well as descriptions of specific UNECE initiatives and information on the challenges the overall road safety community faces. One of the main conclusions of this publication is that political will and the introduction and use of national strategies are likely to make the difference in helping to reach the main goal: halving the number of road traffic deaths and injuries by 2020.

16. In 2015 “Roadmap for the accession to and implementation of the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)” was jointly prepared by UNECE and the EUROMED Transport Project.

17. Publication “Statistics of Road Traffic Accidents in Europe and North America” (December 2015) provides comparable data on causes, types and results of accidents in Europe, Canada and the United States. Data are organized by nature of accident and surroundings; accidents while under the influence of alcohol; and the number of persons killed or injured, by category or road user and age group. As background data, figures on the number of road vehicles in use and veh/km run by road vehicles are also provided along with estimates of population and distribution by age group.

18. “Preventing Drink Driving in Africa” is an e-book published by the United Nations Economic Commission for Europe (UNECE), the United Nations Economic Commission for Africa (UNECA) and the International Alliance for Responsible Drinking (IARD) and is focused on improving road safety and reducing drink driving in Africa. It is the outcome of the UN Road Safety Conventions and Approaches to Preventing Drink Driving workshop, organized by the three institutions and held in Addis Ababa, Ethiopia in November 2014.

### **E. UN Special Envoy on Road Safety**

19. In April 2016, the UN Secretary-General re-appointed Mr. Jean Todt as his Special Envoy for Road Safety. As the Special Envoy operating with the support from the UNECE, Mr. Todt will help to mobilize sustained political commitment towards making road safety a priority; to advocate and raise awareness about the United Nations road safety legal instruments; share established road safety good practices; and generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors.

20. In effort to raise attention on need for greater road safety, and on the occasion of the 78th session of the UNECE Inland Transport Committee, the UN Secretary General's Special Envoy for Road Safety hosted a Road Safety Workshop: Best Practices and Key Partnerships for Road Safety. The workshop provided an opportunity for participants to learn more about the UN legal instruments for road safety and the importance of global harmonization of these tools and national and international officials were able to present the current road safety status and lessons learned.

### **Road safety activities by the ESCAP**

21. In support of the Commission resolution 66/6 on "Improving road safety in Asia and the Pacific" and resolution 68/4 dated 23 May 2012 which endorsed the Ministerial Declaration on Transport Development in Asia and the Pacific, ESCAP continues to provide technical assistance to member countries in meeting their commitments under the United Nations Decade of Action for Road Safety, 2011-2020 through the organization of workshop, seminar and training to raise awareness and enhance the capacities of member countries in relevant road safety issues including the road safety and safety management, the accession and implementation of United Nations international and road safety best practices.

- A Regional Seminar on Safe, Climate Adaptive and Disaster Resilient Transport for Sustainable Development was organized in Kathmandu, Nepal on 17 and 18 November 2015 as part of the Intergovernmental Ninth Regional Environmentally Sustainable Transport (EST) Forum in Asia. The regional seminar provided opportunities for participants to share and exchange ideas, issues and experiences in building safe, climate adaptive and disaster resilient transport, discuss policies, strategies and action plans for development of safe, climate adaptive and disaster resilient transport systems and showcase various regional and global initiatives and policy options to improve road safety. The regional seminar was attended by representatives from Afghanistan, Azerbaijan, Kyrgyzstan, Tajikistan and other ESCAP member States.
- A Meeting to present final results of the ESCAP-Korean Transportation Safety Authority (KOTSA) Black Spot Improvement project was organized in Hanoi, Viet Nam on 3 December 2015 in collaboration with the Department of Traffic Safety (DTS), Ministry of Transport, Viet Nam. KOTSA experts presented and shared with the DTS the findings and recommendations for improvement for the surveyed black spot locations.

- A Regional Meeting on Renewing Regional Road Safety Goals and Targets for Asia and the Pacific was organized jointly with KOTSA in Seoul, Republic of Korea on 28 and 29 July 2016. The Meeting discussed the renewal of the regional road safety goals and targets in line with the Decade of Action for Road Safety and the Sustainable Development Goals (SDGs) as well as reviewed issues and challenges related to progress in improvement of road safety in the ESCAP region. The Meeting also discussed ways forward to improve road safety including the establishment of an intergovernmental International Road Organization. Representatives from Azerbaijan, Tajikistan, and Turkmenistan attended the Meeting with representatives from other member countries. The Meeting proposed a revised set of Regional Road Safety Goals, Targets and Indicators for Asia and the Pacific to be considered for adoption at the Ministerial Conference on Transport, to be held in the fourth quarter of 2016.

### **Joint road safety activity by the UNECE and UNESCAP**

22. 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), is undertaking the project “Strengthening of the national road safety management capacities of selected developing countries and countries with economies in transition”. The project aims to assist four developing countries and countries with economies in transition (Albania, Georgia, the Dominican Republic and Viet Nam) to strengthen the road safety management capacities and effectively address and improve national road safety records. The project aims to assist countries to enhance national road safety management capacities. It will help Governments 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 will be organized. Furthermore, the project aims 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.

23. Preparatory missions in the four target countries including a one-day policy dialogue to agree on the objectives, outline and timeline of the Road Safety Performance Review with national authorities and other counterparts in the road safety field were finalized in the first part 2016. For the ECE region, preparatory missions in Albania (19–20 November 2015) and Georgia (30 November – 1 December 2015) were held. ECE and ESCAP secretariats undertook a joint preparatory mission to meet with and interview the key road safety stakeholders in Viet Nam on 16 and 17 March 2016. These two-day preparatory missions resulted in the conclusion of an agreement



between the respective Regional Commission and Governments where specific areas to be reviewed are discussed, defined and agreed upon. The next missions for the Road Safety Performance Reviews is being planned for the end of 2016 or early 2017.

**The Thematic Working Group may wish to:**

- Continue its efforts to develop and implement national road safety strategies and action plans with goals and targets in line with the Decade of Action for Road Safety;
- Efficiently implement UN legal instruments in road safety;
- Work towards achieving the Regional Road Safety Goals, Targets and Indicators for Asia and the Pacific
- 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 ask for technical assistance in data collection to facilitate the regular monitoring of road safety at the national and regional levels.
- Build on the results of Road Safety Capacity Building Workshop held in Almaty on 11<sup>th</sup> September 2015 and encourage other Member countries to volunteer for hosting road safety awareness events under SPECA TWG STTC umbrella.