



UNITED NATIONS

United Nations Economic Commission for Europe

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

Project funded by the United Nations Development Account (UNDA)





United Nations Economic Commission for Europe



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

Minsk, 12-14 May 2009

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The project

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

- **Is a follow up of the recommendations made in Resolution 60/5 of 2005 on “Improving global road safety” of the United Nations General Assembly**
- **Overarching 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**



The project

- Resolution 62/244 of 2008 on “Improving global road safety” of the General Assembly invites all United Nations Member States to participate in the projects to be implemented by the United Nations regional commissions to assist low- and middle-income countries in setting their own national road traffic casualty reduction targets, as well as regional targets
- Beneficiaries: Ministries of Interior, Transport, Health and Education, NGOs active in road safety, and eventually all road users



The project- main activities

- **Organization of seminar(s) in each UN Regional Commission bringing together countries with similar problems**
- **Information on interventions and road safety practices that brought reductions in road traffic injuries and fatalities- examples to be replicated**
- **Bilateral advisory missions, as needed**



Seminars under RCs

- **ESCAP: 27-28 October 2008, Bangkok, Thailand**
- **ECE: 12-14 May 2009, Minsk, Belarus and 25-27 June 2008, Halkida, Greece**
- **ECLAC: 27-28 May, Panama and 18-19 June, Kingston (Jamaica)**
- **ESCWA: 16-17 June, Abu Dhabi (UAE)**
- **ECA: 8-10 July, Dar-es-Salaam, Tanzania**



Minimum expected outcome of the project

- **Setting of targets at national, sub-regional, regional levels and improved safety on the roads**
- **Project findings become a set of best practices to be used by all UN member States needing to improve road safety**
- **Report communicated to/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**



UNECE statistics of road traffic accidents

<http://www.unece.org/trans/main/wp6/transstatpub.html>



Publication

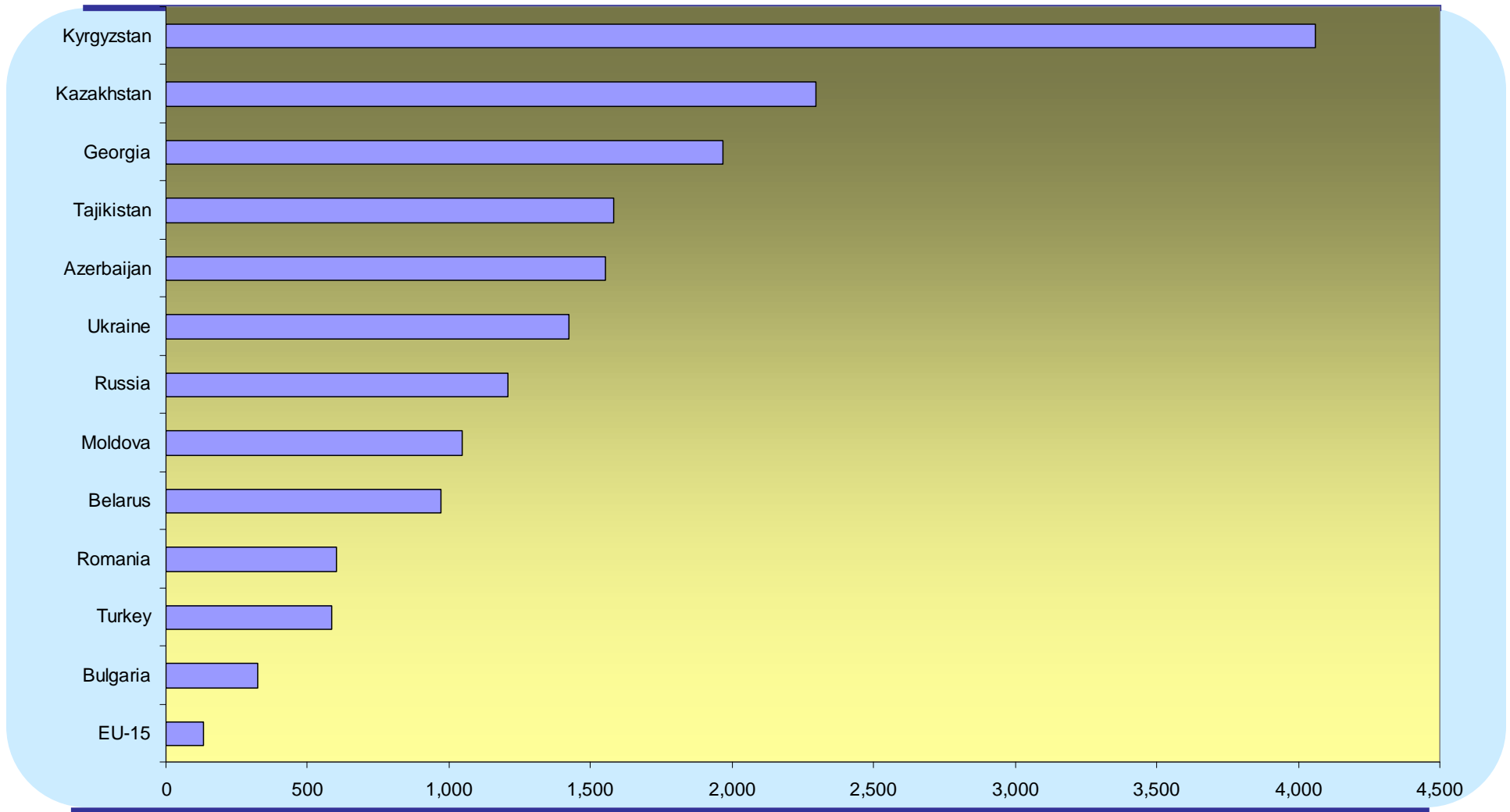


United Nations Economic Commission for Europe - Transport Division



ECE region

People killed per million vehicles, 2004





Number of Persons Injured in Road Accidents by Country, Total

Number of Persons Injured in Road Accidents by Country, Total

	Accidents and Year											
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Armenia	954	869	1 297	1 639	1 448	1 293	1 272	1 163	1 258	1 213	1 294	1 492
Azerbaijan	3 224	3 292	2 786	2 420	2 283	2 290	2 316	2 199	2 228	2 486	2 691	2 766
Belarus	7 296	7 296	7 457	7 502	7 154	6 899	6 690	6 494	6 401	7 472	7 361	7 522
Georgia	1 913	1 977	1 910	2 018	2 076	2 153	2 172	2 079	2 376	2 509	2 585	4 069
Kazakhstan	17 444	15 089	14 485	14 144	13 175	13 895	13 610	13 254	14 357	15 629	16 951	18 794
Kyrgyzstan	3 881	3 423	3 600	4 022	3 730	3 453	3 304	3 292	3 808	3 561	4 091	3 969
Republic of Moldova	2 709	2 976	3 069	3 717	3 986	3 619	3 095	3 147	3 390	3 505	3 216	..
Russian Federation	192 802	189 877	183 926	178 378	177 924	183 846	182 123	179 401	187 790	215 678	243 919	251 386
Tajikistan	..	2 109	2 011	1 779	1 722	1 613	1 727	1 499	1 556	..	1 620	1 556
Turkmenistan	..	..	..	..	..	1 756	1 992	..	..	2 220	1 748	..
Ukraine	43 453	45 881	46 943	44 101	41 964	40 174	38 277	36 636	38 196	37 916	47 458	53 636
Uzbekistan	..	..	..	11 311	11 360	..	..	..	..	..	..	..

Footnote:

Source: UNECE Transport Division Database.



Number of Persons Killed in Road Accidents by Country, Total

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	
Armenia		318	262	299	359	261	316	229	214	237	235	252	259
Azerbaijan	1 152	1 107		990	763	605	594	554	596	559	642	724	811
Belarus	1 759	1 670	1 781	1 727	1 726	1 843	1 764	1 594	1 594	1 728	1 764	1 688	
Georgia		542	494	450	437	449	466	539	503	558	515	578	637
Kazakhstan	3 954	3 049	2 926	2 732	2 364	2 214	2 141	2 055	2 219	2 410	2 754	3 136	
Kyrgyzstan		850	622	627	663	685	585	585	611	703	725	897	892
Republic of Moldova		422	540	544	554	569	492	396	406	420	412	425	405
Russian Federation	37 120	35 599	32 791	29 468	27 665	29 021	29 718	29 594	30 916	33 243	35 602	34 506	
Tajikistan	..		503	545	507	450	389	420	410	396..		421	415
Turkmenistan	..		184	426	404	475	492	490..	..		593	533..	
Ukraine	7 462	7 560	7 530	6 631	5 988	5 522	5 269	5 185	5 984	5 982	7 149	6 966	
Uzbekistan	..	..	1 899	1 991	2 075	..	..	..	..	..	..	..

Source: UNECE Transport Division Database.

Definition: Killed: Any person who was killed outright or who died within 30 days as a result of the accident.



Number of Road Traffic Accidents by Country, Total

Number of Road Traffic Accidents by Country, Total

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Armenia	898	787 1 120	1 371	1 140	1 064	1 031	937 1 021	1 002	1 025	1 164		
Azerbaijan	2 829	2 871	2 513	2 185	1 988	1 984	1 996	1 987	1 985	2 196	2 311	2 388
Belarus	7 334	7 144	7 268	7 220	6 899	6 849	6 709	6 410	6 327	7 204	7 194	7 218
Georgia	1 522	1 539	1 567	1 627	1 644	1 752	1 782	1 708	1 940	2 011	2 113	2 936
Kazakhstan	15 834	13 572	13 036	12 495	11 555	11 980	11 568	11 304	12 163	12 967	14 013	15 302
Kyrgyzstan	3 468	3 012	3 045	3 263	2 993	2 864	2 666	2 671	3 122	2 966	3 380	3 275
Republic of Moldova	2 442	2 647	2 695	3 208	3 412	3 037	2 669	2 580	2 765	2 899	2 672	..
Russian Federation	178 651	174 908	167 280	160 523	156 515	160 300	159 823	157 596	164 403	184 365	204 267	208 558
Tajikistan	..	1 857	1 744	1 577	1 495	1 376	1 474	1 333	1 368	..	1 378	1 402
Turkmenistan	..	..	..	..	..	1 614	1 764	..	..	1 903	1 496	..
Ukraine	40 759	42 252	43 152	40 088	37 944	36 299	34 554	33 339	34 541	34 488	42 409	45 592
Uzbekistan	..	..	10 681	10 603	10 588	..	..	..	..	..	..	..

Footnote:

Source: UNECE Transport Division Database.



Remember

- **Any database is meaningless if it is not periodically, regularly updated!**
- **Please contribute with timely information, in your own interest!**



United Nations legal instruments and decision-making process



UNECE Region





Introduction (1)

- **UNECE set up in 1947 by the UN ECOSOC;**
- **Original mandate: to assist in European reconstruction**
- **Aim: to develop economic activity and strengthen economic relations within UNECE region and with the rest of the world**
- **One of the five regional commissions of the UN (UNESCAP, UNESCWA, UNECLAC, UNECA).**



Introduction (2)

- **Legal instruments concluded under UN auspices, with contribution by all the stakeholders**
- **The Depositary is the Secretary-General of UN**
- **Elaborated by consensus**
- **Main text and one or several Annexes**
- **Amended as the needs arise**
- **Follow well-established UN legal procedures**



Introduction (3)

- **57 Transport related legal instruments + Resolutions and Recommendations administered by UNECE**
- **Many non-ECE States are already Contracting Parties**
- **No accession fee**
- **Governing body: the Committee on Inland Transport**
 - **Meets once per year**
 - **Subsidiary bodies (e.g. WP.1, SC.1)**
 - **Conventions' bodies (e.g. AC.2, AC.3)**



UNECE - 60 years of work



Social Rules
(driving and rest hours)



Road Traffic Rules



Drivers' License



Road Signs and Signals



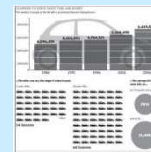
Vehicles Regulations



Infrastructure (standards and parameters, tunnel safety, all land modes)



Border Crossing Facilitation



Statistics



Dangerous Goods



Road safety basic UN legislation

Main 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, of 13 November 1997

Sets of best practices

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



Road safety basic legislation

Legal instruments

- **Convention on Road Traffic, Vienna 1968 (consolidated)**
- **Convention on Road Signs and Signals, Vienna 1968 (consolidated)**

Sets of best practices

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



Convention on Road Traffic, Vienna 1968

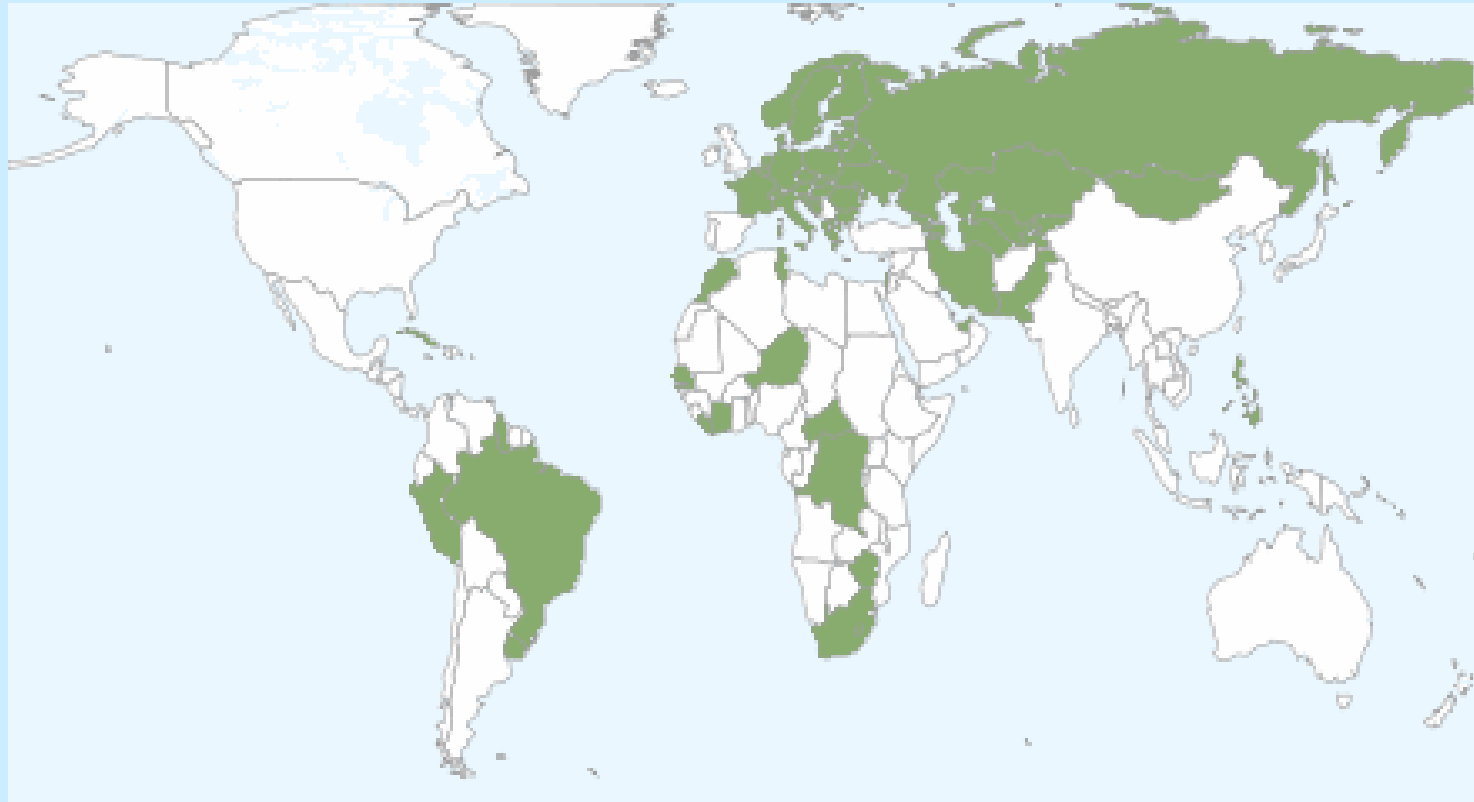
- Facilitates international road traffic on all continents,
- Enhances road safety (basis for National Road Traffic Codes)

through

- Uniform rules
 - for drivers and other road users
 - for road vehicles
- Set of best practices: Resolution on Road Traffic (R.E.1)- modernization completed in March '09



Convention on Road Traffic, 1968



Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russian Federation, Tajikistan, Turkmenistan, Ukraine, Uzbekistan



Accession versus implementation



Source: FIA European Bureau



Accession versus implementation



Source: FIA European Bureau

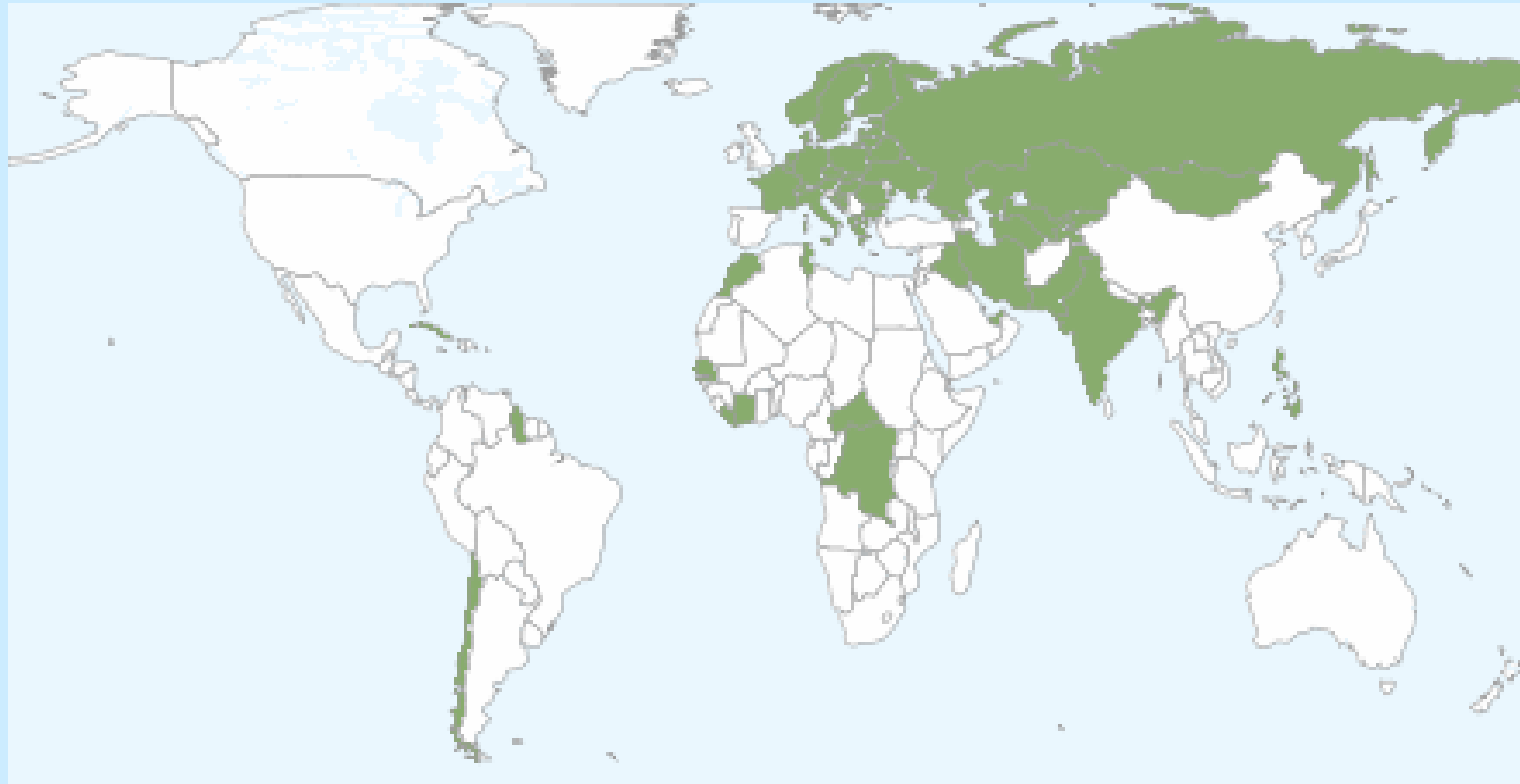


Convention on Road Signs and Signals, 1968

- Improves road safety through education based on common standards on all continents
- Over 200 internationally agreed signs & signals (danger warning, regulatory, informative)
- Norms for traffic lights, road markings, variable message signs, road works and level-crossings signs
- Set of best practices: Resolution on Road Signs and Signals (R.E.2)- updated in 2008



Convention on Road Signs and Signals, 1968



Belarus, Georgia, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, Turkmenistan, Ukraine, Uzbekistan



Accession versus implementation



Source: FIA European Bureau



Accession versus implementation





Conclusion (1)

- **Multilateral legal instruments can yield substantial benefits to public and private sectors**
- **For this to happen, they must be fully and effectively implemented: implementation is a national competency.**



Conclusion (2)

- **Accession to key UNECE transport agreements and conventions necessary but not sufficient**
- **More accessions are desirable but effective implementation is key**
- **‘Goodness’ of implementation can’t be measured directly but indicated by observed outcomes**
 - **Example: road traffic safety, border-crossing facilitation**
- **Effective implementation (based on evidence, comparison of costs and benefits) = criterion for assessing road safety**
- **Even if not easy to measure, there are proved benefits: harmonization, simplification, facilitation**



Conclusion (3)

- Road safety activities and more are carried on in the Working Party on Road Traffic Safety (WP.1), meeting twice every year,
- Some activities are unique in the world (e.g. the Road Traffic Codes and Road Signs and Signals implemented all over the Globe)
- It is vitally important for countries to be present in the meetings to
 - Participate in the decision-making process and the management of the legal instruments
 - Promote their views and defend their interest
 - Share experiences, learn and transfer know-how



Conclusion session

Road safety is not anymore just a transport issue, it is a health, social, financial and economic hazard!!!



Solution to global road safety crisis

Holistic approach:

- **transport (infrastructure, vehicle, driver)**
- **police (prevention, control, enforcement)**
- **education (at all school levels and in community)**
- **health (especially post-crash care)**
- **social (e.g. use of drugs and alcohol as an effect of welfare and social problems)**



What future without action?

Regional Forecast for Growth in Road Traffic Fatalities

World Bank Region	% Change 2000 - 2020
South Asia	144%
East Asia & Pacific	80%
Sub-Saharan Africa	80%
Middle East & North Africa	68%
Latin America & Caribbean	48%
Europe & Central Asia	18%
Sub-total	83%
High-income countries	-28%
Global total	66%



Road safety and risk perception



- shark = high risk
- Fear of every beach holiday
- 71 shark attacks in 2007, but...

- 5-10 deaths a year



- coconut = low risk
- symbol of holidays, but...

- about 150 deaths a year caused by falling coconuts



Source: UN World Tourism Organization



What actions to improve future?

- **Set targets, adopt them formally and work towards achieving them!!!**
- **Adapt them to local specificities so as to enhance impact**
 - **province/state level (case of large countries)**
- **Design targets that are easy to measure, to create confidence and motivation**



What actions to improve future?

- **Define a number of targets in terms of different road safety problems or groups of road users**
 - e.g. separate targets for drinking and driving, use of seatbelts and child restraints and wearing of helmets
- **Set benchmarks and intermediate targets against which you can evaluate the progress and which may point to the need for remedial action**



Specific actions

- **Accede to and implement the Vienna Conventions 1968 (Road Traffic and Road Signs and Signals)**
- **Set-up National Councils on Road Safety (or similar), with multi-sectoral representation, clear competences and mandate;**
- **Set-up vehicle technical inspection laws and structures;**



Specific actions

- **Adopt methodology for data collection and set-up national computerised databases on road crashes**
- **Set-up curricula for inclusion of road safety education at all school levels**
- **Organize regularly road safety awareness campaigns**
- **Public-Private Partnership- make everybody care!**



Final remarks

- **UNECE and the other UN Regional Commissions are committed to “think global, act regional”!**
- **We are your partners, ready to assist you in your endeavour to improve road safety!**



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Thank you for your kind attention!



www.unece.org/trans