



Economic and Social Council

Distr.: General
16 December 2014

Original: English

Economic Commission for Europe

Inland Transport Committee

Seventy-seventh session

Geneva, 24–26 February 2015

Item 5 (c) of the provisional agenda

Strategic questions of a modal and thematic nature:

Road safety

The Inland Transport Committee and Road Safety – mid-term review of the United Nations Decade of Action for Road Safety (2011–2020)

Note by the secretariat

Summary

In order to move forward and implement the UNECE Road Safety Action Plan as well as reach the goals for the UN Decade of Action for Road Safety, high-level political commitment from UNECE member States to put road safety as a priority must be achieved and sustained.

The Committee may wish to:

- **encourage** Governments and other stakeholders to **expand their participation** in the activities of UNECE in order to contribute to the achievement of the goals for the UN Decade of Action for Road Safety;
- **invite** Governments and other donors **to contribute** to the implementation of the UNECE Road Safety Action Plan;
- **invite** participants to exchange information on their road safety strategies

Introduction

1. At its seventy-fourth session in 2012, the Inland Transport Committee (ITC) adopted the UNECE Action Plan for the UN Decade of Action for Road Safety (2011–2020) (ECE/TRANS/2012/4 and Corrs.1 and 2). The annex to this document contains the consolidated plan (Plan).

2. The Plan is directly aligned to the UN Global Plan for the Decade of Action for Road Safety (2011–2020), and aims to achieve the UNECE’s overall road safety goals by addressing priority areas of work as well as implementing continuous and future actions for each goal in its geographical area and beyond. It includes actions, initiatives and measures for several UNECE Working Parties, with the Working Party on Road Traffic Safety (WP.1) being the main coordinating entity in the area of road safety.

3. The UNECE secretariat has provided an update of the progress made since 2012 in relation to each performance indicator in the Plan.

4. In addition, paragraphs 5 to 12 summarize the activities of the United Nations Economic Commission for Europe (UNECE) in 2011–2014 to raise awareness on road safety in general, as well as the events which it has organized to promote the UN road safety legal instruments such as the 1968 Conventions on Road Traffic, and Road Signs and Signals, the Vehicle Agreements of 1958, 1997, 1998 and to share global good practices in road safety.

5. In 2011, UNECE activities to raise awareness on road safety and road traffic victims included the International Basketball Federation (FIBA) and FIBA Europe-ECE road safety promotional campaign under the auspices of the 2011 EuroBasket tournament held in Lithuania in September of that year. UNECE also unveiled a memorial sculpture dedicated to the Decade at the “Christos Polentas” park in Chania, Greece, in November 2011, initiated by the Association for Support and Solidarity to Families of Victims of Road Traffic Crashes.

6. In May 2013, the UNECE commemorated the second United Nations Global Road Safety Week (proclaimed by General Assembly resolution A/RES/64/255) with the secretariat’s partners in the Palais des Nations with the organization of four key events and a number of supporting side events. This included the following events:

(a) An international symposium, organized in partnership with the International Center for Alcohol Policies (ICAP), on “Regional Perspectives on Drinking and Driving”. Experts from Europe, Africa, Asia and the Middle East presented and discussed from their regional perspectives the main issues influencing alcohol-related accidents involving vulnerable road users such as pedestrians, cyclists and motorcyclists. The lesser explored topic of drunken vulnerable road users (VRUs) was also canvassed in addition to that of drunken drivers. The symposium concluded with a poster signing ceremony during which attendees had the opportunity to express a personal commitment to improving road safety by signing a large, custom-made “We don’t drink and drive” poster.

(b) In parallel with the symposium, UNECE partnered with the World Organization of the Scout Movement, Scouting Ireland and the Hellenic Road Safety Institute “Panos Mylonas” to give fifty young leaders from its global Rover Scouts Programme the opportunity to participate in an interactive lecture given by Professor Claes Tingvall, one of the creators of the “Vision Zero” concept. The Rover Scouts were empowered to develop, and present at the end of the session, their plans to modernize the pedestrian related aspects of the 1968 Convention on Road Traffic from a young person’s perspective.

(c) The commemoration of the fifth anniversary of International Level Crossing Awareness Day (ILCAD) in partnership with the International Union of Railways (UIC) to raise awareness among road users and pedestrians of the risks at level crossings and to change their behaviour, compelling them to “act safely at level crossings”. The highlight of ILCAD 2013 was a press conference followed by two roundtable discussions on the three E’s of safe level crossings – education, engineering and enforcement. National experts and advocates from Estonia, Greece, India, Italy, Switzerland and the United Kingdom of Great Britain and Northern Ireland debated and discussed how behaviour at level crossings could

be positively changed, and how infrastructure and enforcement could reinforce and facilitate safe behaviour. The event concluded with a poster signing ceremony affirming participants' commitment to safe level crossing behaviour as well as the opening of the ILCAD exhibition featuring the top entries from the third UIC international children's drawing contest on safety at level crossings.

(d) UNECE in co-operation with the Council of Bureaux (COB) organized an insurance and road safety session. COB is the key organization that administers the Green Card System by handling and settling claims arising from accidents caused by visiting motorists. This event tackled insurance-related questions and proposed solutions on how to cross roads more safely. There was also a demonstration of top-of-the-line testing equipment for driver fatigue.

(e) In Italy, UNECE partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the Global Road Safety Week in a widely distributed local newspaper and magazine and to distribute 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.

7. Following on from the success of the symposium on regional perspectives on drinking and driving during the second United Nations Global Road Safety Week, the UNECE and ICAP jointly launched an e-book in September 2013 during the 66th session of WP.1. The e-book comprised the complete findings first presented in preliminary form at the March 2013 international symposium on the main issues influencing alcohol-related accidents involving VRUs such as pedestrians, cyclists and motorcyclists in Europe, Africa, Asia, Australia and the Middle East.

8. On 4 December 2013, UNECE organized an inaugural "Europe - Asia Road Safety Forum" in New Delhi, India, followed by a two-day 67th session of WP.1. The event was organized in partnership with the Ministry of Road Transport and Highways of India, the Institute of Road Traffic Education in New Delhi and the International Road Transport Union (IRU), and in collaboration with the United Nations Economic and Social Commission for Asia and the Pacific.

9. On the occasion of ILCAD 2014 (3 June 2014), UNECE launched a film on "Saving Lives at Level Crossings" which was produced in partnership with the International Union of Railways and the Swiss Federal Office of Transport. Targeted at policymakers, the objective of the film was to promote greater awareness of the risks associated with level crossings, and to provide ideas on how the various aspects of level crossing safety could be improved.

10. On 5 June 2014, UNECE organized a Road Safety Treaty Day in collaboration with the UN Office of Legal Affairs, the Regional Commissions New York Office and the IRU, at UN Headquarters in New York. The program included presentations on global road safety instruments such as the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and the 1998 vehicle regulations agreements as well as international rules on the carriage of dangerous goods.

11. On 15–16 October 2014, UNECE organized a regional workshop in partnership with the Government of the Republic of Serbia (Ministry of Construction, Traffic and Infrastructure and Road Traffic Safety Agency) and the Regional Cooperation Council in Belgrade, Serbia. The workshop brought together a wide range of road safety stakeholders and interested parties from the public and private sectors to discuss issues such as the establishment of a lead agency or other coordinating bodies, developing a national strategy, setting realistic and long-term targets, funding sources and data support systems for monitoring and evaluation. The primary focus of the workshop was on South-East Europe

and the western Balkans, but the participation of experts from other UNECE countries brought additional insights about good practices and experiences from across the UNECE region.

12. On 12–13 November, UNECE organized a Workshop on Improving Road Safety in Africa in Addis Ababa, Ethiopia, in partnership with the United Nations Economic Commission for Africa, and ICAP. The workshop provided an overview of the progress made by African countries in implementing the African Road Safety Action Plan; increased the awareness of Government officials about the United Nations road safety legal instruments such as the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, and the 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road; and promoted and discussed effective approaches to preventing drink driving.

13. In order to move forward and implement the UNECE Road Safety Action Plan as well as reach the goals of the UN Decade of Action for Road Safety, high-level political commitment from UNECE member States to put road safety as a priority must be achieved and sustained. There is also a continuing need for improved coordination among relevant national ministries involved in road safety, as well as a need for innovative and traditional forms of funding and resources for road safety programmes and for infrastructure improvements to be identified and obtained through strategic partnerships with other international Governments, international financial institutions, the private sector and non-governmental organizations.

United Nations overall goal for the decade (2011–2020):

To stabilize and reduce the forecast level of road traffic fatalities around the world by 2020

UNECE goals for the decade (2011–2020):

To ensure the widest possible geographical coverage of United Nations road safety legal instruments;

To assist countries in the UNECE region and beyond in implementing the United Nations Decade of Action for Road Safety; and

To make progress in stabilizing and reducing road traffic fatalities in the UNECE region and beyond

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
OBJECTIVE 1: Boost Political Will and Support						
Government Strategies						
Road Traffic Casualty Reduction Targets	Lead the global project of the UN Regional Commissions on "Improving Global Road Safety: Setting Regional and National Road Traffic Casualty Reduction Targets" (funded by United Nations Development Account [UNDA]). Published the global report.		Secretariat	2008–2009; 2010		Project completed and global report published.
	UNECE involvement in setting regional and national goals and targets in United Nations Special Programme for the Economies	Will monitor progress of meeting national goals and targets.	SPECA Programme Working Group (PWG) on Transport Border Crossings (TBC),	2011–2016	Number of regional and national targets met; establishment of a national level road accident	One of seven SPECA countries has defined national road safety goals, four of seven countries have published road safety data.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	of Central Asia (SPECA) region (SPECA Project working group on Transport and Border Crossings – Draft Programme of work 2012–2013 on April 2011, Almaty KZ).		Secretariat		database.	
	Promote setting regional and national goals and targets in Organisation of the Black Sea Economic Cooperation (BSEC) region.		Secretariat	2012	Number of regional and national targets met.	Refer to the “Readiness Assessment to Implement the Decade of Action Plan” action below.
Political Commitment for Road Safety Demonstrated through National Development Framework: National Strategies, Nations Development Assistance Framework (UNDAF), Poverty Reduction Strategy Papers (PRSPs)	Four UNECE countries: Belarus, Serbia, Turkey and Ukraine with UNDAF country programmes have included a road safety element (4 out of 14 countries).	Subject to availability of resources and funding partnerships (with United Nations Children's Fund [UNICEF] / World Health Organization [WHO] under the UNDAF country programmes [Belarus, Serbia, Turkey, Ukraine]), possible activities such as capacity-building workshops, awareness raising and peer reviews on	Secretariat	2011–2016	Number of national road safety strategies.	Adoption procedure for a National Road Safety Strategy in Serbia underway. Process completed in Belarus, Turkey and Ukraine.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
		national road safety policy in Belarus.				
		Will endeavour to incorporate road safety elements into UNDAF Country Programmes in the UNECE region.	Secretariat	2011–2020	Number of new countries with UNDAF country programmes incorporating a road safety element, and UNECE involvement.	Action underway.
Readiness Assessment to Implement the Decade of Action Plan	Prepared and presented a readiness assessment methodology for a pilot project to be used in BSEC countries for the implementation of the United Nations Decade of Action Plan. Assessment pilot launched through questionnaires.	Will implement readiness assessment plan in the BSEC Region in cooperation with BSEC Permanent International Secretariat (PERMIS) and national authorities of the BSEC member States.	Secretariat	2011–2013	BSEC sub-regional readiness assessment completed and published. Number of countries implementing a readiness assessment plan.	Assessment questionnaire prepared and disseminated. Five of 12 countries submitted completed questionnaires.
		Will scale up the readiness assessment methodology beyond the BSEC Region.	Secretariat	2011–2020	Number of countries carrying out a readiness assessment and preparing / executing the implementation plan.	No relevant action in 2012–2014 by ECE, but TRACECA project has been following up on this.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
Road Traffic Accident Statistics	Yearly updated, collected and disseminated data on road traffic accidents. Some indicators are derived from data in the UNECE database and disseminated online, such as: number of fatalities per million inhabitants, number of injured per million inhabitants, number of fatalities per 10,000 passenger cars, number of injured per 10,000 passenger cars; severity of road traffic accidents (fatalities per 1,000 accidents), distribution of killed/injured by road users.	Will improve international comparability and consider "Statistical performance indicators in road safety".	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Indicators derived from data in the UNECE database and disseminated online.
	Developed appropriate and common methodologies and terminology for harmonizing road safety statistics to improve international	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Increased comparability of definitions used for "killed", "injured". Work underway to harmonize the definition of "seriously injured".

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	comparability (Glossary of Transport Statistics).					
	Developed and maintained the online UNECE Transport Statistics Database to ensure high-quality, relevant, user-friendly and timely transport statistics for road safety.	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Improved online UNECE Transport Statistics Database with statistics and graphics.
	Contributed to the coordination of statistical activities of international organizations in the field of road safety statistics to promote good practices and consistency of disseminated data, minimize duplication of work and reduce the burden on UNECE member countries.	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Streamlined Common Questionnaire based on user needs.
Road Traffic Accident Statistics (con't.)	Provided a forum for exchanging experiences and best practices and provided guidance on how to address statistical	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Organized presentations and exchanges on the process of data collection from the time of the accident until the dissemination of data.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	challenges, including the availability, quality and interchange of data on road traffic accident statistics.					
	WP.6 made special efforts to improve the available data on road traffic accidents through internet use; the Common Questionnaire developed jointly with ITF and Eurostat.	Will improve quality of road safety data, in particular through improving data quality for types of collision and the harmonization of the methodology for data related to the accidents involving drugs and alcohol.	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Organized a capacity-building workshop on transport statistics and road accidents in Kiev (November 2012).
Launch of the UN Decade of Action for Road Safety (2011–2020)	In collaboration with the Government of Serbia, organized the regional launch of the UN Decade of Action for Road Safety in Belgrade (27–29 April 2011) in partnership with the Ministry of the Interior the Ministry of Infrastructure, and the Road Safety Agency.	Will explore possibilities of organizing annual follow-up events to assess progress.	Secretariat	2011–2020	Number of follow-up events organized.	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	In cooperation with United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and United Nations Economic Commission for Latin America and the Caribbean (UNECLAC), organized a launch event for the United Nations Decade of Action for Road Safety at the United Nations Commission on Sustainable Development (CSD) in New York (May 2011) where the keynote speech was given by the United States of America (USA).		Secretariat	2011		Event organised in cooperation with UNESCAP and UNECLAC, and with the participation of the Deputy Administrator of National Highway Traffic Safety Administration, USA. Presentations highlighted key challenges in sustainable transport development in the regions with an emphasis on road safety. Discussion generated about UN road safety international legislation and the need for further regulatory work. Well attended by more than fifty diplomats and experts.
Road Safety as an integral element of Sustainable Mobility	Published (2009) a paper titled "UNECE work in Support of Sustainable Development of Transport" for the eighteenth session of the Commission on Sustainable		Secretariat			Paper published. It underlined that Governments had a primary role in creating safe road traffic conditions, and that reliable national statistics and research were essential. Internationally harmonized regulatory (such as the international transport agreements administered by the secretariat), technical and policy measures were needed to combat the negative effects of transport.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	Development (CSD), which pointed out that sustainable development includes road safety.					
	Published (2011) a discussion paper with best practices titled "Transport for Sustainable Development in the UNECE region" for the nineteenth session of the CSD, in which road safety featured prominently. The paper was presented at the UN Regional Commissions' side event at CSD-19.	Will promote public transport benefits. Paper titled: Sustainable Urban Mobility and Public Transport in UNECE capitals (2014). ¹ A joint global paper in cooperation with the other Regional Commissions and relevant international professional organizations such as IRU, UIC, IRF under the title: Transport for Sustainable Development (2014–15). ²	Secretariat	2012–2015	Public transport benefits discussion paper for the UNECE region prepared and published. The paper on "Transport for Sustainable Development in the UNECE region" is in strong demand when UNECE has a stand with publications on the occasion of different events, such as International Transport Forum, 10-year Review conference of the Almaty Programme of Action. ³	Paper published covering challenges and best practices in inland transport. Challenges included young road users, motorcycles, silent vehicles, blind spots and black spots. Best practices included educational campaigns for young road users, enforcement of drink-driving laws, and northern European cooperation on traffic law enforcement. Paper noted that special attention was needed in regions which had experienced rapid economic growth and motorization.

¹ Added subsequent to the ITC's approval of the Plan in 2012.

² Added subsequent to the ITC's approval of the Plan in 2012.

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Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
Road Safety as an integral element of Sustainable Mobility (con't.)	Conducted four regional workshops on sustainable urban mobility and integration of environment and health strategies in transport policies in the framework of the Transport, Health and Environment Pan-European Programme (THE PEP) administered by UNECE and WHO/Europe in Prague (2009), Skopje and Batumi (2010) and Kiev (2011). A cost-benefit analysis methodology for cycling was published by THE PEP and WHO Europe.	Will conduct two regional workshops on the same topics as part of THE PEP relay race planned for 2012 and 2013.	THE PEP	2012–2014	Approval of THE PEP relay race workshop series by UNECE and WHO/Europe member States at the four regional workshops. High-level Meeting in 2014.	Three additional workshops organized between 2012 and 2014: in Moscow (2012), Almaty (2013) and Kaunas (2014). All workshops endorsed by the Fourth High-level meeting in 2014. A ForFITS analysis for the city of Kaunas prepared.
		A High-level Meeting on Transport, Health and Environment evaluating this workshop series and providing guidance on further action to take place in Paris in 2014.	THE PEP	2014	Quality and number of participants in the High-level Meeting. Paris Declaration adopted	Fourth High-level Meeting on Transport, Health and Environment took place in 2014 with over 150 participants. An additional goal of the integration of Transport, Health and Environment priorities in spatial and urban planning added. Next (i.e. fifth) High-level Meeting to take place in Vienna in 2019.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
National Road Safety Lead Agencies	Commissioned a discussion paper on potential road safety management and coordination structures.	Will promote and recommend framework to countries during WP.1 meetings and elsewhere.	WP.1	2011	Number of new countries implementing national road safety lead agencies.	The Secretariat commissioned several consultants to prepare papers related to road safety management and coordination structures within Europe and Central Asia. In addition, two interns prepared country profiles of the national road safety management systems of 24 countries.
		Will organize a subregional capacity-building workshop in Yerevan.	WP.1	2012	Number of participants and quality of capacity-building workshop.	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014, attended by approximately 100 participants who provided the feedback that the workshop was of a high quality.
Accession of United Nations Road Safety Conventions and Agreements	Monitoring the implementation of the United Nations Road Safety Conventions and Agreements:	Will develop implementation indicators for the United Nations Road Safety Conventions and Agreements.	WP.1, WP.29, SC.1, WP.15	2011–2020	Number of new Contracting Parties (CPs) to the United Nations Road Safety Conventions and Agreements and number of United Nations Regulations/United Nations Global Technical Regulations (GTRs) adopted on national basis by countries not yet CPs to any agreement.	There were no new CPs to either.
	1949 Convention on Road Traffic (96 CPs); 1949 Protocol on Road Signs and Signals					

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	(39 CPs);					
	1950 European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals (14 CPs);					There were no new CPs to either.
	1968 Convention on Road Traffic (70 CPs);					Three new CPs: Qatar, Turkey, Viet Nam (total 73 CPs).
	1968 Convention on Road Signs and Signals (62 CPs);					One new CP (Viet Nam) (total 63 CPs).
	1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions (50 CPs);					One new CP: Egypt (total 51 CPs).

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles (33 CPs);					One new CP: Slovenia (total 34 CPs).
	1971 European Agreement supplementing the 1968 Convention on Road Traffic (33 CPs);					Two new CPs: Kazakhstan, Turkey (total 35 CPs).
	1971 European Agreement supplementing the Convention on Road Signs and Signals (32 CPs);					There were no new CPs.
	1973 Protocol on Road Markings (25 CPs);					Two new CPs: Azerbaijan, Kazakhstan (total 27 CPs).
	1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of					There were no new CPs (total 12 CPs).

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	Such Inspections (12 CPs);					
	1975 European Agreement on Main International Traffic Arteries (AGR) (37 CPs);					There were no new CPs.
	1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (47 CPs);					One new CP (total 48 CPs).
	1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) (50 CPs).					One new CP (total 51 CPs).
	Raised awareness and technical assistance for accession.	Will enhance national and regional capacity-building workshops and consultations to facilitate new accessions.	WP.1, WP.29, SC.1, WP.15	Continuous	Number of new CPs to the United Nations road safety conventions and agreements; Consistency between the United Nations road safety conventions and agreements, and the regional and national laws.	Three global/regional events to raise awareness of the above UN international conventions and to provide technical assistance for accession organized: (1) Europe-Asia Road Safety Forum in New Delhi, India, on 4 December 2013; (2) UN Road Safety Treaty Day in New York, USA, on 5 June 2014; and (3) ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 12-13 November 2014. The Secretariat attended the Road Safety

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						<p>Congress in St. Petersburg, Russian Federation in September 2014.</p> <p>ECE staff are regular participants in different international road safety events.</p>
More effective implementation of United Nations Road Safety Conventions and Agreements	Issued a report on the level of enforcement for the AETR agreement (2011).	Will enhance national and regional capacity-building workshops and consultations to promote better implementation. Will develop comprehensive implementation monitoring tools.	WP.1, WP.29, SC.1, WP.15	Continuous	Number of implementation monitoring tools for the United Nations road safety legal instruments. Application of the report to the AETR agreement.	<p>AETR Article 12, paragraphs 1 to 4, require CPs to adopt all appropriate measures to ensure observance of the provisions of the AETR Agreement, in particular by an adequate level of roadside checks and checks performed on the premises of undertakings annually covering a large and representative proportion of drivers, undertakings and vehicles of all transport categories within the scope of the Agreement.</p> <p>The secretariat will undertake a survey as per article 12, para 5, in 2015.</p> <p>Close cooperation with the Euromed project and support of a development of a roadmap on accession and implementation of the AETR agreement</p>
Review of existing United Nations Road Safety Conventions and Agreements to identify areas for modification	Will analyze how the principles of the Safe System approach can be incorporated into the work and into the United Nations Road Safety Legal Instruments.		WP.1, WP.29, SC.1, WP.15	2012–2013	Incorporated Safe System principles to road safety work and to UN Road Safety Legal Instruments.	<p>An amendment proposal from Sweden aimed at including a safe system approach into the Consolidated Resolution on Road Traffic (R.E.1) is under consideration by WP.1.</p> <p>AGR road safety audit</p>

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
OBJECTIVE 2: Protect Road Users						
Protecting Vulnerable Road Users	Amendment of the 1968 Convention on Road Traffic (instructions for behaviour of pedestrians) focusing on improving pedestrian safety; amending the Convention on Signs and Signals concerning behaviour at pedestrian crossings; adopted regulation on pedestrian safety in 2008; made special reference to walking through THE PEP; and amending the consolidated resolution (RE.1).	Will develop guidelines for school bus operation.	WP.1	2011–2020	Publication of the guidelines; number of countries using the guidelines.	The issue of the potential development of guidelines for school bus operations was on the agenda during three WP.1 sessions (ECE/TRANS/WP.1/135, ECE/TRANS/WP.1/137, ECE/TRANS/WP.1/139), but in light of greater priorities and insufficient interest by WP.1 members, WP.1 decided not to pursue this issue (ECE/TRANS/WP.1/139).
		Will adopt new biofidelic test tools in UN regulations to design vehicles to be more pedestrian friendly.	WP.29	2012–2013	Number of CPs applying the United Nations regulations.	A new UN Regulation No. 127 and an amendment introducing more biofidelic test tools adopted. Number of new CPs: 51 countries (apply the new UN regulation and amendment) Total number of CPs: 51.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
		UN Vehicle Regulations in support of safety of children and young people ⁴	WP.29 ⁵			UN Regulations Nos. 107 on Buses and Coaches (kneeling buses and specific space for prams or pushchair), 16 on Safety Belts (ISOFIX systems), 44 on Child Restraint Systems (CRS) and 129 on Enhanced Child Restraint Systems (E CRS).
	Promoted safe cycling through THE PEP, and through the 1968 Convention on Road Traffic promoted safety for cyclists and their bicycles.	Ongoing	WP.1, THE PEP	2011–2020		At the Fourth High-level Meeting on Transport, Health and Environment of 14-16 April 2014 and the related Ministerial (Paris) Declaration – City in Motion: People First!, WP.1 received a Ministerial invitation to consider amendments to the 1968 Convention on Road Signs and Signals related to signs and signals for cyclists and pedestrians. Due to time constraints at WP.1’s 69 th (September 2014) session, this item has been postponed to its 70 th session (March 2015).
	Commissioned a discussion paper highlighting the benefits of the correct use of helmets and their specific construction (Regulation No. 22) for full head coverage to minimize impact in case of an accident.	Ongoing	WP. 29	2012	Number of CPs applying Regulation No. 22.	Number of new CPs: 1. Total number of CPs: 42.
	Reached out to young road users	Will conduct road safety and youth	WP.1	2012–2014	Number of road safety youth	Organized a “Scouting for Global Road Safety” event with the World Organization

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	by cooperating with the World Organization of the Scout Movement (WOSM), Road Safety Institute "Panos Mylonas", Irish Scouts and Hellenic Scouts.	programme capacity-building events. Will develop framework for cooperation with WOSM.			capacity-building events. Future activities with WOSM though mutual cooperation.	of the Scout Movement, Scouting Ireland, Scouts of Greece, and Road Safety Institute "Panos Mylonas" as part of the 2 nd UN Global Road Safety Week in May 2013. A spirit of cooperation fostered and maintained through the two events organized between the Secretariat and WOSM which will facilitate future cooperation.
	Paid special attention to safe mobility and elderly road users by adopting provisions in United Nations Regulation No. 16 for safety-belts load limiters to reduce risk of thorax rib fracture injury.		WP.29	2011–2020	Number of increased CPs applying Regulation No. 16.	Number of new CPs: 1. Total number of CPs: 44. UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).
	Promoted safety for disabled road users.		WP.1, WP.29 ⁶			Time permitting, WP. 1 will look into this issue. UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).

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Fighting Driver's Fatigue		Will conduct a seminar on driver's fatigue.	WP.1	2011	Number of participants at the seminar.	A driver fatigue round table during the 62nd session of WP.1 (September 2011) organized.
	Focused on AETR agreement related to driving time and rest periods of professional drivers.	Will establish an AETR expert group.	SC.1	2012–2014	Successful amendment of AETR agreements.	Following UNECE Executive Committee approval to establish an AETR Group of Experts in September 2011, the group met for nine sessions between March 2012 and October 2014. As the CPs were not able to reach agreement regarding the amendment of article 22bis of the AETR Agreement, approval is being sought to extend the mandate of the group until 2017. There is also an amendment proposal to make Algeria, Jordan, Morocco and Tunisia eligible to accede.
OBJECTIVE 3: Make Vehicles Safer						
Encourage member States to apply and promulgate motor vehicle safety regulations as developed by the World Forum for the Harmonization of Vehicle Regulations (WP.29) of the Inland Transport Committee.	Developed 127 United Nations regulations and 12 United Nations GTRs and amendments to update them in line with technical progress.	Will develop new United Nations regulations, United Nations GTRs and amendments on vehicle safety.	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 1. Total number of CPs to the 1958 Agreement: 51. Number of new CPs to the 1998 Agreement: 1. Total number of CPs to the 1998 Agreement: 34.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	Participation of the secretariat at the workshop on regulatory cooperation between members of the World Trade Organization (WTO) Committee for the elimination to technical barriers to trade (TBT) on 9 November 2011. Countries participating were encouraged to apply the regulations developed by WP.29 and to accede to the 1958 and 1998 Agreements.	Monitor the follow-up of the participation of the secretariat at WTO Committee for the elimination of technical barriers	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 1. Total number of CPs to the 1958 Agreement: 51. Number of new CPs to the 1998 Agreement: 1. Total number of CPs to the 1998 Agreement: 34.
Actions from Regional Economic Integration Organizations (REIO) / CPs to replace regional legislations with United Nations Regulations/United Nations GTRs	Commission Regulation (EU) No. 407/2011 of 27 April 2011 includes 62 UN Regulations into Annex IV to Regulation (EC) No. 661/2009, concerning type-approval requirements for the general safety of motor vehicles, which lists the	Monitor the follow-up of the entry into force of the EU Regulation.	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 1. Total number of CPs to the 1958 Agreement: 51. Number of new CPs to the 1998 Agreement: 1. Total number of CPs to the 1998 Agreement: 34.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	United Nations regulations that apply on a compulsory basis.					
Passive and Active Safety	Drafted and adopted United Nations regulations and United Nations GTRs on: child restraints systems, whiplash injury prevention, frontal/lateral/rear crash protection, safety-belts and their anchorages, protection against electric shocks in electric and hybrid vehicles.	Will draft and adopt a new United Nations regulation on child restraint systems to improve child protection.	WP.29	2012	Number of CPs applying the United Nations regulation.	A new UN Regulation on Child Restraint Systems introducing new provisions on lateral impact and anti-rotation movements adopted. 50 out of 51 CPs apply the United Nations Regulation.
	Regulations passed on Passive Safety (crash worthiness), Safety belts, 1970; Protective helmets, 1972; Child Restraint Systems (CRS), 1981; Frontal and lateral crash tests, 1995; Pedestrian safety, 2008; Hybrid and Electric safety, 2010.	Will amend current United Nations Regulation and United Nations GTR on head restraints to introduce new provisions to reduce whiplash injuries.	WP.29	2012	Number of CPs applying the United Nations Regulation.	Work still in progress. No changes to the number of CPs.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
		Will adopt new United Nations Regulation/United Nations GTR and amend existing ones to improve safety of electric/hybrid/hydrogen vehicles.	WP.29	2012	Number of CPs applying the new United Nations Regulation.	Amendments to UN Regulation No. 100 to cover electric vehicles of any kind adopted. 45 out of 51 CPs apply the United Nations Regulation. Number of new CPs: 1.
		Will develop amendments to the United Nations Regulation on frontal collision with particular attention on protecting older occupants, female occupants and also focus on optimizing vehicles' structural interaction to improve self-protection and partner protection.	WP.29	2014	Still pending endorsement of this activity of the Working Party on Passive Safety (GRSP) and WP.29 – Amendments adopted.	Work still in progress. No changes to the number of CPs.
		Will establish new Regulations on: Child Restraint Systems, 2012; Pole side test, 2012; Hydrogen & Fuel Cell vehicles (HFCV) safety, 2012; Harmonization of dummies, 2013; Crash compatibility, 2015.	WP.29	2012–2015	Number of CPs applying the United Nations regulations.	A new UN GTR No. 14 on Pole Side impact adopted. 24 out of 34 CPs apply this UN GTR. UN GTR No. 13 on safety of hybrid/hydrogen vehicles adopted. 23 out of 34 CPs apply this UN GTR. New UN Regulation on safety of hybrid/hydrogen vehicles (not in force when publishing this document) adopted.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	Adopted new UN Regulation No. 130 on Lane Departure Warning System (LDWS). ⁷	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2020	Number of CPs applying the United Nations Regulations.	51 out of 51 CPs apply this United Nations Regulation.
	Adopted new UN Regulation No. 131 on Advanced Emergency Braking System (AEBS). ⁸	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2013	Number of CPs applying the United Nations regulations.	51 out of 51 CPs apply this United Nations Regulation.
Vehicle Design (Develop technical provisions on the construction of vehicles and their equipment)	Drafted technical prescriptions on the burning behaviour parameters of materials used for buses and coaches.	Will apply Regulation No. 107 on Improve the fire safety level in buses and coaches.	WP.29	2 years for new buses and coaches	Number of countries applying Regulation No. 118/01.	47 out of 51 CPs apply the United Nations Regulation. Number of new CPs: 1.
	Drafted technical prescriptions on superstructure of buses and coaches.	Will apply Regulation No. 107 ensuring accessible seats for persons of reduced mobility.	WP.29	3 to 4 years for new buses and coaches	Number of countries applying Regulation No. 107/04.	45 out of 51 CPs apply the United Nations regulation. Number of new CPs: 1.
	Drafted technical prescriptions on indirect vision systems (mirrors & camera monitoring) in trucks and buses.	Will apply Regulation No. 46 for camera monitor systems replacing all mirrors in vehicles.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 46/03.	Work in progress. 41 out of 51 CPs apply the United Nations Regulation. Number of new CPs: 1.

⁷ Action added subsequent to ITC's approval of the Plan in 2012.

⁸ Action added subsequent to ITC's approval of the Plan in 2012.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
Vehicle Design (con't.)	Drafted technical prescriptions for vehicles' safety glazing materials including plastics.	Will apply Regulation No. 43 to reduced burn rate for rigid plastic panes.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 43/01.	45 out of 51 CPs apply the United Nations Regulation. Number of new CPs: 2.
Quiet Road Transport Vehicles (QRTV)	Drafted a first set of guidelines to be adopted on technical aspects of QRTV (inserted into the Consolidated Resolution on the Construction of Vehicles [R.E.3]).	Will adopt new United Nations GTR to ensure electric and hybrid vehicles audibility.	WP.29	2012–2013	Number of countries applying the United Nations Regulation.	Guidelines in R.E.3 inserted. Work in progress for a new GTR. No changes to the number of CPs.
Periodical Technical Inspections Convention (1997)	Adopted of a new rule on roadworthiness.	Will conduct annual capacity-building workshops.	WP.29	2012	Number of capacity-building workshops conducted.	Work in progress.
	Introduced safety regulation annex to the Agreement.		WP.29	2012–2013	Successful introduction of safety regulation annex to the Agreement.	Work in progress.
OBJECTIVE 4: Improve Safety of Transport of Dangerous Goods						
Safety of Transport of Dangerous Goods	Provided practical information of administrative or technical nature on implementation of conventions on website (ADR Chapter 1.9).	Ongoing and will further develop and expand with training/capacity-building material.	WP. 15	Continuou s	Information available on UNECE Transport Division website and up to date	ADR road map developed and printed in 2013. Information available and regularly updated at http://www.unece.org/trans/danger/danger.html

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	Fostered cooperation between Contracting Parties (ADR Chapter 1.8).	Will continue fostering cooperation between CPs (ADR Chapter 1.8).	WP. 15	Continuou s	Effective cooperation between CPs	Several multilateral agreements signed among CPs (more than 100 signatures in 2013 and 73 signatures until 31 October 2014).
	Providing specification on the safety obligations to the various participants in the carriage of dangerous goods (ADR Chapter 1.4).	Will be updated at request of CPs if necessary.	WP. 15	Continuou s – Updates every 2 years when necessary	Enforcement measures enacted in national law (controls, penalties)	Amendments to Chapter 1.4 of ADR, adopted during the biennium for entry into force on 1 January 2015.
	Provided requirements for instructions in writing to be on-board vehicles carrying dangerous goods in order to inform drivers of the emergency action to be taken to protect themselves in case of accident (ADR Chapter 5.4).	Will continue to review.	WP. 15	Continuou s – Updates every 2 years when necessary	Instructions available on UNECE website in all languages of CPs. Instructions available on board the vehicles in a language understood by the driver	Amendments to the instructions in writing, to take into account the use of electronic cigarettes and to improve user friendliness were adopted for entry into force on 1 January 2015.
	Provided requirements for construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents)	WP. 15	Continuou s – Updates every 2 years when necessary	Number of ADR vehicle certificates issued or renewed every year	Several amendments to Part 9 of ADR, related to construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical inspection were adopted during the biennium for entry into force on 1 January 2015.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	inspection (ADR Part 9).					
	Provided requirements for construction, testing, approval and periodic inspection of transport equipment such as tanks, containers, packaging, etc (ADR Part 6).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)	Several amendments to Part 6 of ADR, providing requirements for construction, testing, approval and periodic inspection of transport equipment, were adopted during the biennium for entry into force on 1 January 2015.
	Provided requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading (ADR Part 7).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)	Several amendments to Part 7 of ADR, providing requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading, were adopted during the biennium for entry into force on 1 January 2015.
	Provided requirements for the operation of vehicles carrying dangerous goods (speed limitation, use of parking brakes and wheel chocks, supervision...). (ADR Parts 8 and 9).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)	Several amendments to Parts 8 and 9 of ADR, providing requirements for the operation of vehicles carrying dangerous goods (speed limitation, use of parking brakes and wheel chocks, supervision, etc.), were adopted during the biennium for entry into force on 1 January 2015.
Safety of	The informal	Ongoing work of the	WP. 15	2010–	Adoption of	Ongoing work. The informal working group

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
Transport of Dangerous Goods (con't.)	working group mandated by the Joint Meeting RID/ADR/ADN (WP.15/AC.1) considered information provided by telematics that could enhance the safety and security of the transport of dangerous goods and facilitate such transport, the cost/benefit analysis of utilizing telematics in road transport of dangerous goods and of the related technical requirements.	informal working group on the basis of the work programme adopted by the Joint Meeting: Proposals of amendments to ADR to include prescriptions for the use of telematics for the carriage of dangerous goods.		2014	amendments to RID/ADR/ADN for entry into force in 2017 or of guidelines for initial implementation on voluntary basis pending availability of all required technology in all CPs	on telematics met twice in 2013 and 2014. An agreement on the system architecture was reached in 2013. Ongoing projects and tests in real conditions with the objective of delivering an interoperable system of transport telematics for the safe and secure transport of dangerous goods by road.
	Promoted the use of multimodal solutions through harmonization between ADR/RID/ADN.	Will continue to harmonize and facilitate intermodal transport solutions.	WP. 15	Continuou s	ADR, RID and ADN fully harmonized	Common parts of RID/ADR/ADN as amended for entry into force on 1 January 2015 fully harmonized.
	Provided restrictions of dangerous goods through road tunnels – categorization of road tunnels and identification of dangerous goods prohibited in each	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents)	WP. 15	Continuou s	Effective categorization of road tunnels by ADR CPs, as shown by the display of relevant dangerous goods road signs and signals and as	Several amendments to Section 1.9.5 and Chapter 8.6 of ADR, providing restrictions of dangerous goods through road tunnels – categorization of road tunnels and identification of dangerous goods prohibited in each category, were adopted during the biennium for entry into force on 1 January 2015.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	category (ADR Section 1.9.5 and Chapter 8.6) and development of road signs and signals to ensure implementation of restrictions (cooperation WP.15/WP.1).				reported on the UNECE Transport Division website	
	Provided requirements for the training (initial training and refresher courses) and examination of drivers of vehicles carrying dangerous goods. (ADR Chapter 8.2). ADR training certificates issued by any CPs recognized by other Parties for carriage on their territory.	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuou s	Number of ADR driver certificates issued or renewed every year	Discussions regarding the possibility of electronic examination for vehicle drivers and how the identification and supervision of the candidate can be guaranteed took place and will continue during 2015. Since 1 January 2013, a new model of training certificate is used in the ADR CPs with security features to avoid the use of false certificates. In order to facilitate the work of control authorities, the models of certificates sent by the Competent Authorities published by the secretariat on the UNECE website.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
Safety of Transport of Dangerous Goods (con't.)	Provided requirements for the training of persons, other than drivers, whose duties concern the transport of dangerous goods (ADR Chapter 1.3). Requirements for undertakings in the transport of dangerous goods by road to appoint a dangerous goods safety adviser responsible for helping to prevent the risk inherent in their activities (ADR Section 1.8.3). Requirements for dangerous goods safety adviser training (initial and refresher) and examinations (ADR Section 1.8.3).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents)	WP. 15	Continuou s	Number of DGSA certificates issued or renewed every year, number of personnel trained by enterprises every year.	Discussions regarding requirements for electronic examination of safety advisers, took place in the sessions of the working party during the biennium. Emphasis made on the importance to contracting parties to be able to offer distant examination and at the same time comply with all the requirements in terms of adequate identification and supervision of the candidate.
	ADR CPs informed the UNECE secretariat of incidents or accidents involving dangerous goods in their territories. In accordance with 1.8.5 of ADR, the	In case of an incident or accident, WP.15 may propose appropriate additional safety requirements on the basis of the study of the causes and consequences.	WP. 15	Continuou s	Effective discussion by WP.15 of reported accidents/incidents If deemed necessary, adoption of new	New pilot database being developed and tested among CPs in order to facilitate reporting and distribution of information regarding incidents and accidents involving dangerous goods. Database should be hosted by the secretariat. Amendments to the ADR requirements for incident/accident reporting may be necessary in relation to the future use of the database.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	secretariat made this information available to other CPs.				requirements or of amendments to existing requirements on the basis of discussion of accident/incident reports.	A road map on risk management in the context of inland transport of dangerous goods proposed.
	Provided requirements for hazard communication: requirements for marking, labeling and/or placarding of cargo and vehicles, and documentation requirements, in order to provide the necessary information for emergency response by emergency services in case of incidents/accidents (ADR Chapters 5.2 and 5.3)	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuou s	Cargo and vehicles properly labeled / marked / placarded / documented (measured by controls by CPs).	Several new provisions and amendments to existing provisions related to lettering of marks, the mark of overpacks, environmentally hazardous substance mark, general provisions for labels and the elevated temperature substance mark were adopted during the biennium for entry into force on 1 January 2015.
	Organized and participated in awareness-raising or capacity-building seminars/workshops.	Will continue and further develop. Will develop a road map on how to set up the administrative structures required for implementation of ADR.	WP. 15	Continuou s	Guidelines for the development of administrative and technical structures for proper implementation of ADR by CPs or countries wishing to apply	ADR road map developed and printed in 2013. Since then, it has been distributed in all meetings and awareness-raising workshops that have taken place. WP.15 considered that the road map was useful not only for countries wishing to become CPs to ADR but also to existing CPs to ADR, for the implementation of ADR and observance of the rules and related administrative

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
					ADR available in 2014.	<p>procedures.</p> <p>An electronic version of the Road Map was also published on the UNECE website.</p> <p>The secretariat participated in workshops, awareness-raising and capacity-building seminars related to ADR and its implementation. Among others, the UNECE-SPECA workshop on international transport of dangerous goods by road in Almaty (October 2013); the UN Treaty Day in New York (June 2014) and several workshops under EUROMED project in Morocco (February 2014), Algeria (April 2014), Israel (May 2014) and Tunisia (September 2014); HAZMAT 2013 conference in Australia (May 2013); IDGCA XIIth International Conference “Multimodal Transportation of Dangerous Goods” Saint Petersburg (May 2013); Actions horizontales pour l’intégration et la coordination de la gestion de l’axe autoroutier, Barcelona (May 2014); Transport of dangerous goods, Mauritius (June 2012); UNEP-ICCA Project “Promoting Chemical Safety in the African Region” in Nairobi (June 2013); UN regulatory framework for the transport of dangerous goods, Medellin (February 2014) and Bogota (May 2014); and Technical advice to Government on the development of national legislation on the TDG, Guatemala (October 2014); ADR and work of the WP.15, Budapest (November 2014); ECA-ECE-ICAP Workshop: UN Road Safety Conventions and Approaches to Preventing Drink Driving, Addis Ababa (November 2014).</p> <p>The timeframe of “2012–2013” has been</p>

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
						amended to “Continuous”.
OBJECTIVE 5: Make Technologies Work for Safer Mobility						
Innovation – Intelligent Transport Systems (ITS)	Developed an ITS Strategy (Road Map).	Will promote ITS solutions to improve road safety	Secretariat, WP.1, SC.1, WP.5, WP.15, WP.24, WP.29	2011–2020	Published ITS Strategy Package: Background Paper, Strategic Note, Road Map. The ITS Road Map is implemented	Work underway.
	Updated existing regulations and create new ones to boost ITS solutions for road safety.	Will conduct capacity-building workshops.	WP.29	2011–2020	Number of capacity-building workshops conducted	(1) Joint secretariat and International Telecommunication Union (ITU) one day workshop entitled “Intelligent transport systems in emerging markets – drivers for safe and sustainable growth”. The workshop took place in Geneva, Switzerland on 27 June 2013, and was focused on ITS in emerging markets and its impact on road safety. (2) Second joint secretariat and ITU event, "2014 Symposium on the future networked car". The symposium concluded that standards; cybersecurity; software reliability; information and education; legal frameworks and liability should be addressed in a holistic manner with a wide range of actors. (3) Annual secretariat flagship workshop on Intelligent Transport Systems together with

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
						the Federal Public Service Mobility and Transport of Belgium in November 2014 in Brussels, “Towards a new and transportation culture: technology innovations for safe, efficient and sustainable mobility”.
		Will discuss the safety aspects of vehicle platooning.	WP.1	2011–2020	Discussion at WP.1.	Time permitting, WP.1 will look into this issue.
	Addressed issues related to Advanced Driver Assistance Systems (ADAS) through cooperation of WP.1 and WP.29.	Will conduct workshops to address issues and will make recommendations.	WP.1, WP.29	2011–2015	Amendment to 1968 Convention on Road Traffic.	Amendment proposal adopted by WP.1 at its 68 th session (March 2014) in relation to a definition of Driver Assistance Systems (ECE/TRANS/WP.1/145).
	Researched factors for improving safety for the transport of dangerous goods by monitoring and tracking systems, linking consignors, transport operators, emergency responders, enforcement and control authorities and regulators.		WP.15			Work underway.
Variable Message Signs (VMS)	Established an informal ad hoc group of experts on Variable Message Signs (VMS) to assess feasibility.		WP.1	2011–2015	Amendment to 1968 Convention on Road Traffic, 1968 Convention on Road Signs and Signals, and Consolidated	Work ongoing.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	Launched a study and discussion paper on VMS challenges (2011).		Secretariat	2012	Resolutions (RE.1, RE.2). Discussion paper on VMS challenges published.	Ongoing discussions concerning ECE/TRANS/WP.1/2012/1/Add.1
OBJECTIVE 6: Make Roads Safer						
Road Signs and Signals	Continuous update of Consolidated Resolutions of Road Traffic and the Consolidated Resolutions of Road Signs and Signals (RE.1, RE.2).	Will conduct global review of road signs and signals by WP.1.	WP.1	2011–2020	Publish a review of global road signs and signals.	Following UNECE Executive Committee approval to establish a Group of Experts on Road Signs and Signals (GE.2) in July 2013, the group met for two sessions between March and September 2014. In 2014, the secretariat developed a “Road Signs Management System” web tool to facilitate the collection and evaluation of signs.
Road Safety Audits in Infrastructure Development	Modification of AGR – appending Road Safety Audit annex (2011).	Will consult and cooperate with international financial institutions (IFI) to include road safety component in their lending programmes.	SC.1	2011–2020	Amendment to AGR coming into force; a reference to the United Nations road safety legal instruments is included in the IFI lending programmes.	No AGR CP was identified/willing to propose the AGR amendment during the 107 th , 108 th and 109 th annual sessions of SC.1 in 2012-2014.
Trans-European Motorways (TEM)	Incorporated a road safety chapter in the Revised TEM and Trans-European Railway (TER) Master Plans (2011).	Will conduct possible pilot activities for safe infrastructure in TEM (Turkey initially – workshop on best practices in road safety infrastructure).	Secretariat	2012–2013	Establishment of statistics database on the TEM network.	Road safety sub-chapter incorporated in the Revised TEM and TER Master Plan. Road safety data regularly collected by WP.6.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
Safety in Road Tunnels and Rail Tunnels	Developed recommendations (2002–2003) for minimum safety in rail tunnels and road tunnels.	Will review and update the existing recommendations for minimum safety in rail tunnels.	WP.24, WP.1	2012–2014	Publish updated recommendations .	Work completed in 2003. Given the continuing relevance of the 2003 recommendations, an updated set of recommendations is not yet necessary.
Safety at Road – Rail Level Crossings	Assessed safety at road-rail level crossings.	Will establish a multidisciplinary expert group to review safety at road-rail level crossings.	SC.2, WP.1 Secretariat	2012–2013	Establishment of statistics database on the TER network.	<p>Following UNECE Executive Committee approval to establish a Group of Experts on Improving Safety at Level Crossings (GE.1) in July 2013, the group met for three sessions between January to October 2014. During its three meetings, GE.1 has decided on its work programme and created several subgroups to undertake its proposed work activities.</p> <p>TER group yet to initiate work on the statistics database.</p> <p>“WP.24” in the responsibility column has been amended to “SC.2”.</p>
	Cooperation with International Level Crossing Awareness Day (ILCAD); promotion of UNECE work at ILCAD events (Warsaw 2011)	Will continue ongoing activities in cooperation with ILCAD, as requested.	WP.1	2011–2020	Continued cooperation with ILCAD.	The secretariat partnered with the UIC to organize a roundtable on 2013 International Level Crossing Awareness Day to emphasize the importance of road safety at level crossings. The secretariat also partnered with the UIC and the Swiss Federal Office of Transport to produce a film “Saving lives at level crossings” on the occasion of ILCAD 2014.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
OBJECTIVE 7: Improve Cargo Safety						
Safe packing and handling of intermodal transport units	International Maritime Organization (IMO), International Labour Organization (ILO) and UNECE adopted international guidelines (1997) for the packing of cargo in intermodal transport units (containers, trucks).	Started review of the 1997 Guidelines (joint work of IMO, ILO and UNECE – together with the industry and trade unions) to ensure coverage of all modes of land and sea transport.	WP. 24	2011–2013	New revised guidelines adopted by IMO, ILO and UNECE.	Guidelines endorsed by ITC in January 2014, IMO in July 2014 and ILO in November 2014.
OBJECTIVE 8: Turn Road Safety Training, Education and Behaviour into Knowledge Management						
Cultural Differences on Road Safety	Commissioned a discussion paper on the relevance of cultural differences on road safety.	Will publish discussion paper and make it available for consultation.	WP.1	2011	e-Published discussion paper and the number of participants in the e-discussion. ⁹	Work ongoing.
Professional drivers competence	Included in Consolidated Resolution on the Facilitation of International Road Transport (RE.4) best practices and guidelines for driver training	Will review whether revisions to RE.4 are necessary.	WP.1	2011–2020	Review of RE.4.	Time and resources permitting, SC.1 (which is the mandated body for RE.4) may look into this issue.

⁹ Added subsequent to ITC's approval of the Plan in 2012.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	competence and criteria to be met.					
		Will develop guidelines for professional driver's training in cooperation with IRU Academy.	WP.1	2011–2020	Development of guidelines.	Time and resources permitting, WP.1 may look into this issue.
Mutual Recognition of Driving Permits		Will review whether revisions are needed in mutual recognition of driving permits.	WP.1	2011–2020	Review of mutual recognition of driving permits.	At its 69th session, WP.1 adopted a proposal on suitable solutions for the mutual recognition of driving permits, and decided that the document should be formatted and distributed by the secretariat to Governments and entities responsible for the issuing of international driving permits (ECE/TRANS/WP.1/147, ECE/TRANS/WP.1/2014/8).
		Will review provisions on falsification of driving permits.	WP.1	2011–2020	Review of provisions related to falsification of driving permits.	Time and resources permitting, WP.1 may look into this issue.
OBJECTIVE 9: Learn from Road Crashes						
National Road Safety Databank		Will conduct a round table on policies and institutional structures.	WP.1	2011–2015	Number of participants attending the round table.	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014, attended by approximately 100 participants who provided the feedback that the workshop was of a high quality.
Multidisciplinary crash investigation (MDCI)	Continuous discussions at WP.1	Will prepare a discussion paper on MDCI best practices.	WP.1	2011–2013	Published discussion paper on MDCI best practices.	Discussions at WP.1 ongoing.
		Will prepare a best	WP.1	2011–	Published	Following the conclusions of discussions at WP.1 on MDCI

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
		practice guidebook.		2013	guidebook.	(ECE/TRANS/WP.1/2013/6/Rev.1), WP.1 will consider incorporating a chapter in RE.1 on MDCl.
Development of SafeFITS tool ¹⁰	Development of ForFITS tool		Secretariat	2014-2020	Creation of a composite road safety index to benchmark performances of different countries fosters country abilities to improve road safety situation	As a highly sophisticated support for road safety decision makers, a road safety module of the For Future Inland Transport Systems Project (ForFITS) – SafeFITS will be developed with the primary objective to assist governments and decision makers to improve road safety and to assess and choose the most appropriate policies and measures to reach defined road safety targets. Model outputs will show effects of different national road safety policies and allow decision makers to select suitable targets in national road safety strategy.
OBJECTIVE 10: Mitigate the Impact of Road Crashes						
Insurance – Green Card System	Through RE.4 (annex to GC), included recommendations on the Green Card System.	Will expand the geographic coverage of green card systems.	SC.1	2011–2020	Number of new countries adopting the Green Card System.	In 2013, formal applications from Armenia and Azerbaijan were received and the Council of Bureaux (COB) commenced accession procedures. However, due to lack of response by Armenia to COB’s correspondences, its accession to the Green Card system has not yet taken place. In the case of Azerbaijan, its confirmation of necessary changes to its relevant national law is still outstanding, accession has not yet taken place. Economic Cooperation Organisation (ECO) is a ten-member organization (comprised of Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyz Republic, Pakistan, Tajikistan, Turkey, Turkmenistan, and Uzbekistan), out

¹⁰ Added subsequent to ITC’s approval of the Plan in 2012.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
						of which two members are also members of the Council of Bureaux (Iran & Turkey). ECO has adopted initiatives to set up a regional motor vehicle third party liability scheme (known as the White Card System with a Secretariat in Teheran), and is being assisted by COB.
		Will review effects of bottlenecks for global 3rd party liability insurance – in cooperation with other Regional Commissions.	SC.1	2011–2020	Review of bottlenecks and recommendations made.	Time permitting, SC.1 may look into this issue.
Improving Post-Crash Response and Care	-	Will prepare a discussion paper on post-crash response and care.	WP.1	2011–2020	Published discussion paper.	Time permitting, WP.1 may look into this issue.
OBJECTIVE 11: Raise Awareness, Fundraise, and Advocate for Road Safety						
Campaigns and capacity-building	Engaged with the FIBA Basketball Community in cooperation with the Hellenic Basketball Federation and the Greek basketball champions, on the Declaration on “Team Work and Fair Play on the Basketball Court and on our Roads”	Will continue developing similar joint FIBA-UNECE campaigns, including with NBA.	WP.1	2011–2020	Number of campaigns organized with FIBA; cooperation with NBA and number of campaigns organized.	Time and resources permitting, and interest from WP.1 members permitting, WP.1 may explore further partnerships with FIBA.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	the declaration on the "Respect the Rules" was signed by FIBA, FIBA Europe, UNECE and the Government of Poland. This was followed by similar campaigns in Turkey (2011 FIBA World Championship) and Lithuania (2011 EuroBasket).					
	Engaged in Youth Campaign "Scouting for Global Road Safety" with Scouts – partnered with the World Organization of the Scout Movement (WOSM) to promote road safety at the World Scouting Jamboree in August 2011 in Sweden through an international pilot project on road safety involving Greece, Ireland and European partners.	Will conduct series of active learning road safety workshops.	WP.1	2011–2020	Number of workshops conducted and continued cooperation with WOSM.	Organized a “Scouting for Global Road Safety” event with the World Organization of the Scout Movement, Scouting Ireland, Scouts of Greece, and Road Safety Institute "Panos Mylonas" as part of the 2 nd UN Global Road Safety Week in May 2013.
	Created a Road Safety Film to highlight road		WP.1	2011	Number of visitors to the road safety film	As at 21 November 2014, there were 1,776 views.

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
	safety initiatives.				link on YouTube.	
	Created a road safety poster signing campaign aimed at raising awareness of road safety issues. The signing of the poster by key road safety stakeholders demonstrates their commitment by pledging to work towards reducing casualties and deaths on the roads.	Will promote signing campaign during future conferences.	WP.1	2011–2020	Number of campaigns organized.	Organized four road safety poster signing campaigns. These included the Secretary-General’s signing of a poster in 2014 while in Geneva, the signing of a poster during an event in Paris, France, in 2013 aimed at school children, and two poster signing events during the 2013 UN Global Road Safety Week.
		Will be involved in organizing United Nations Road Safety Week.	WP.1	2012–2020	Number of organized United Nations Road Safety Week events.	<p>The secretariat commemorated the second UN Global Road Safety Week in Geneva, Switzerland, with four key events and a number of supporting side events in May 2013.</p> <p>The key events included a symposium on regional perspectives on drinking and driving, an interactive youth and young leaders session “Scouting for Global Road Safety”, a roundtable on 2013 International Level Crossing Awareness Day (7 May 2013) to emphasize the importance of road safety at level crossings, and a discussion forum on insurance and road safety.</p> <p>The supporting side events included two poster signing ceremonies, an exhibition showcasing the top entries from the third international children’s drawing contest on safety at level crossings organized by the International Union of Railways (UIC), and</p>

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
						<p>testing for driver fatigue using top-of-the-line testing equipment.</p> <p>In Italy, the secretariat partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the week through feature articles in a widely distributed local newspaper and magazine. The partners raised awareness of road safety amongst school children and the general public through the distribution of 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.</p>
		<p>Will engage in a targeted approach to fundraising for road safety activities, such as capacity-building; support implementation of the United Nations Decade of Action (2011–2020) activities in the UNECE region; and continue to engage in awareness-raising activities with partners.</p>	WP.1	2011–2020	<p>Amount of financial resources raised</p> <p>Number of events that have been made possible due to donor-contribution (also in-kind)</p>	<p>(1) In 2013 and 2014, the secretariat partnered with the International Centre for Alcohol Policies (ICAP) to organize three events. These included an international symposium on drinking and driving as one of four key events for the second UN Global Road Safety Week in May 2013; the launch in September 2013 of a joint e-book publication based on findings from the international symposium; and the organization of a ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 12-13 November 2014. Consultants' reports, travel of meeting participants and UNECE staff, production of ebook memory sticks and all other logistic and hospitality arrangements were funded by ICAP.</p> <p>(2) The secretariat partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the Global Road Safety Week in a widely distributed local newspaper and</p>

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
						<p>magazine and to distribute 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.</p> <p>(3) In December 2013, the secretariat organized an inaugural "Europe - Asia Road Safety Forum" in New Delhi, India. The event was hosted by the Institute of Road Traffic Education, which provided the venue and hospitality, and the International Road Transport Union (IRU) sponsored the participation of national delegates from Central Asia.</p> <p>(4) The secretariat partnered with the UIC and the Swiss Federal Office of Transport to produce a film on "Improving Lives at Level Crossings". The secretariat funded the first stage of concept development, and its partners funded the film production.</p> <p>(5) In June 2014, the UNECE organized a Road Safety Treaty Day in New York, with hospitality refreshments provided by the IRU.</p> <p>(6) The secretariat received USD 45,000 from the World Bank Global Road Safety Facility for the organization of a Regional Road Safety Capacity Building Workshop in Belgrade, Serbia, in October 2014.</p>