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

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Road safety issues and policy interventions in SPECA countries

(Item 4.7 of the Agenda)

Note by ECE/ESCAP

1. About 1.25 million people globally die each year as a result of road traffic accidents—that’s nearly 3400 deaths a day. Half of those who die on the world’s roads are vulnerable road users: pedestrians, cyclists and motorcyclists. As reported in the Global Status Report on Road Safety 2015 by the World Health Organization, road traffic injuries is the 8th leading cause of death globally and the number one leading cause of death of young people (15-29 year old). The report shows that 68 countries have seen a rise in the number of road traffic deaths since 2010, of which 84% are lower middle-income countries. Unfortunately, in the last decade number of road casualties globally does not decrease – in fact, road traffic deaths have increased by about 13 per cent globally since 2000, mostly due to increase in developing countries at an alarming rate.

2. In 2010 UN General Assembly Resolution 64/255 (GA) has proclaimed the current 2011-2020 decade, as the United Nations Decade of Action for Road Safety. The envisaged goal is to stabilize and reduce the forecasted level of road traffic fatalities worldwide through increasing the number of road safety activities conducted at the national, regional and global levels. Regrettably, there has been limited improvement in overall global road safety (killed, injured and accidents) since the launch of the UN Decade of Action for Road Safety. Therefore, much remains to be done to meet the Decade’s goal, especially in low- and middle-income countries which are highly affected by road traffic fatalities and injuries.

3. In September 2015 in New York, United Nations member States officially adopted the 2030 Agenda for Sustainable Development. Global leaders reaffirmed their commitment to international development and formally adopted 17 Sustainable Development Goals (SDGs). Road safety is included as sub-goal 3.6 “By 2020, halve the number of global deaths and injuries from road traffic

accidents” of SDG 3 “Ensure healthy lives and promote well-being for all at all ages” and as sub-goal 11.2 “By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities, and older persons” of SDG 11 “Make cities and human settlements inclusive, safe, resilient, and sustainable”.

4. The GA Resolution A/70/L.44 adopted in April 2016, reaffirms the adoption of the Sustainable Development Goal (SDG) targets on road safety outlined in the 2030 Agenda for Sustainable Development. The Resolution requests WHO, in collaboration with UN Regional Commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist countries to develop voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries. Finally, the resolution requests the UN Secretary-General to consider the possibility of establishing, from voluntary contributions, a Road Safety Trust Fund, to support the implementation of the Global Plan for the Decade of Action and road safety-related SDGs.

UNECE Road safety activities

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

5. The Global Forum for Road Traffic Safety (WP.1) serviced by the UNECE secretariat is the only inter-governmental permanent road traffic safety body in the UN system. Participation in WP.1 is open to all countries across the world. Typically, WP.1 meets twice a year in Geneva, Switzerland. The UNECE Sustainable Transport Division provides the group’s secretariat support: it services sessions, prepares documents, agendas and reports, collects and disseminates information and facilitates the liaison among Governments.

6. Amongst other matters, WP.1 considered amendment proposals to the 1968 Convention on Road Traffic with a view to maintaining consistency between the convention and the provisions of vehicle regulations adopted in the framework of the 1958 Agreement, such as light and light signaling. Furthermore, WP.1 considering a proposal to amend the 1968 Convention on Road Signs and Signals and discussed issues related to the mutual recognition of driving permits, a safe system approach, multidisciplinary crash investigations and distracted driving.

7. Starting in 2014, WP.1 oversees the work of the Group of Experts on Road Signs and Signals. The mandate of the Group of Experts on Road Signs and Signals is to review and to suggest ways to facilitate better comprehension of road signs and a more effective implementation of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals.

B. United Nations legal instruments

8. From the last TWG meeting, the number of contracting parties to the 1949 Convention on Road Traffic was changed at 97. One new contracting party joined 1968 Convention on Road Traffic (Iraq) bringing the total number to 75 and another joined 1968 Convention on Road Signs and Signals (Cyprus) bringing the total number of contracting parties to 65. One contracting party joined the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals bringing the total number to 35.

9. Under the administration and responsibility of the World Forum for Harmonization of Vehicle Regulations (WP.29), the 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted to/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or used on Wheeled Vehicles, had 51 and 36 contracting parties respectively, covering most of the countries with a major automotive industry. The number of contracting parties to the 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections was increased to 14.

10. The World Forum for the Harmonization of Vehicle Regulations (WP.29) has recently adopted a considerable number of technical modifications to UN vehicle Regulations related to safety and environmental aspects with focus on E-mobility and vehicle passive safety (pole side impact and frontal impact). In 2015 topics related to autonomous driving were included in the work of the Informal Working Group on ITS resulting in first regulations on automated driving functionalities as well in recommendations on cyber-security and data protection. Furthermore, WP.29 has established two comprehensive UN Regulations (No. 44 and No. 129) providing the technical and administrative requirements for Child Restraint Systems (CRS). To ensure the correct selection of type approved CRS, an information package for users and for policy makers has been prepared. In addition, the requirements for periodic technical inspection of vehicles have been amended to state of the art and a resolution has been adopted providing requirements for test equipment, training of staff and quality control.

11. During the 2016-17, the Working Party on the Transport of Dangerous Goods adopted several amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) with a view to enhance road safety and security. The seventh revised edition of the GHS, the twentieth revised edition of the Model Regulations and an amendment to the sixth revised edition of the Manual of Tests and Criteria were published in 2017. Consideration of the twentieth revised edition of the Model Regulations by the Working Party on the Transport of Dangerous Goods (WP.15) and its joint meetings with the Intergovernmental Organization for International Carriage by Rail (OTIF) and with the Central Commission for the Navigation of the

Rhine (CCNR) resulted in adoption of a series of draft amendments to the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), the European Agreement Concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN). These amendments will enter into force on 1 January 2019 after consideration by these bodies.

C. Technical assistance in the road safety field

12. The road safety model “Safe Future Inland Transport Systems (SafeFITS)” aims to facilitate knowledge based transport policy decision making related to road casualty reduction. The primary objective is to assist governments and decision makers to decide on the most appropriate road safety policies and measures in order to achieve tangible results in improving road safety, in both developed and developing countries. The model is based on historical road safety data and relations between several road safety parameters and it is expected to provide information on results of different road safety scenarios based on the chosen policies and measures. SafeFITS is an extra-budgetary project benefiting from financial support from IRU.

13. The research and development nature of SafeFITS and the relative rarity of global research projects dealing with predictions of the outcomes of road safety strategies imposed the necessity for project implementation in phases. Phase I explored and analyzed existing road safety modelling and causalities; Phase II developed a draft model framework and described road safety causalities to be used for developing policy scenarios for road safety; Phase III developed a draft model and application/user interface; and Phase IV will test the model and verify it through pilot tests.

14. Phase I resulted in a literature review of road safety studies and projects, a list of statistical requirements and a draft conceptual framework for the model. Phase II resulted in a conceptual framework (of three SafeFITS modules), data requirements and a list of the most relevant relations/causalities to be included in SafeFITS. Phase II concluded that deterministic models were unsuitable and that statistical models based on a robust database of road safety indicators could be the most appropriate solution. Phase III resulted in a database on road safety indicators, SafeFITS statistical model and initial version of SafeFITS web-application. Phases I to III were finalized in July 2017.

15. The SafeFITS model is the first global model to be used for road safety policy support, allowing both global assessments (i.e. monitoring the global progress towards the UN road safety targets) and individual country assessments of various policy scenarios. The model fully exploits the currently available global data and analysis techniques to serve key purposes in road safety policy analysis: benchmarking, forecasting etc.

16. During the summer 2017 finalization of the initial version of web-based application took place and initial version is ready for testing. Testing and fine-tuning (before publishing on UNECE web-site) will be done through two pilot-tests in Albania and Georgia. In that sense, SafeFITS will test recommendations defined through “Strengthening the national road safety management capacities of selected developing

countries and countries with economies in transition” Project, reaching synergy between two UNECE-led projects.

17. To provide a feedback on SafeFITS model and discuss road safety statistics and modelling, UNECE, in cooperation with IRU, organized the SafeFITS Round Table in Geneva on 30 June 2017 for the prominent representatives of the road safety scientific community (international organizations, academia, international financial institutions, etc.). During the Round Table, SafeFITS peer review reports prepared by two renowned road safety experts were presented. The Round Table resulted in a conclusion that much better global road safety data collection and dissemination is warranted and recommendation for draft SafeFITS model updates.

18. After the pilot tests and adjustments, the full operation phase would start and the SafeFITS model would be available to the public. Annual or bi-annual revisions of all SafeFITS components (database and statistical models) should take place, in order to incorporate any new developments in the road safety field and benefit from more, and more reliable data as these become gradually available.

D. Road safety publications

19. “Together with UNECE on the road to safety” is a 2015 publication, in which the many courses of actions and tools developed by UNECE are described to show the UNECE input to the Decade of Action 2011-2020. In particular, the publication presents the work done under 11 goals of the UNECE Road Safety Action Plan. It covers each goal in detail – from protecting vulnerable road users to raising awareness for road safety, from making vehicles safer to mitigating the impact of road crashes. It provides a comprehensive overview, including the status and key results of its goals, as well as descriptions of specific UNECE initiatives and information on the challenges the overall road safety community faces. One of the main conclusions of this publication is that political will and the introduction and use of national strategies are likely to make the difference in helping to reach the main goal: halving the number of road traffic deaths and injuries by 2020.

E. UN Special Envoy on Road Safety

20. On 29 April 2015, Mr. Todt was appointed Special Envoy for Road Safety by the United Nations Secretary-General. In this role, Mr. Todt is helping to mobilize sustained political commitment towards making road safety a priority; advocating and raising awareness about the United Nations road safety legal instruments; sharing established road safety good practices; and advocating for adequate global funding for road safety. Along with UNECE, the Special Envoy has prepared a proposal on the establishment of a UN Road Safety Fund. To date, the Special Envoy met with heads of states and Ministers in more than 50 countries, encouraging high-level political commitment to road safety, especially in the most affected areas. Below is the summary of Mr. Todt’s engagement with SPECA countries in 2016-17.

21. In September and November 2016, the Special Envoy traveled to Kyrgyzstan (meetings with Ministry of Internal Affairs), Kazakhstan (meetings with First Deputy Prime Minister, Ministry of

Investment and Development and Astana and Almaty Mayors) and Turkmenistan (meetings with Ministry of Interior, Ministry of Motor Transport) to advocate for increased priority on road safety especially in view of the Sustainable Development Goal targets 3.6 to halve the number of road deaths by 2020 and 11.2, which aims to provide safe and affordable access to sustainable transport systems for all by 2030. Mr. Todt highlighted the importance of aligning national strategies to those of the Global Plan for the Decade of Action for Road Safety as well as increased accession and implementation of the UN Road Safety Conventions.

22. In Turkmenistan, the Special Envoy attended the Global Sustainable Transport Conference, where he alongside UNECE launched Consultations on a paper exploring the establishment of the UN Road Safety Trust Fund. Furthermore, the Global Sustainable Transport Conference held on 26 and 27 November 2016 provided an opportunity to ensure that road safety does not go unforgotten during discussions of broader transport development issues. Road Safety must be part and parcel of sustainable transport and a basic condition for a sustainable development.

Road safety activities by the ESCAP

23. The recent Ministerial Conference on Transport held in Moscow in December 2016 adopted the updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020 with the goal to halve number of road traffic injuries and fatalities in line with target 3.6 of the Sustainable Development Goals as well as the Regional Action Programme on Sustainable Transport Development (2017-2021) which included road safety as one of the thematic areas. The Commission, in its resolution 73/4 dated 23 May 2017, has endorsed the Ministerial Declaration on Sustainable Transport Connectivity in Asia and the Pacific. In support of the Commission resolution 66/6 on “Improving road safety in Asia and the Pacific” and resolution 73/4, ESCAP continues to provide capacity building and technical assistance to member countries in meeting their commitments under the updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020, the Sustainable Development Goals and the United Nations Decade of Action for Road Safety through the organization of workshop, seminar and training to raise awareness and enhance the capacities of member countries in relevant road safety issues.

24. A side event on Making the Road Sector a Key Vehicle for Sustainable Development was organized at the Global Sustainable Transport Conference in Ashgabat, Turkmenistan on 26 November 2016. The event discussed the significant role of road sector in economic and social development as the most efficient, convenient and flexible mode of transport and its unprecedented challenges including significant number of road traffic fatalities and injuries.

25. An Expert Group Meeting on Road Infrastructure Safety Facilities for the Asian Highway was organized in Bangkok on 30 and 31 May 2017 to present and review the study findings and reports on road infrastructure safety facility standards for the Asian Highway network and map out

future actions. Five SPECA member countries: Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan participated in the EGM.

26. A Regional Meeting on Design Standards for Road Infrastructure Safety Facilities for the Asian Highway Network was held in Bangkok on 30 and 31 August 2017. The Meeting recognized that the Intergovernmental Agreement on the Asian Highway Network provided a good institutional platform for the coordinated development of road safety infrastructure facilities following harmonized standards. It also agreed to have the finalized annex proposed as an amendment to the Intergovernmental Agreement on the Asian Highway Network for consideration of the Working Group on the Asian Highway at its 7th meeting scheduled to be held in Bangkok, on 13-15 December 2017. The Meeting was participated by representatives from four SPECA member countries including Kazakhstan, Kyrgyzstan, Tajikistan, and Uzbekistan.

Joint road safety activity by the UNECE and UNESCAP

27. ECE in collaboration with ESCAP and United Nations Economic Commission for Latin America and the Caribbean (ECLAC), under the 9th tranche of the UN Development Account Fund (UNDAF), is undertaking the project “Strengthening of the national road safety management capacities of selected developing countries and countries with economies in transition”. The project aims to assist four developing countries and countries with economies in transition (Albania, Georgia, the Dominican Republic and Viet Nam) to strengthen the road safety management capacities and effectively address and improve national road safety records. The project aims to assist countries to enhance national road safety management capacities. It will help Governments to identify the most critical road safety aspects and priority needs by preparing Road Safety Performance Reviews. Based on priority needs identified in the Reviews, capacity-building seminars and workshops with examples of good road safety practices will be organized. Furthermore, the project aims to help countries to raise public awareness on road safety issues and sensitize public and non-governmental sectors on the need to set ambitious road safety targets and adopt specific measures to meet them.

28. The project was launched in September 2015 and so far, the following activities were implemented:

- Albania – Two initial missions are completed (19-20 November 2015 and 18-20 December 2016) and policy dialogue with national road safety stakeholders was established - which resulted in identification of most important areas to be assessed during the RSPR preparation. In 2017, a team of national consultants was engaged and they prepared draft RSPR report, which is now under the RC revision. In addition, international capacity-building event on the topic of UN road safety legal instruments was held in Geneva on 5-7 July 2017 with more than 50 stakeholders present from Albania, Georgia, as well as Uganda and Cameroon. Beneficiary countries presented the RSPR findings and their success in efficient implementation of the UN road safety legal instruments. (More info:

<http://www.unece.org/trans/themes/unda-road-safety-management-capacity-building-project.html>).

- Georgia – Assessment process including three missions to Georgia (30 November - 1 December 2015, 23-25 November 2016 and 14-15 December 2016), mobilizing national consultants' team and preparation of the draft RSPR was finalized. Based on the preliminary RSPR findings, national capacity building workshop was held in Kachreti, Georgia on 26-27 April 2017. The workshop gathered more than 35 Georgian road safety stakeholders and provided information, best practices and training in areas identified in the RSPR as most challenging: speed management, safer vehicles and combat against drink-driving. Fifteen Georgian road safety stakeholders participated in capacity-building workshop on the topic of UN road safety legal instruments, held in Geneva on 5-7 July 2017.
- Viet Nam - Preparatory mission took place on 16-17 March 2016 and 10-12 October 2016 (both in Hanoi) and national consultants' team was hired during 2016. Based on the identified priority areas, two capacity building events were held, with substantive UNECE input: (i) "National Capacity Building Workshop on the Implementation of Road Safety Legal Instruments – Strengthening National Road Safety Management Capacities" held in Hanoi on 12-13 January 2017 and Ho Chi Minh City, 16-17 January 2017 and (ii) "Consultative meeting on the main findings of Viet Nam's Road Safety Performance Review and Capacity building workshops on road safety audits" held on 12-20 June 2017 in Hanoi and 19-27 June 2017, in Ho Chi Minh. The draft RSPR was prepared and is currently under the RC review.
- The Dominican Republic – Preparatory missions were held on 4-6 June 2016 and 26 – 28 September 2016; both in Santo Domingo. Based on the mission findings and policy dialogue with national stakeholders, the most important road safety topics were identified and national consultants have prepared draft RSPR. Capacity building workshop "National workshop on sustainable mobility, logistics and road safety in the Dominican Republic" was held on 19-20 April 2017 with sessions dedicated to UN road safety legal instruments and policy dialogue on the RSPR findings.

29. In order to improve the quality of the RSPRs and to attract additional funding, UNECE agreed to the involvement of several international road safety organizations in the Project as peer reviewers for specific topics (safe vehicles, drink driving and road infrastructure safety). Experts from the International Alliance for Responsible Drinking (IARD) prepared valuable inputs on drink-driving in all beneficiary countries, while experts from the International Road Federation (IRF Washington) reviewed safer roads component of the RSPR in Albania and Georgia.

30. It is very important that this United Nations Development Account-financed project is complemented by the Special Envoy-sponsored Road Safety Performance Reviews in Africa (Cameroon and Uganda), as part of the ongoing cooperation between UNECE, the Special Envoy and the Economic Commission for Africa (ECA). Road safety stakeholders from Cameroon and

Uganda took active participation in the Workshop on UN Transport Legal Instruments – a tool for better Road Safety Management, held in Geneva, on 5-7 July 2017

31. National capacity building workshop in Albania and the Dominican Republic and presentation and publishing of the Road Safety Performance Reviews in all beneficiary countries are to be finalized by November 2017 and the project is to be completed in December 2017.

The Thematic Working Group may wish to:

- Continue its efforts to develop and implement national road safety strategies and action plans with goals and targets in line with the Decade of Action for Road Safety;
- Efficiently implement UN legal instruments in road safety;
- Work towards achieving the Regional Road Safety Goals, Targets and Indicators for Asia and the Pacific;
- Ask for political support and commitment as well as scaling up of funding for road safety endeavors in the SPECA countries, including infrastructure improvements and advocacy programs;
- Ensure the collection of quality road safety data and ask for technical assistance in data collection to facilitate the regular monitoring of road safety at the national and regional levels.
- Once available, use the SafeFITS model to assess road safety activities and strategic actions;
- Build on the results of Road Safety Performance Reviews, encourage SPECA Member countries to ask for technical assistance in road safety through RSPR.