Item 4.7

Road Safety

23rd SPECA TWG STTC, Astana, Kazakhstan

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Road Safety trends (UNECE, 2015)

Road traffic fatalities by region, 2003–2013 (UNECE, 2015)

Thousands

![Graph showing road traffic fatalities by region from 2003 to 2013. The graph indicates a downward trend in fatalities over the years for regions such as All UNECE, Rest of UNECE, North America, EU + EFTA, and Rest of UNECE.](image)

Road traffic accidents by region, 2003–2013 (UNECE, 2015)

Thousands

![Graph showing road traffic accidents by region from 2003 to 2013. The graph indicates a downward trend in accidents over the years for regions such as All UNECE, North America, EU + EFTA, and Rest of UNECE.](image)
## SPECA Member States (WHO, 2015)

<table>
<thead>
<tr>
<th>Country</th>
<th>Deaths/100K (WHO estimate)</th>
<th>Deaths (Country report)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghanistan</td>
<td>15.5</td>
<td>1,392</td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>10.0</td>
<td>1,168</td>
</tr>
<tr>
<td>Kazakhstan</td>
<td>24.2</td>
<td>3,233</td>
</tr>
<tr>
<td>Kyrgyzstan</td>
<td>22.0</td>
<td>1,200</td>
</tr>
<tr>
<td>Tajikistan</td>
<td>18.8</td>
<td>472</td>
</tr>
<tr>
<td>Turkmenistan</td>
<td>17.4</td>
<td>821</td>
</tr>
<tr>
<td>Uzbekistan</td>
<td>11.2</td>
<td>2,298</td>
</tr>
<tr>
<td>Sweden</td>
<td>2.8</td>
<td>260</td>
</tr>
<tr>
<td>Netherlands</td>
<td>3.4</td>
<td>570</td>
</tr>
<tr>
<td>UK</td>
<td>2.9</td>
<td>1,770</td>
</tr>
</tbody>
</table>
UN Decade of Action for Road Safety 2011-2020 (Five pillars)

I • Road safety management
II • Safer roads and mobility
III • Safer vehicles
IV • Safer road users
V • Post-crash response
UNECE’s 360 ° approach to Road Safety

- **Regulatory work**
  To ensure widest possible geographical coverage of UN road safety international legal instruments

- **Policy dialogue**
  To strengthen road safety management and coordination

- **Analytical work**
  To assist in the identification of best practices

- **Technical Assistance**
  To assist countries in the ECE region and beyond to implement international transport and road traffic safety legislation
More than 60 years of road safety work

Social Rules
(driving and rest hours)

Drivers’ License

Vehicle Regulations

Road Traffic Rules

Road Signs and Signals

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

Statistics

Dangerous Goods

Border Crossing Facilitation
UN Legal Instruments

The main legal instruments

• European Agreement on Main International Traffic Arteries (AGR)
• Convention on Road Traffic, Vienna 1968
• Convention on Road Signs and Signals, Vienna 1968
• European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)
• Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997
• European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) of 30 September 1957

Sets of best practices

• Consolidated Resolution on Road Traffic (R.E.1)
• Consolidated Resolution on Road Signs and Signals (R.E.2)
UN Road Safety Legal Instruments

Of 18 UN Road Safety Conventions:
- Afghanistan has acceded to 0
- Azerbaijan to 9
- Kazakhstan to 11
- Kyrgyzstan to 4
- Tajikistan to 5
- Turkmenistan to 3
- Uzbekistan to 3

Of 6 **Core** UN Road Safety Conventions:
- Afghanistan has acceded to 0
- Azerbaijan to 5
- Kazakhstan to 6
- Kyrgyzstan to 2
- Tajikistan to 4
- Turkmenistan to 2
- Uzbekistan to 2
Accession to road safety conventions

Convention on Road Traffic - 1949, 1968

Convention on Road Signs and Signals - 1949, 1968

Vehicles Conventions

1958

1998

Periodical Inspection

1997
• The Global Forum on Road Traffic Safety (WP.1) is the ONLY Permanent intergovernmental body in the UN dealing with Road Safety open to all countries throughout the world
• Two sessions per year, two ad-hoc Expert Groups
The World Forum for Harmonization of Vehicle Regulations (WP.29)

- UNECE Sustainable Transport Division giving secretariat to WP.29 for more than 60 years
- WP.29 is:
  - the unique worldwide regulatory forum for the automotive sector
  - administrating three Multilateral UN Agreements

1958 Agreement – Type Approval Regulations with mutual recognition of the type approvals
1998 Agreement – Global Technical Regulations
1997 Agreement – Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspection
Mr. Jean Todt’s mandate includes helping to mobilize sustained political commitment, raising awareness of and advocating for accession to UN Road Safety Conventions and advocating for adequate funding for global road safety.

- Meetings with decision-makers in more than 30 countries to raise attention on road safety
- Road Safety Performance review in two African countries (Uganda and Cameroon)
SafeFITS

- SafeFITS aims to facilitate knowledge based transport policy decision making related to road casualty reduction
- Model primary objective is to assist governments and decision makers, both in developed and developing countries, to decide on the most appropriate road safety policies and measures in order to achieve tangible results in improving road safety.
- Decade of Action or Road Safety 2011-2020
- SDGs achievement:
  - Target 3.6
  - Target 11.2
SafeFITS Phases

I. Literature Review
II. Model Framework and Data Base
III. Draft Model and user interface
IV. Peer Review and Pilot Test
Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition

UNDA 9th Tranche Project
• The project aims to assist four countries to strengthen the road safety management capacities and effectively address and improve national road safety records.
• Beneficiary countries: Albania, Georgia, the Dominican Republic and Viet Nam
• Under implementation by UNECE (leading) in co-operation with ESAP and ECLAC
• Project to be completed in March 2018
Road Safety Performance Reviews

• Describe current road safety situation and help Governments to identify the most critical road safety aspects and priority needs.
• National experts, UN Regional Commissions and international experts will analyze road safety situation, identify the most pressing road safety issues and come with recommendations.
• Based on priority needs identified in the Reviews, capacity-building seminars and workshops will be organized.
• 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.
Road Safety Performance Reviews (II)

- Preparatory mission
- Fact finding mission with national consultants
- Policy dialogue with national stakeholders
- First Draft Road Safety Performance Review
- Capacity Building Workshops
- Publishing of Road Safety Performance Review
- Project web site

Georgia

Albania
RSPR next steps

• Present Road Safety Performance Review (RSPR) to other Member States
• Disseminate RSPR printed version
• Promote and publicize RSPR in Uganda and Cameroon - financed by UN Special Envoy for Road Safety
• Explore the possibilities to prepare RSPR for other countries and fund raising
Capacity building workshops on transport-related SDGs

- How to achieve Transport- and Trade-related SDGs – Podgorica, 11-12/10/2017
- SPECA Workshop on Transport related Sustainable Development Goals (SDGs) – Astana, 2-3/11/2017
- How to develop resilient infrastructure (Global SDG 9) – Ljubljana, 16-17/11/2017, in co-operation with EU Strategy for Danube Region
Thank you

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