

Distr.: General
26 August 2019

Original: English only

Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

Seventy-ninth session

Geneva, 17-20 September 2019

Item 7 of the provisional agenda

Sustainable Development Goals: Potential contribution by WP.1

The Global Forum for Road Traffic Safety and its contribution to the UN Sustainable Development Goals

Submitted by Sweden

This document, submitted by the Government of Sweden, provides ideas and suggestions on how WP.1 can support the Agenda 2030 work, in particular through WP.1 effort to improve road safety.

The Global Forum for Road Traffic Safety and its contribution to the UN Sustainable Development Goals

1. For sustainability safety is fundamental in any transport system and must always be a top priority. Road accidents are current the eighth most common cause of death in the world, and the most commonplace amongst children and youngsters in the age group 5-29 years. The burden is, however, disproportionately borne by pedestrians, cyclists and motorcyclists, in particular those living in developing countries¹. Sustainable development is frequently described based on three dimensions; economical, environmental and social, which are all interdependent (fig 1).
2. The economical dimension concerns, for example, markets, employment, infrastructure, business models, resource efficiency, consumption, competition, production of goods and services, and so forth.
3. The environmental dimension covers climate, air, land and water quality, noise, land use, biodiversity, recreational areas, waste disposal, pollution, ecosystems and more.
4. The social dimension includes justice, health, security, accessibility, working conditions, quality of life, well-being, inclusion, trust, education, democracy, culture, equality, participation, safety, etcetera.

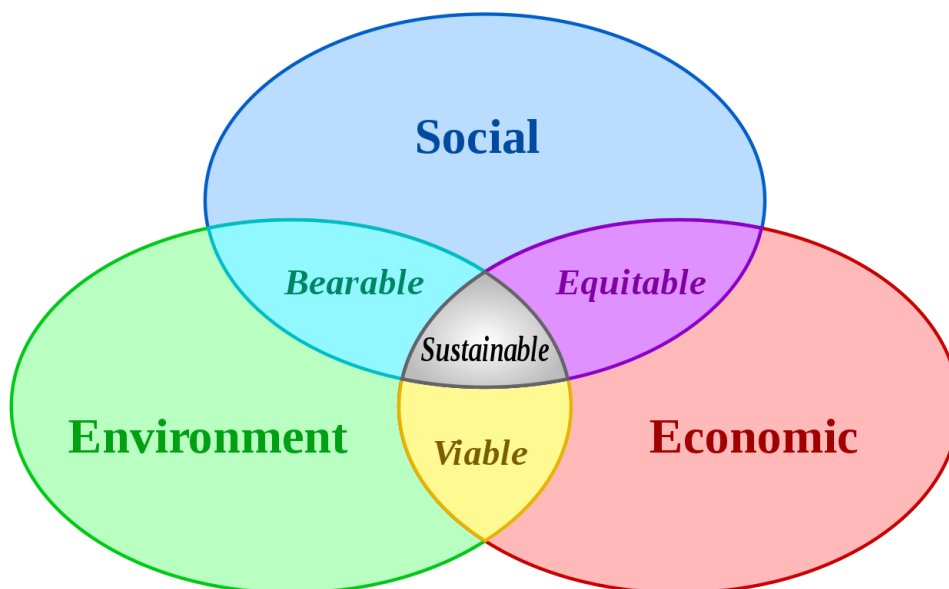


Figure 1. Sustainable development in three dimensions

5. Good accessibility is necessary in order for society to function. All countries have a responsibility to develop accessibility in a sustain fashion.
6. Accessibility in a sustainable society consequently implies:
 - The transportation system is inclusive, offering good accessibility for both citizens and commerce regardless of where one lives or works.
 - The transportation system is fossil-free and its environmental impact so small that nature can continue to create ecosystem services in the future.
 - Nobody is killed or seriously injured in the transportation system; neither in accidents nor by air pollution or noise.

¹ World Health Organization. 2018 Global status report on road safety 2018.

7. In its role as an international regulatory body WP.1 can contribute to a sustainable world with a high and safe level of accessibility, either through recommendations, general advice or by creating new regulations or repealing existing ones.

Agenda 2030 - a global action plan for adaptation to sustainable development

8. In September 2015 the UN's member states adopted Agenda 2030 for sustainable development and the agenda contains 17 global goals. The goals are integrated and indivisible and balance the three dimensions of sustainable development.

9. In the agenda all the countries of the world and society's various actors have come together and agreed on joint goals. The undertaking concerns every nation, regardless of the level of income and development. All countries undertake to meet the goals in their own country and at the same time contribute to the fulfilment at a global level, with particular focus on contributing to the goals being reached in countries faced with the greatest challenges. Each nation and also WP.1 must decide on the measures that must be taken based on international and national conditions. The agenda also emphasises the importance of everyone contributing to the accomplishment within the framework of their activities. Partnership, collaboration and the willingness to create change is a precondition to being able to accomplish the agenda and reach the goals.

10. The transportation system is integrated in the majority of the goals and has the potential to influence a sustainable society in all three dimensions; socially, economically and ecologically. Agenda 2030 makes it clear that all goals (figure 2) jointly define a sustainable society. Hence the need for solutions that support several of the goals.



Figure 2. United Nations Sustainable Development Goals

The Global Forum for Road Traffic Safety contributes to the facilitation of Agenda 2030

11. Currently the Global Forum for Road Traffic Safety remains the only permanent body in the United Nations system that focuses on improving road safety. Its primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules that address the main factors of road accidents (road user behaviour, vehicle and infrastructure) that is a tangible contributor to improved road safety.

12. WP.1's role is to work to achieve the sustainability goals, in particular Goal 3 "Good health and Well-Being" based on its Goal 3.6: "Reduce Road Injuries and Deaths" (with the qualified goal that by 2020, to halve the number of global deaths and injuries from road traffic accidents) constituting a responsibility for WP.1. However, this goal also affects the other goals and there is consequently an interdependency between the WP.1 "main goal" and many other goals and targets in Agenda 2030. WP.1 can contribute to the achievement of several goals and targets than only Goal 3.

13. As an example of how Goal 3 and Target 3.6 interact with other goals and their targets, the interaction with Goal 11 "Sustainable Cities and Communities" is worthy of mention, and where Target 11.6 "Affordable and Sustainable Transport Systems" the purpose of which is to make cities and human settlements inclusive, safe, resilient and sustainable and 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. WP.1 consequently has an opportunity to influence and hasten development towards future sustainable cities and communities and the other goals and targets.

14. As set out above, sustainability is a concept that encompasses many synergies, dependencies and trade-offs between different goals and their targets. It is in this context that WP.1, based on its role and purpose, is to direct its work in harmonizing traffic rules. In order to increase WP.1's role in the Agenda-2030 work, it is necessary for the contracting parties to collaborate on the question of sustainability with the intent of becoming the road safety catalyst required to enable the ambitions expressed in the agenda. From WP.1's objective of administrating UNECE legal instruments that address the main factors of road accidents and through harmonization work towards good and at the same time safe accessibility, structured work is called for. By way of example, WP.1 must be visualised as to how it can be best used to achieve Goal 3 "Good health and Well-Being" but must simultaneously take into consideration how the content of the work both can and most effectively contribute to fulfilling the targets within the other 16 Agenda-2030 goals.

15. In order to enable WP.1 to the greatest possible extent support Agenda-2030 work, Sweden will continue to visualise and provide suggestions as to how WP.1 can best support the UN's agenda work by visualise the relation between the efforts of WP.1 to improve road safety and Agenda 2030. Thereby is it possible to recommend necessary and effective changes to the WP.1 United Nations legal instruments that address the main factors of road accidents. The work should provide answers to questions such as:

- How does WP:1's purpose, role and mandate relate to the 17 Agenda-2030 goals and their targets?
- How can WP.1's work in administrating United Nations legal instruments aimed at harmonizing traffic rules promote goals in Agenda 2030?
- How can WP.1 best support and strengthen UN's agenda work based on synergies and trade-offs between different goals and their targets?
- How might WP.1 best support and strengthen its role in to contribute to the goals being achieved in countries faced with the greatest challenges
- And so forth.

16. We cordially invite the interested contracting parties to join us in this effort.
