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

The need of an impact assessment

Hans-Yngve Berg, Ph.D
A sustainable transport system

Can be realized with a planning characterized by a holistic approach. This means that all aspects of transport are taken into account - traffic safety, accessibility, the environment, security, health and gender equality.

The 2030 Agenda states clearly that the ”17 Sustainable Development Goals with 169 associated targets are integrated and indivisible.” This recognition places road safety at the same level of criticality as other global sustainability needs and clearly indicates that sustainable health and well-being cannot be achieved without substantial reductions in road deaths and serious injuries.

(Saving lives beyond 2020: The next steps. Recommendations of the academic expert group for the 3rd global ministerial conference on road safety p.13)
The role of WP.1 is to support the SDGs, especially targets 3.6 and 11.2 but...

The Conventions of Road Traffic and Road Signs and Signals of 1968

The Geneva Convention on Road Traffic, 1949

Country, A, B, C, D, ….

Target 3.6

Target 11.2

Reduce road injuries and deaths

Affordable and sustainable transport systems

Social

Bearable

Equitable

Environment

Viable

Economic
Road safety are directly connected to the other global SDGs by:

Target 3.6
Reduce the number of deaths and injuries in road traffic

Target 11.2:
By 2030 provide access to safe, affordable, accessible and sustainable transport systems for all. Improving road safety, in particular by expanding public transport, paying special attention to the needs of people in vulnerable situations, women, children, people with disabilities and the elderly.
One WP can not do it all…

ITC strategy

Effect of WP.1 priority
WP.1 activities
WP.1 ability/capacity

Effects on the SDGs of what others do in UNECE

Resources
### WP.1s actions are related to others…

Justification for ITC involvement: ITC is the only United Nations forum offering a 360° approach to road safety on the basis of its regulatory work, capacity-building and technical assistance, analytical work and policy dialogue. These cover:

- **Traffic rules**;
- **Road signs and signals**;
- **Road infrastructure**;
- **Construction and periodic inspection of vehicles**;
- **Driving times and rest periods for professional drivers**;
- **Transport of dangerous goods**;
- **Mobilizing political will and resources, including support for the work of the United Nations Secretary-General’s Special Envoy for Road Safety**.

*(The role of inland transport in achieving the Sustainable Development Goals: implementation, monitoring and United Nations system repositioning, ECE/TRANS/2018/7)*
List of Priorities until 2030 related to WP.1 in ITC strategy until 2030

• Further expand global participation in, and cooperation between, WP.1 and WP.29 (Relevant SDGs: 3, 6, 7, 8, 9, 11, 12 and 13)

Special priority of global interest: Road Safety: strengthen activities related to the United Nations legal instruments on road safety under the purview of the ITC, to:

• support contracting parties in developing, improving and sustaining their national road safety systems;
• further promote the accession and effective implementation of the United Nations legal instruments;
• support the efforts of the United Nations Secretary General’s Special Envoy for Road Safety in promoting global accession to the United Nations legal instruments
• play an effective role as the international regulatory support provided in the United Nations Road Safety Trust Fund Global Framework Plan of Action for Road Safety

(ECE/TRANS/288/ADD.2, Table 1 List of Priorities until 2030)
Overview of a national road safety system

Global Plan for the Decade of Action for Road Safety 2011–2020 uses five pillars for road safety as the essential blocks for creating a national road safety system. These pillars are integrated in a comprehensive and sustainable system complemented and assisted by international coordination.

(Draft Inland Transport Committee Recommendations for Enhancing National Road Safety Systems, ECE/TRANS/2020/9)
## Seven types of relationships between SDG targets

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<th>Interaction label</th>
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<td>+3 Indivisible</td>
<td>Progress on one target automatically delivers progress on another</td>
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<td>+2 Reinforcing</td>
<td>Progress on one target makes it easier to make progress on another</td>
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<td>+1 Enabling</td>
<td>Progress on one target creates conditions that enable progress on another</td>
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<td>Progress on one target constrains the options for how to deliver on another</td>
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<td>−3 Cancelling</td>
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Table 4. SDGs correlation analysis.

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* Statistical significant at 0.1 level; ** Statistical significant at 0.05 level. Note: see Table 5 below for explanations on the background colors grade.

(Mapping the Sustainable Development Goals Relationships, L M Fonseca, J P Domingues, A M Dima, Sustainability 2020, 12, 3359)
One WP can not do it all ...
An Impact Assessment can assist WP.1 to "navigate" within the ITC-strategy

- Support WP.1 prioritizing
- Informing other policy makers about potential health, economic, social, and environmental ramifications from WP.1 outcome
- Improving transparency within WP.1 and between different WP:s in UNECE so that WP.1 contributions to sustainability and the ITC-strategy are disclosed
- Increasing other WP:s understanding of WP.1 chosen solutions and thereby improving the legitimacy of WP.1
- Clarifying how WP.1 achieve its goals and priorities
- Contributing to WP.1’s continuous learning and make the work more effective
The use of Impact Assessment and the checklist can be one important step for the strengthening of the WP.1 activities towards the SDG targets 3.6, 11.2 and supporting the other SDGs

1. What is the problem and why is it a problem?
2. Why should WP.1 act?
3. What should be achieved?
4. What are the various options to achieve the objectives?
5. What are the options impacts according to the responsibility for WP.1 in the ITC strategy and who will be affected?
6. How do the different options compare according to the responsibility for WP.1 in the ITC strategy (effectiveness, efficiency and coherence)?
7. How will monitoring and subsequent retrospective evaluation be organised?
Thank you!