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Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

Eighty-third session

Geneva, 20-24 September

Item 5 (b) of the provisional agenda

Consolidated Resolution on Road Traffic (R.E.1):

Policies for Vulnerable Road Users (VRU)-

focus on road safety challenges in low and middle

income countries as identified during the South-East Asia project

Submitted by Italy, IRTE, University of Birmingham (UK), and Johns Hopkins

This informal document, provides the summary of the webinar on non-regulated transport modes (held during the 82nd Session, March, 10th, 2021). WP1 is invited to provide comments, additions and references to further improve the related Informal document No. 4 (September 2020).

Sustainable road safety policies and measures to build safe, inclusive conditions to accomplish Agenda 2030 and beyond

10 March 2021

Webinar Summary

1. The Global Forum on Road Traffic Safety conducted a webinar on 10 March, 2021 to discuss the importance of guidance for safely recognizing and accommodating non-regulated transport in regions where such transport is commonly utilized as a result of economic and social necessity. The webinar was presented in the context of the Global Forum's capacity-building work in South East Asia.
2. The webinar was moderated by the Chair of the Global Forum and included brief statements by high level officials representing the UNECE Sustainable Transport Division, Cambodia, the City of Puducherry (India), and the State of Haryana (India). These statements addressed road safety conditions in low- and middle-income countries (LMICs), acknowledged the work of the Global Forum, and specifically the activities of the Institute of Road Traffic Education (IRTE), towards improving road safety in South East Asia.
3. Speakers highlighted the need for capacity-building to assist in collaborative cross-sector road safety work in LMICs, including the application of advanced technologies to avoid a digital divide between these nations and other global regions. The Chair presented an overview of work conducted by the Global Forum in partnership with the IRTE beginning in 2013, including a series of technical workshops addressing regional road safety priorities and establishment of an MOU between the IRTE and the UNECE.
4. The webinar included a series of technical presentations by academic leaders from South East Asia and Europe. These presentations reviewed the range of non-regulated transport modes commonly used in South-East Asia and other regions and discussed both their social necessity and implications for safety, congestion and environmental impact. Hypotheses and research needs were presented regarding short and longer-term measures that could improve the safety and environmental impact of these modes without eliminating vital mobility options in LMICs.
5. The webinar provided an opportunity to celebrate the 30th anniversary of the IRTE. On this occasion, the President of the IRTE provided remarks highlighting the importance of UNECE legal instruments and guidance, the critical need for active engagement and leadership by the Global Forum in LMICs, and the need for appropriate approaches for addressing urgent

Key Themes of the Presentations

Two Worlds of Mobility

6. A consistent theme throughout the webinar presentations was the vast difference in traffic conditions between western countries and many low and middle income (LMIC) nations. One key difference is in the proportion of powered two-wheelers in traffic. In South-East Asian countries, nearly 75 percent of registered vehicles are powered two-wheelers as compared to 11 percent in the Americas and 9 percent in the European region.
7. Another key difference is in the economy of the region and the ability of road users to purchase new or used vehicles to meet their mobility needs. In some LMIC, the purchase of such registered vehicles is impractical for many people and the use of improvised non-regulated powered two- or three-wheelers, as well as animal and human pulled vehicles which is common.
8. These improvised vehicles include conventional vehicles that have been modified to carry more passengers or larger loads than their original design allowed, and innovative

vehicle configurations that utilize a power unit from a conventional vehicle - or other source - in a locally designed and constructed vehicle framework. While little data are available with regard to the safety of such improvised non-regulated transport, it is reasonable to conclude that critical vehicle systems such as speeding, steering, braking, lighting and overall vehicle integrity are generally less effective and reliable among improvised non-registered vehicles than among those that are designed, manufactured and tested according to safety standards.

Global Standards: Aspiration and Accommodation

9. A second recurring theme of the webinar focused on the simultaneous needs to strive toward adoption and compliance with international safety standards and to accommodate local conditions to allow for essential mobility. Speakers repeatedly stressed the importance of the UNECE road safety conventions as a framework for road safety development and of the critical role that their adoption can play in the safety progress of LMICs. A number of speakers also commented on the limitations that some LMIC populations face in complying with certain aspects of the framework, specifically with regard to the use of non-regulated vehicles in traffic. In some regions, many people have no practical alternative to the use of non-regulated vehicles.

Principles for Governance

10. Webinar speakers from across South-East Asia and extending to other regions stressed the need for long-term solutions to address the safety problems associated with the use of non-regulated vehicles in traffic. Adoption and compliance with UN road safety legal instruments were repeatedly recommended as an aspiration for LMICs, along with continued engagement of the Global Forum and other organizations to facilitate capacity-building among local officials.

11. Several speakers cited progress in implementing and enforcing policies to reduce the use of non-regulated vehicles while others cited statistics indicating that the use of such vehicles is increasing. A number of other ideas for long-term solutions were mentioned, including the use of the Internet-of-Things to improve the overall safety of the road system through linked traffic sensors, signals and smart traffic management. Providing better public transport, particularly in rural areas, was suggested as a means to reduce the need for non-regulated vehicles.

12. For the shorter-term, a recommendation was to formalize the use of non-regulated transport by developing policies that could improve safety without eliminating access to essential needs that these vehicles provide to segments of the population. Such formalization could include segregation, limiting speeds and/or road types on which such vehicles are permitted as a strategy to reduce risk without restricting mobility. Further research was recommended to better understand the purposes and risks of non-regulated vehicles as well as guidance for improving their safety.

Webinar Agenda

Opening:

- Mr. Romain Hubert, Sustainable Transport Division, UNECE
- H.E. Mr. Pen Boran, Under Secretary of State, Ministry of Public Works and Transport, Cambodia
- Hon. Dr. Kiran Bedi, Lt. Governor of Puducherry, India
- Mr. Manoj Yadava, Director General of Police, State of Haryana, India

Technical Perspectives:

- Dr. Mohammed Marizwan Abdul Mannan, Director, MIROS Research Institute, Malaysia

- Prof. (retired) Ricardo Sigua, College of Engineering of the University of the Philippines, Philippines
- Prof. Anti Talvittie, Aalto University
- Dr. Rohit Baluja, President, Institute of Road Traffic Education, India

Interventions from the WP.1 and conclusions
