

Road Safety



Key messages

- Since its establishment in 1947, the UNECE Inland Transport Committee (ITC) has promoted road safety regionally and globally.
- Following the adoption in 2019 of the ITC Strategy until 2030 (ITC Strategy), has a 360 degree approach to Road Safety.
- The core Road Safety contribution of ITC is as custodian of the UN road safety conventions. There are eight key legal instruments¹ under five categories: traffic rules, road signs, vehicle regulations, the transport of dangerous goods, and professional driver fatigue.
- Seven of these eight legal instruments are named in the latest General Assembly's resolution on "Improving global road safety" A/RES/74/299 of 31 August 2020.
- The GA resolutions over the years have consistently encouraged Member States to accede to all the UN road safety legal instruments, and beyond accession, to implement and apply their provisions or safety regulations.
- The ITC's subsidiary bodies administer and keep the UN road safety legal instruments up to date, as well as develop new legal instruments. They include:
 - o the Global Forum for Road Traffic Safety (WP.1)
 - o the World Forum for the Harmonization of Vehicle Regulations (WP.29)
 - o the Working Party on Road Transport (SC.1), and
 - o the Working Party on the Transport of Dangerous Goods (WP.15)
- The ITC Strategy mandated ITC to support contracting parties in developing, improving and sustaining their national road safety systems. In response to this mandate, the Committee adopted in 2020 the ITC Recommendations on Enhancing National Road Safety Systems, that help contracting parties to systematically develop their national road safety systems, following the safe system approach, and endorsed the "Road Safety System Assessment" supporting assessment tool.
- The Sustainable Transport Division continues to work on Road Safety Performance Reviews (RSPR), which aim to identify the most critical road safety gaps and priorities in the countries under review and thus help Governments to strengthen their road safety management capacities and effectively address and improve national road safety performance.
- Through the application of Safe Future Inland Transport Systems (SafeFITS) – a road safety decision making tool – the Sustainable Transport Division assists governments and decision makers to identify the most appropriate road safety policies and measures, based on anticipated outcomes of different road safety policy interventions.
- ITC and its subsidiary bodies continue to 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 and to play an effective role as the international regulatory support in the work of the United Nations Road Safety Fund.

¹1949 and 1968 Conventions on Road Traffic; 1968 Convention on Road Signs and Signals; the 1958, 1997 and 1998 "Vehicle Regulations" Agreements; the 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR); and the 1970 European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR).

UN Road Safety

1947

Establishment of the Inland Transport Committee.

1949

Geneva Convention on Road Traffic.

- Protocol on Road Signs and Signals.

1950

Geneva Declaration on the Construction of Main International Traffic Arteries.

- European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles Permitted to Travel on Certain Roads of the Contracting Parties.

- European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals.

- Establishment of Working Party on the Transport of Dangerous Goods (WP.15).

- Establishment of an Ad Hoc Working Group on the prevention of road accidents.

1952

Establishment of World Forum for the Harmonization of Vehicles Regulations (WP.29).

1957

European Agreement on Road Markings

- European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), is adopted.

1958

Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, is adopted.

- Establishment of Working Party on Brakes and Running Gear (GRRF).

1961

Contract for the International Carriage of Goods by Road (CMR) enters into force.

1967

Establishment of RID/ADR/ADN joint Meeting (WP.15/AC.1).

1968

Adoption of the Convention on Road Traffic ("1968 Vienna Convention").

- Entry into force of ADR.
- Adoption of the Convention on Road Signs and Signals.

1970

The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) - to regulate working conditions for professional drivers - is concluded and opens for signature (enters into force in 1976).

- First road traffic census in the framework of ITC.

1971

European Agreement Supplementing the 1968 Convention on Road Traffic agreement.

- European Agreement Supplementing the 1968 Convention on Road Signs and Signals.

1973

Protocol on Road Markings, additional to the European Agreement Supplementing the 1968 Convention on Road Signs and Signals.

- Introduction in ADR of an harmonised labelling system for dangerous goods in transport based on the United Nations Recommendations for the Transport of Dangerous Goods.

1974

Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC).

- Establishment of Working Party on General Safety Provisions (GRSG).

- Establishment of Working Party on Noise and Tyres (GRBP).

1975

The European Agreement on Main International Traffic Arteries (AGR) is concluded and opens for signature.

1976

Establishment of Working Party on Lighting and Light Signalling (GRE).

1977

Entry into force of 1968 Convention on Road Traffic.

- Under 1968 Convention on Road Traffic entering into force - Updates on Annexes 1, 2, 3, 4 and 5.

1978

RE.1 Consolidated Resolution on Road Traffic first published (under SC.1).

1979

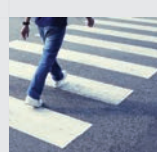
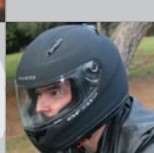
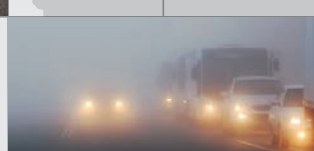
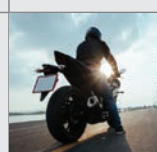
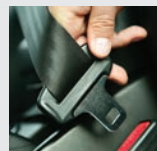
European Agreement Supplementing the 1968 Convention on Road Signs and Signals enters into force.

1980

Establishment of Working Party on Pollution and Energy (GRPE).

1981

SC.1 Resolution on the identification and signing of the E-Roads, to eliminate divergencies.



1985

Introduction in ADR of provisions for the training of drivers.

- Transport statistics: a census of traffic on E-Roads and a census of traffic on other non-urban roads according to the recommended method (ECE/TRANS/53 (annex 3), ITC thirty-seventh session, Resolution 232).

1987

Establishment of Working Party on Passive Safety (GRSP).

1988

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

- E-Road traffic census repeated.

1993

Convention on Road Traffic 1968 amendment entering into force in 1993: Amendments including on Road safety education and general rules on drivers such as mandatory safety belts and extra care towards vulnerable road-users such as pedestrians and cyclist, and particularly children.

- Consolidated version of the Convention on Road Traffic.

- Amendment of the European Agreement supplementing the 1968 Convention.

1997

WP.1 establishes a small group of reps from France, Germany, Poland and CH to examine docs. transmitted by ECMT to define followed actions to be taken under priorities such as: signs for roundabouts, use of car phones, behaviour of motorists at pedestrian crossings, siting of traffic signs, definition of moped and motorcycle, variable traffic signs.

1999

Introduction in ADR of provisions for the training of persons other than drivers involved in the carriage of dangerous goods by road.

2000

"First session of the Multidisciplinary Group of Experts on Safety in Road Tunnels (AC.7)."

- Publication: Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe in 2000 - "2000 Combined E-Road Census and Inventory.

2001

ADR is restructured in a new format directed predominantly at its users. The restructured ADR, is the final result of eight years of work aiming at presenting ADR in a more accessible and user-friendly format.

2005

ADR new provisions for transport of dangerous goods security.

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In 2005, the Working Party adopted an opinion on the standardization of 45 ft ISO containers stressing their legal incompatibility with present road transport regulations and safety standards in most UNECE member countries.

2006

Convention on Road Traffic 1968 amendments entering into force in 2006; i.e.. On cyclists, changing direction (left turns), provision to cell phones, cycle lanes, road tunnels, State registration in registration plate, harmonizing driving permits and transitional provisions of contracting parties; parking in case of emergency; distinguishing sign of motor vehicles and trailers.

- Convention on Road Signs and Signals 1968 entering into force 2006; Coverage of E.7 Sign, signs at entrance and exit of tunnels; using blue for marking conditions or restrictions; visibility of temporary road markings; symbol red for danger or emergency, harmonizing emergency exits.

- Amendment of European Agreement supplementing 1968 Conv. On Road Traffic enters into force: on drivers, speed and distance between vehicles, standing and parking, special rules for cyclists, moped drivers.

- Amendment to European Agreement Supplementing the 1968 Convention on Road Signs and Signals entering into force: compulsory roundabout.

- UNECE ITC/WP.1 hosts the first International Road Safety Film Festival.

2007

Updates to convention 1968 on Road Traffic,(Article 45) - Distinguishing sign of vehicles in International Traffic.

- ITC activities during the First UN Global Road Safety Week.

2008

UNECE.ITC.WP.6 adopted the Handbook on Statistics on Road Traffic.

- Publication: UNECE Transport review - Road Safety

2009

UNECE.ITC.WP.6. WP.6 adopted the Statistical Handbook on Passenger Transport by Buses and Coaches.

- ADR new instructions in writing to be carried on board as an aid during an accident emergency situation.

- UNECE ITC and ITC/WP.1 exhibition at the Global Ministerial Conference on Road Safety.

2010

UNECE and FIBA launch global road safety campaign during the 2010 FIBA World Championship in Turkey Basketball stars recruited to promote "play and drive by the rules" message. The campaign had the motto "We play and drive by the rules" and has been developed to inform people around the world - especially the young people who are basketball fans or play basketball themselves - and to encourage respect for the rules, on the road as well as on the court.

- Mandatory application of ADR provisions concerning the passage of vehicles carrying dangerous goods through road tunnels - new tunnel categorisation.

2011

Publication: Spectrum of Road Safety Activities - presenting the UNECE Action Plan for the UN Decade of Action on Road Safety.

- Revision of ADR driver training provisions and new standard format for ADR driver certificate including security features.

2012

Publication: World Forum for Harmonization of Vehicle Regulations (WP.29) - How It Works, How to Join It

2013

E-book: Regional Perspectives on preventing alcohol-related road crashes involving vulnerable road users.

2014

First session of the Group of Experts on Improving Safety at Level Crossings.

- First session of the Group of Experts on Road Signs and Signals.

2015

Publication: Together with UNECE on the Road to Safety

- Publication: Preventing Drinking and Driving in Africa

- UN SG appoints his Special Envoy for Road Safety, with secretariat support by UNECE.

2018

United Nations Road Safety Fund established with secretariat support from UNECE.

2019

Establishment of Working Party on Automated/Autonomous and Connected Vehicles (GRVA - previously GRRF).

- Adoption of ITC Strategy until 2030.

2020

Adoption of ITC Recommendations for Enhancing National Road Safety Systems.

Road Safety

HOW TO GET INVOLVED?

The Global Forum for Road Traffic Safety (WP.1) serves as guardian of the United Nations legal instruments aimed at harmonizing traffic rules.

The mission of the World Forum for Harmonization of Vehicle Regulations (WP.29) is the development and worldwide harmonization of vehicle regulations.

The Working Party on Road Transport (SC.1) promotes the development and facilitation of international transport by road—of goods and passengers—by harmonizing and simplifying the rules and requirements at transport.

The Working Party on the Transport of Dangerous Goods (WP.15) pursues actions aimed at enhancing the safety and security of the inland transport of dangerous goods.

Participation in WP.1, WP.29, SC.1 and WP.15 is open to all countries across the world.

Further information on their activities and much more is available at:

- o <https://unece.org/transport/road-traffic-safety>
- o <https://unece.org/transport/vehicle-regulations>
- o <https://unece.org/transport/road-transport>
- o <https://unece.org/transport/dangerous-goods>

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