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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on Transport Trends and Economics**

##### **Thirty-fourth session**

Geneva, 5–7 September 2022

Item 8 (c) (ii) of the provisional agenda

##### **Review and monitoring of emerging issues and sustainable development goals**

## **Road Safety Performance Review – recent developments**

### **Note by the secretariat**

#### **I. Background**

1. Road accidents are a major problem in modern societies: annually almost 1.3 million people are killed and 50 million injured globally<sup>1</sup>. Road traffic injuries are estimated to be the eighth leading cause of death globally, and the leading cause for children and young adults aged between 15 and 29 years, thus heavily implicating people who are entering their most productive years. These losses are largely preventable, and they underscore the urgent need for action to improve road safety globally.

2. In 2020, the United Nations General Assembly proclaimed the decade 2021-2030 as the Second Decade of Action for Road Safety and set a goal to stabilize and reduce the level of global road traffic fatalities by increasing safety programmes at the national, regional and global levels.

3. The 2030 Agenda for Sustainable Development adopted by the United Nations Sustainable Development Summit 2015, defined the Sustainable Development Goals (SDGs). Two SDG targets are directly related to road safety:

- Sustainable Development Goal 3, Target 3.6 aims to reduce global road traffic deaths and injuries by 50 per cent by 2030 (as amended), and
- Sustainable Development Goal 11, Target 11.2 aims to provide access to safe, affordable, accessible and sustainable transport systems for all by 2030.

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<sup>1</sup> WHO, 2021

4. In consideration of the global challenges encountered by the Member States, the United Nations Road Safety Fund (UNRSF) was established in April 2018 as a multi-partner trust fund to facilitate concrete action toward achievement of the road safety targets of the Sustainable Development Goals. The Fund aims to help low- and middle-income countries put in place effective national road safety systems to a) substantially curb the number of fatalities and injuries from road crashes, and b) reduce economic losses resulting from them. Its grants strengthen national and local capacity to manage and improve road safety by providing funding and technical expertise.

5. Using previous experiences in establishing road safety system, the Inland Transport Committee Recommendation to Enhance National Road Safety System<sup>2</sup> (ITC Recommendations) were formulated, focusing on applying the safe system approach: in road safety system management; for safe users; safe vehicles; safe roads; and effective post-crash response, and addressing them as the essential blocks for developing an integrated and effective national road safety system.

## II. The Road Safety Performance Review

6. In 2018, UNECE alongside two Regional Commissions (Economic Commission for Latin America and the Caribbean (ECLAC) and Economic and Social Commission for Asia and the Pacific (ESCAP) completed Road Safety Performance Review (RSPR) in four countries: Albania, Georgia, Dominican Republic and Viet Nam in the framework of the UNDA-financed project. Until 2022 the UN Secretary General Special Envoy for Road Safety Secretariat completed four more RSPR in Uganda, Cameroon, Ethiopia and Zimbabwe based on the same methodology.

7. The RSPR was designed to help the beneficiary country to strengthen the road safety management capacities and effectively address and improve national road safety records. The most critical road safety aspects and priority needs in the beneficiary country will be identified by preparing the RSPR. The RSPR will identify gaps in technical, financial and statistical capacities and any other economic or social problems preventing country from establishing or upgrading road safety management system. The RSPR will map gaps in national institutional, legal and regulatory frameworks, assess the level of compliance with UN road safety legal instruments - all in line with the ITC Recommendations and the Second Decade of Action for Road Safety. Based on the RSPR findings, a national capacity-building workshop/s and policy dialogue will take place to provide further training on the priority areas identified through the RSPR and on accession and implementation of United Nations road-safety related legal instruments.

8. During first quarter of 2021, in communication with UNECE and UNICEF Uzbekistan, the Government of Uzbekistan expressed interest in improving national road safety system through preparation of RSPR. A few months later, fruitful discussion between the Ministry of Internal Affairs of the Republic of Moldova and UNECE resulted in invitation to UNECE to prepare RSPR for Moldova. In this project UNECE joined forces with UNDP Moldova.

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<sup>2</sup> <https://unece.org/sites/default/files/2022-01/ITC%20Recommendations%20for%20Enhancing%20National%20Road%20Safety%20Systems.pdf>

### III. The Road Safety Performance Review – updated project phases and RSPR report outline

9. Based on experiences from four undertaken RSPR, two workshops on RSPR results held after completion of the project (November 2018, Tbilisi, Georgia and October 2020, Geneva) and feedback from Member States on capacity development activities in COVID-19/post-COVID-19 era, UNECE revised RSPR methodology – making it simpler without compromising with RSPR quality. In the Table 1, through example of RSPR in Uzbekistan, different phases of RSPR have been presented.

**Table 1:** RSPR Uzbekistan Project phases

<p><b>Phase I: Preparatory visit</b> - The project will start with preparatory visit of an initial UNECE review team to Uzbekistan including a one-day policy dialogue to agree on the objectives, outline and timeline of the RSPR with national authorities and other road safety stakeholders. During the mission, a framework and RSPR Methodology will be presented by UNECE, based on the updated RSPR methodology. This preparatory mission is expected to result in defining the list of specific areas to be reviewed. During the visit initial review team will interview national and regional consultants.</p>
<p><b>Phase II: Fact-Finding Mission and Draft RSPR Report Production</b> - Following the preparatory missions, a substantive team (comprising UNECE and UNICEF UZ staff, Lead Regional Consultant and National consultants and international experts) will undertake an in-depth fact-finding mission to meet and interview national authorities and other relevant road safety stakeholders. Meetings will be organized by the National focal point (Ministry of Internal Affairs Uzbekistan). The substantive team will analyse Uzbekistan road safety system based on the ITC Recommendations and prepare draft Uzbekistan RSPR which will be reviewed by relevant UNECE staff. Chapters of the RSPR report will be assigned to members of the substantive team, who will draft the content and obtain needed data through contact with the National focal point. The Lead Regional consultant will assemble the chapters and finalize the draft.</p>
<p><b>Phase III: Government feedback and Expert Review</b> - The substantive team will present the main findings of the Uzbekistan RSPR Report with recommendations on actions to be taken during the one-day policy dialogue seminar. Seminar will be organized by national focal point and UNECE/UNICEF UZ. This will be a main opportunity for feedback by the national government and stakeholders as well as to present review by external experts (either in-person or electronically). International experts may also learn from the country specific experience.</p>
<p><b>Phase IV: Recommendations &amp; RSPR Report Publication</b> - Following the policy dialogue seminar, in collaboration with the national focal point, substantive team will finalize the Uzbekistan RSPR incorporating feedback from the expert review process. Based on the recommendations for the most pressing road safety issues substantive team will prepare several project proposals for external financing. Editing, translation and publishing of the final report in English/Uzbek will follow.</p>
<p><b>Phase V: Follow up</b> - Finally, follow up capacity-building national workshop will be organized. The follow up capacity-building national workshop would take place over two days and present the finalized Uzbekistan RSPR Report as well as provide training on the relevant priority areas identified through the RSPR.</p>

10. In order to reflect recent global developments in road safety presented in strategic documents (ITC Recommendations and the Second Decade of Action for Road Safety), UNECE revised RSPR Outline. New structure was successfully tested during the preparation of the draft Framework Road Safety Strategy for Bosnia and Herzegovina. Updated outline customized for RSPR Uzbekistan is presented in the Annex I.

### **III. The next steps**

11. In May 2022, UNECE completed reconnaissance mission to Tashkent as an initial step of RSPR. For three days UNECE discussed with relevant national road safety stakeholders' objectives, outline and timeline of the Uzbekistan RSPR. Initial information related to road safety situation, road safety management and future plans to improve road safety in Uzbekistan were collected. In July regional and national consultants – members of substantive team were mobilized, and they started preparation of fact-finding mission. This mission was planned for last week of September 2022 with aim to meet all relevant national stakeholders for identification and discussion on the most pressing road safety issues.

12. In June 2022, UNECE exchanged letters with the Ministry of Internal Affairs of the Republic of Moldova on initiation of RSPR Moldova. After initial contacts, regional and national consultants – members of substantive team were identified. Mobilization of the substantive team and kick-off meeting were planned for September 2022. Soon after, fact-finding mission to Chisinau will follow.

## Annex I



# Road Safety Performance Review Uzbekistan Draft Outline of the Final Report

- I. Country snapshot (trends)<sup>3</sup>
  - a. Population and demographic
  - b. Economic
  - c. Topography, climate and geography
  - d. Energy (consumed in transport)
  
- II. Road safety trends (last 5-7 years)<sup>4</sup>
  - a. Road infrastructure (last 10-years evolution and horizon 2030 prognosis)
    - Description (km, density, categorization, standards, etc.)
  - b. Road vehicle fleet (last 10-years evolution and horizon 2030 prognosis)
    - Description (numbers, motorization, categorization, age, standards, etc.)
  - c. Road safety indicators
    - Road fatalities and injured - Absolute indicators: fatalities and injured from 2015 to 2021 by vehicle type, age and gender, type of road, urban vs. rural, etc.  
Relative indicators: killed/1,000, 000 population and 100,000 motor vehicles (as well as killed per billion km if available).
    - Accident rate - Absolute indicators: accidents from 2015 to 2021 by vehicle type, age and gender, type of road, urban vs. rural
    - Safety belt wearing rate, child restraint use, helmet use
    - DUI (fined, accidents, killed)
    - Speeding (fined, accidents, killed)
    - Social cost of road accidents (%GDP estimated, estimated cost of accident, killed and injured)
    - Total annual spending on road safety
  
- III. Road safety assessment<sup>5</sup>
  - A. Road Safety System Areas
    - a. Road safety management
      - Management (Transposition of international legal instruments and agreements, Institutional setup for road safety - key institutions (ministries, agencies, municipalities, etc.) and their functions and Inter-institutional coordination (coordination bodies, council, etc.), Strategic framework (Strategies and Action Plans – historic data, goals, monitoring and evaluation and follow-up), Funding and resource allocation, R&D and knowledge transfer
      - Monitoring (Road safety data collection and statistics - Sources, institutional setup for data collection, methodologies of collection and analysis, data publishing, sharing and access – including assessment of availability and reliability of road safety data)
      - Proposed measures and Conclusions
    - b. Safer roads and network
      - Legislation

<sup>3</sup> Basic information on country to depict overall situation (approx. 4 pages incl. map)

<sup>4</sup> Road safety trends should present state-of-the-art in the data collection system (as prerequisite for use of analytical tools to improve road safety), road transport and road safety trends and showcase implementation of road safety management tools (8-10 pages including graphs).

<sup>5</sup> The core of the document with assessment, proposed measures and justification of its selection (approx.30 pages)

- Compliance and Enforcement
  - Education
  - Technology
  - (Road standards, road signs and signals and ITS deployment, Design, construction and maintenance standards and guidelines, Speed management, Road infrastructure safety management, Road work zones)
  - Proposed measures and Conclusions
  - c. Safer vehicles
    - Legislation
    - Compliance and Enforcement
    - Education
    - Active and passive safety technology
    - (Admission to traffic, Vehicle standards and vehicle import, technical inspection and roadside checks, Fleet management (safe operations) and ITS deployment, Transport of dangerous goods, special focus on vehicle inspection system, and safety standards for imported vehicles ...)
    - Proposed measures and Conclusions
  - d. Safe road user behavior
    - Legislation
    - Enforcement
    - Education
    - Technology
    - (Driver's training and testing and education of road users (from primary school to senior age), Driver's license and novice drivers, Professional drivers (driving time, etc.), Vulnerable road users, Drink and drive practices, special focus on children and youth safety ...)
    - Proposed measures and Conclusions
  - e. Post-crash care
    - Post-crash trauma care (on site-transport-hospital)
    - Insurance
    - Incident management
    - Conclusions
  - B. Cross-cutting Areas
    - a. Safe urban mobility
      - Legislation
      - Compliance and Enforcement
      - Education
      - Technology
      - (Land use, Transport planning, Public transport accessibility, Safety, etc.)
      - Proposed measures and Conclusions
- IV. Conclusions, recommendations and Action Plan (the most relevant activities to improve road safety situation)<sup>6</sup>
- V. Annex I: National Road Safety Statistics – collected by the consultants
- VI. Annex II: Relevant national road safety documents

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<sup>6</sup> Tables and Infograph (approx. 2-3 pages Conclusions + Action Plan)