

Draft
UNECE
Plan of Action for Road Safety
2023 – 2030

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1. Background

The United Nations General Assembly declared within its Resolution 74/299 a Decade of Action for Road Safety 2021-2030 with a target to reduce the amount of road traffic death and injured persons by at least 50 % during that period and mandated WHO and the UN Regional Commissions in collaboration with the UN Road Safety Collaboration to prepare a plan of action. In October 2021, the Global Plan for the Decade of Action for Road Safety 2021-2030 was launched.

As stated by the Global Plan, United Nations road safety legal instruments provide a strong foundation for countries to build domestic legal frameworks and systems that contribute to road safety and facilitate international road traffic. They include the following core legal instruments: 1968 Convention on Road Traffic; 1949 Convention on Road Traffic; 1968 Convention on Road Signs and Signals; 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations; 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections; 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles; 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

Also included in the Global Plan is the ECE Inland Transport Committee (ITC) the ITC Recommendations for Enhancing National Road Safety Systems (ITC Recommendations) adopted at its eighty-second session in 2020 (ECE/TRANS/2020/9). These recommendations give a comprehensive picture of national road safety systems that includes all key elements at the national level with international support. They interconnect the five pillars of the global plan for the Decade of Action 2011-2020 (management, safe user, safe vehicle, safe road and effective post-crash response) and further elaborate with key action areas (legislation, enforcement, education, technology). Possible actions, ideal responsible authority, national coordination, international support and application of relevant UN road safety related legal instruments for each pillar are specified in the ITC Recommendations.

Road Safety is of global concern with 1.35 million persons killed and some 20 to 50 million injured a year as estimated by World Health Organization (WHO) in 2018¹. Road traffic injury is now the leading cause of death for children and young adults aged 5–29 years. In low- and middle-income countries 93 % of the road fatalities² occurred while only some 50 % of the global vehicle fleet³ are based in these countries.

At its seventy-fourth session in 2012, ITC adopted the ECE Action Plan for the United Nations Decade of Action for Road Safety (2011–2020) (ECE/TRANS/2012/4 and Corrs.1 and 2). The plan was directly aligned with the United Nations Global Plan for the Decade of Action for Road Safety (2011–2020) and aimed to achieve the overall road safety goals of ECE by addressing priority areas of work as well as implementing continuously for each goal in its geographical area and beyond. It included actions, initiatives and measures for several ITC Working Parties.

¹ WHO; Global status report on road safety 2018

² Journal of Road Safety – Volume 31, Issue 3, 2020

³ Based on OICA worldwide motorization

At its eighty-fourth session in 2022, ITC requested the secretariat to develop a revised ECE Road Safety Action Plan for the Decade of Action for Road Safety 2021-2030 for consideration and possible adoption by ITC at its eighty-fifth session.

2. Approach and main principles

The UNECE Plan of Action for Road Safety 2023 – 2030 will stem from elements and principles contained in the Global Plan for the Decade of Action for Road Safety 2021- 2030 and strives to provide support to countries for the implementation of the Global Plan. It will contribute to achieving the global road safety target of a 50% reduction in road death and injuries by supporting implementation of the ITC Recommendations⁴ and the UN road safety legal instruments as a basis for an integrated safe system approach.

The UNECE Plan of Action for Road Safety 2023 – 2030 is designed as a living document that will be updated by regular input provided by ITC Working Parties. Its implementation will be reported to ITC at its annual sessions.

ITC as the UN Inter- and intra-regional centre for inland transport and custodian of UN Conventions and Agreements for Inland Transport, which include the UN Conventions for enhancing road safety recommended by GA Resolution 74/299 and the Global Plan, will via its respective Working Parties enhance its international regulatory support by further developing existing Conventions and/or new legal instruments, as appropriate.

These activities by respective Working Parties will cover a screening of existing legal instruments, identifying of loopholes or missing elements and establishing necessary amendments or new legal instruments for a better support in achieving the introduction of national road safety system.

ITC Capacity Development Action Plan, UNECE road safety tools, existing and new training materials, standards and competency criteria, and training courses developed under the auspices of the respective Working Parties will provide the basis for assisting countries in the implementation of the ITC Recommendations.

With the development of indicators for the different areas, ITC will provide a monitoring tool allowing countries to benchmark their progress in implementing the ITC Recommendations and the ITC Strategy until 2030 with its special priority for road safety as well as their impact on the national road safety situation. Conversely, this ECE Plan of Action for Road Safety 2023 – 2030 will provide an opportunity for the ITC to build a missing link between the international and national levels, and help countries, in particular new contracting parties, to further implement the legal instruments.

The following sections provide for a structured approach ITC Working Parties are encouraged to follow. They contain suggestions aiming to initiate substantive discussion at the different groups.

The five different areas of actions identified ((a) Road safety management (or the bridging pillar); (b) Safe user; (c) Safe vehicle; (d) Safe roads and € Effective post-crash response) will provide an input to

⁴ These recommendations give a comprehensive picture of national road safety systems that includes all five key elements at the national level with international support. They interconnect the five key parts of the global plan for the Decade of Action 2021–2030 and further elaborate with key action areas (legislation, enforcement, education, technology). Possible actions, ideal responsible authority, national coordination, international support and application of relevant UN road safety related legal instruments for each key elements are specified in the Recommendations

See Global Plan Decade of Action for Road Safety 2021-2030;

https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/global-plan-for-road-safety.pdf?sfvrsn=65cf34c8_27&download=true

the programme of work of the different working parties / group of experts of UNECE with the ultimate goal to achieve a comprehensive and efficient national road safety system building on the international regulatory framework, good practice and experience.

3. Areas of action

3.1. Road Safety Management

Existing instruments:

UN Conventions/Agreements: Nil

Resolutions: Nil

Recommendations:

ITC Recommendations for Enhancing National Road Safety Systems

UN road safety tools:

Road Safety Performance Review

Road Safety System Assessments (ECE/TRANS/2020/10)

SafeFITS

Screening result

Loopholes

Missing elements

New legal instruments

Capacity development

Training materials

Competency criteria

Training courses

Monitoring

WHO Road Safety Reports

National road safety statistics

Indicators

Road crash fatalities (killed per 100.000 population)

Road crash injuries (serious injuries (MAS3) per 100.000 population)

3.2. Safe User

Existing instruments:

UN Conventions:

- 1968 Convention on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1957 Agreement concerning the International Carriage of Dangerous Goods by Road
- 1970 Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)

Resolutions

- Consolidated Resolution on Road Traffic
- Consolidated Resolution on Road Signs and Signals
- Resolution on the deployment of highly and fully automated vehicles in road traffic

Recommendations

Screening result

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Loopholes:

<i>1970 AETR</i> Geographical limitation EU centric (Root certificate issuing by EC only)

Missing elements:

<i>1968 Convention Road Traffic</i> Physical and mental fitness of drivers Driver training and examination QA system for driver examination incl. requirements for examiners <i>1970 AETR</i> QA system for driving and resting time inspections (at roadside and companies) incl. requirements for inspectors

Necessary amendments:

1970 AETR

amendment as a global agreement or further development as a global recommendation for all drivers of motor vehicles

New legal instruments

On safe use of automated vehicles in road traffic

Capacity development

Training materials

Competency criteria

Training courses

Monitoring

Indicators:

1970 AETR

Percentage of controlled working days per year

Number of serious infringements per 1000 controlled working days

3.3. Safe Vehicles

Existing instruments:

UN Conventions/Agreements

- 1968 Convention on Road Traffic – provisions regarding vehicle admission to traffic via system of registration
- 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations (Revision 3)
- 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections
- 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles
- 1957 Agreement concerning the International Carriage of Dangerous Goods by Road

Resolutions

- R.E.3 Consolidated Resolutions on the Construction of Vehicles,
- R.E.5. Consolidated Resolution on the Common Specification of Light Source Categories,
- R.E.6. Consolidated Resolution on Test-equipment, Skills and Training of Inspectors, Supervision, and
- R.E.1. Consolidated Resolution on Road Traffic
- Mutual Resolution No. 1 of the 1958 and the 1998 Agreements concerning the Description and Performance of Test Tools and Devices necessary for the Assessment of Compliance of Wheeled Vehicles, Equipment and Parts according to the Technical Prescriptions specified in United Nations Regulations and United Nations Global Technical Regulations
- Mutual Resolution No. 2 of the 1958 and the 1998 Agreements Containing Vehicle Propulsion System Definition
- Special Resolution No. 1 of the 1998 Agreement concerning the Common Definitions of Vehicle Categories, Masses and Dimensions

Recommendations

- Global New Car Assessment Programme

Screening result

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Loopholes

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Missing elements

1958 Agreement

New UN Regulation on intelligent speed adaptation systems

New UN Regulation on Safer Transport of Children in Buses and Coaches

[New UN Regulation on Automated Driving Systems](#)

[New UN Regulation on Driver Control\(led\) Assistance Systems](#)

1997 Agreement

Export / import inspections of used vehicles and exchange of data of vehicles transferred between countries/regions.

New Rule on provisions for testing ADAS / ADS at PTI

New Rule on specific information needed for testing electronic controlled safety and environmental relevant vehicle systems

1998 Agreement:

[New UN GTR on Crashworthiness

New UN GTR on Child Restraint Systems

New UN GTR on Safety-Helmets]

[New UN GTR on Automated Driving Systems](#)

Necessary amendments

Corresponding elements in Agreements (Regulations), Conventions and Resolutions to be amended to provide consistency

New legal instruments

On minimum requirements for safe and clean used and new vehicles for low- and middle-income countries

Capacity development

Training materials

Competency criteria

Training courses

e-course on 1958 Agreement

Monitoring

Indicators:

1997 Agreement on PTI

Number/percentage of vehicles inspected per category and year

Percentage of inspected vehicles with dangerous, major or minor defects at PTI and at RSI per year

1958 and 1998 Agreements

Number of low/middle income countries applying/transposing UN Regulation No. 22/UN GTR No. xx.

Number of low/middle income countries applying/transposing UN Regulation No. 145 (ISOFIX anchorages)

Number of low/middle income countries applying/transposing UN Regulation No. 44 and 129/UN GTR No. xx.

3.4. Safe Roads

Existing instruments:

UN Conventions/Agreement

- 1968 Convention on Road Signs and Signals
- 1975 European Agreement on Main International Traffic Arteries
- 2001 Agreement on International Roads in the Arab Mashreq
- 2004 Intergovernmental Agreement on the Asian Highway Network
- Intergovernmental Agreement on the Trans-Africa Highways Network
- 1957 Agreement concerning the International Carriage of Dangerous Goods by Road

Resolutions

- United Nations Consolidated Resolutions on Road Traffic
- United Nations Consolidated Resolutions on Road Signs and Signals

Recommendations

- International Road Assessment Programme, with standards for road assessment and standards for risk mapping
- Technical recommendations from global organizations like PIARC
- ISO road construction and road maintenance standards

Screening result

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Loopholes

Geographical limitation in AGR

Missing elements

Road safety audits (roads and tunnels)
Road safety inspections
Minimum road maintenance requirements
Minimum requirements for road signs/signals and marking re. automated vehicles

Necessary amendments

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New legal instruments

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Capacity development

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Training materials

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Competency criteria

QA and certification requirements for Road safety auditors, Road safety inspectors
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Training courses

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Monitoring

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Indicators

Number of audits of new road/tunnel projects per year Number and length (km) of audited/inspected existing roads per category and year

3.5. Effective Post-Crash Response

Existing instruments:

UN Conventions

1958 Agreement on UN Regulations for vehicle type approval; UN Regulation No. 144 on automated emergency call systems

Resolutions

- United Nations Consolidated Resolutions on Road Traffic

Recommendations

Screening result

Loopholes

Missing elements

Necessary amendments

New legal instruments

Capacity development

Training materials

Competency criteria

Training courses

Monitoring

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Indicators

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