

# ITC Recommendations for enhancement of National Road Safety System Global Plan Decade of Action for Road Safety 2021-2030

RSPR Policy dialogue  
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Moldova

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TRANSPORT



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# UN RS Legal Instruments

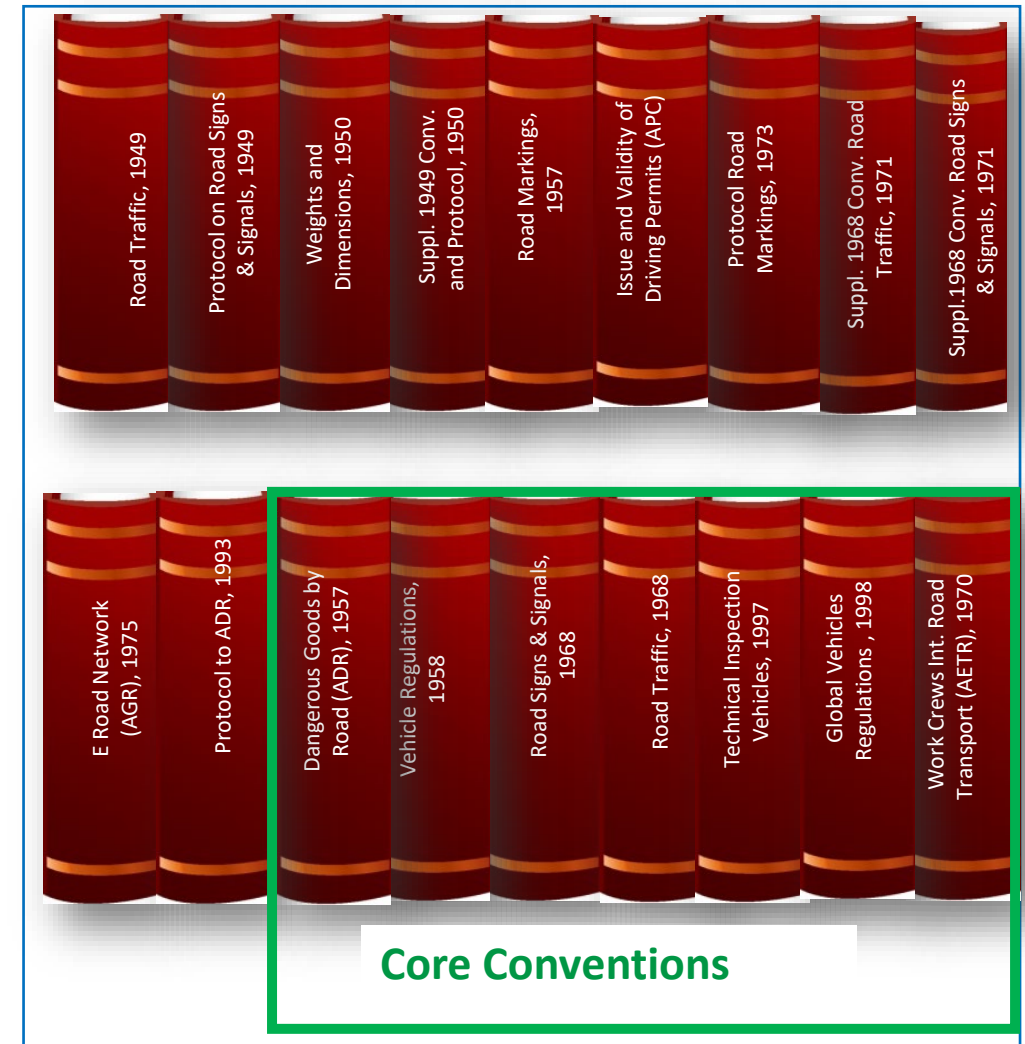


## Core UN RS legal instruments

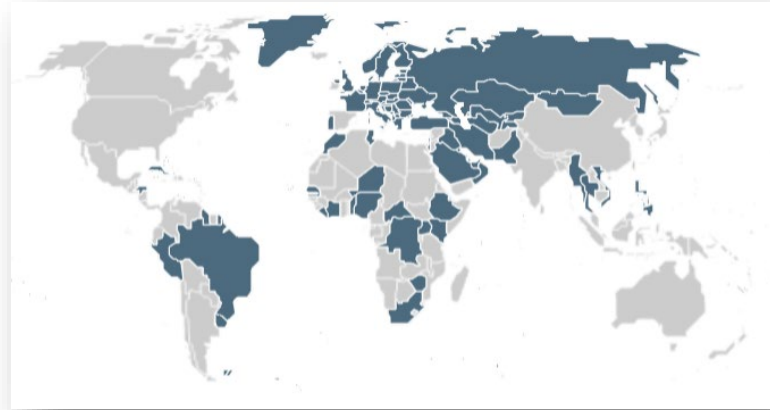
1. Convention on Road Traffic, 1968
2. Convention on Road Signs and Signals, 1968
3. European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), 1970
4. Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, 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, 1958
5. Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997
6. Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts, 1998
7. European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) of 30 September 1957

## Sets of best practices

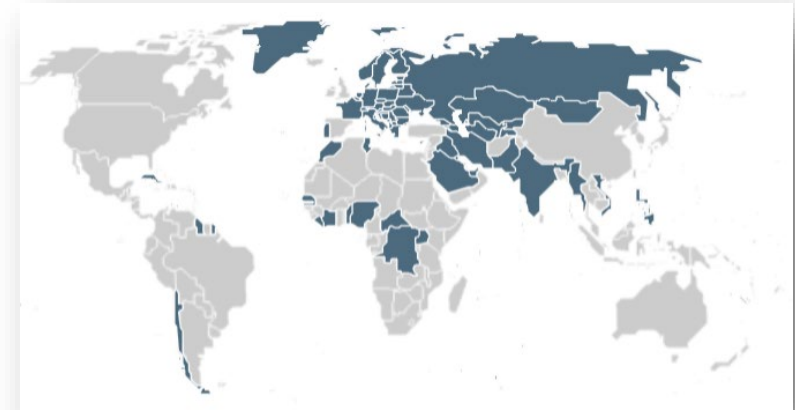
- Consolidated Resolution on Road Traffic (R.E.1)
- Consolidated Resolution on Road Signs and Signals (R.E.2)



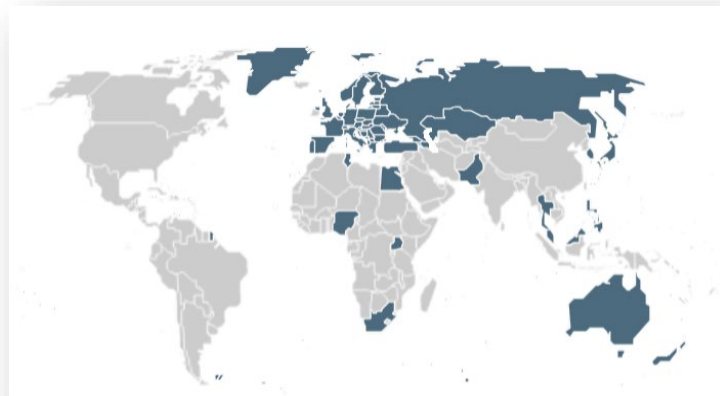
# Accession to road safety conventions



Convention on Road Traffic  
1968

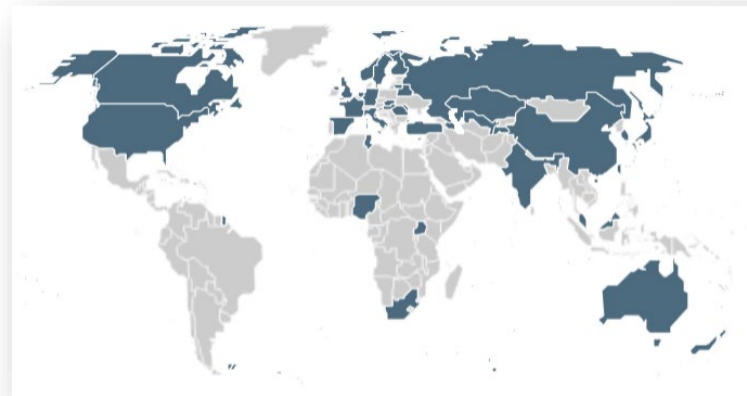


Convention on Road Signs and  
Signals 1968

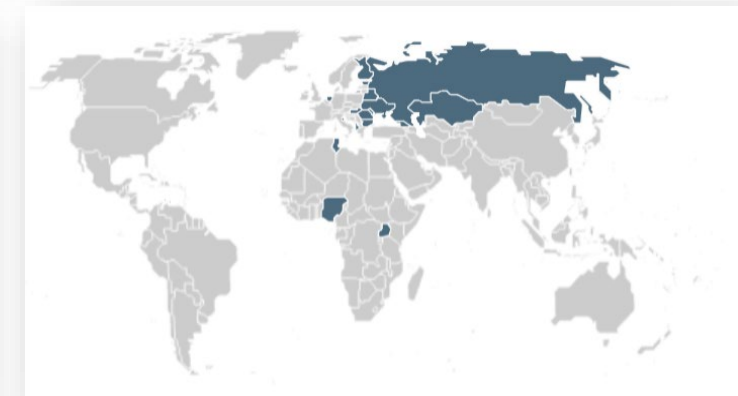


1958

Vehicles Conventions



1998



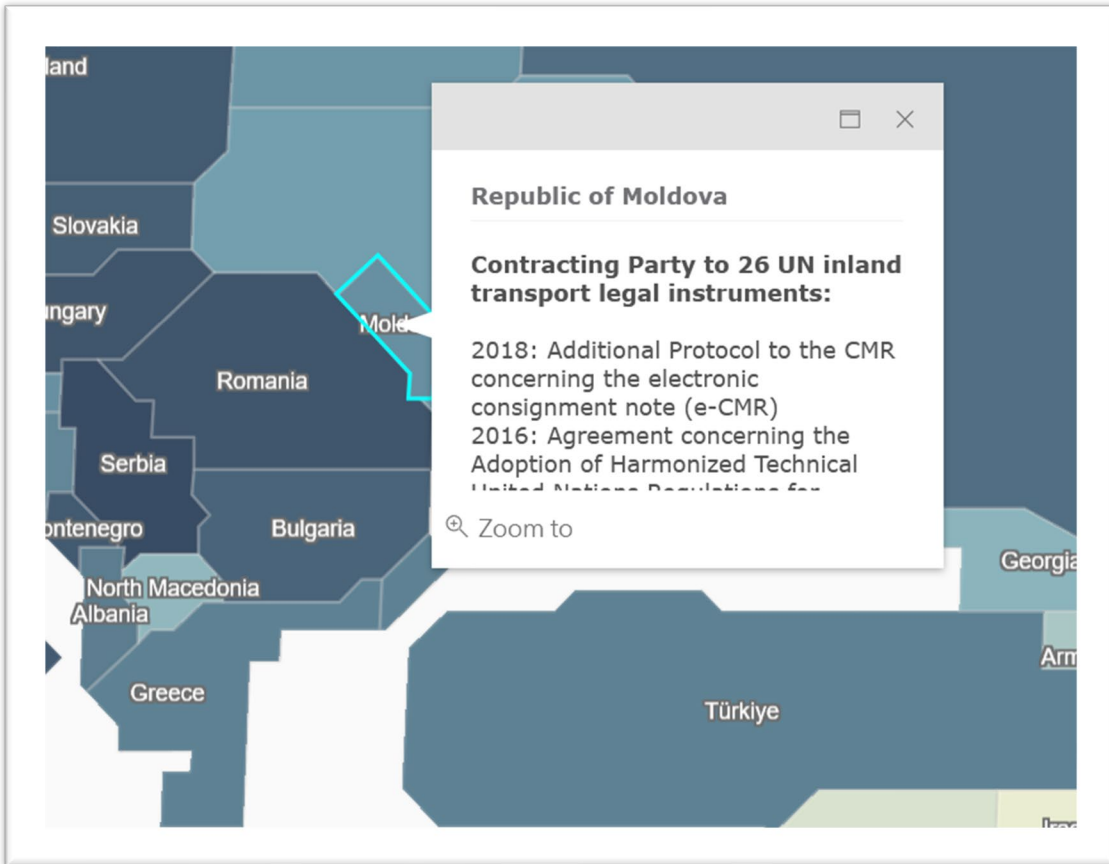
Periodical Inspection  
1997



# Moldova accession to UN core road safety - related conventions

## Core UN RS legal instruments

- 1993 - Convention on Road Traffic, 1968
- 1993 - European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), 1970
- 1998 - European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), 1957
- 2007 - Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts, 1998
- 2007 - Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, 1997
- 2015 - Convention on Road Signs and Signals, 1968
- 2016 - 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, 1958



# ITC Recommendations - Background



- **Decade of Action for Road Safety 2011-2020 (2010)**
- **UN GA Resolution A/70/L.44 - The 2030 Agenda for Sustainable Development (2015)**
- **UN GA Resolution A/RES/72/271 (2018)** - expressed the concern that, at the current rate of progress by Member States, the Target 3.6 of Sustainable Development Goal 3 will not be met by 2020.
- **12 road safety global voluntary performance targets**
- **United Nations Road Safety Trust Fund (2018)**
- **Adopted at 82<sup>nd</sup> session of ITC**



# ITC Recommendations

The compilation of all actions across the areas and pillars formulates the **Global Framework Plan of Action for Road Safety**, with aim to serve any country in establishing or enhancing its national road safety system.

## Pillars

- Road safety management
- Safe user
- Safe vehicle
- Safe road
- Effective post-crash response

## Actions

- Legislation
- Enforcement
- Education
- Technology
- International Regulatory Support



# Inland Transport Committee Recommendations for Enhancing National Road Safety Systems (2020)

Road safety management – vertical and horizontal coordination

Area Pillar	Legislation	Enforcement	Education	Technology	International regulatory support
<b>Safe user</b>	Traffic rules drivers cyclists pedestrians	Lawful behaviour ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.15
<b>Safe vehicle</b>	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.29
<b>Safe road</b>	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal instruments and resolutions, int. standards WP.1, SC.1
<b>Effective post-crash response</b>	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards WP.1, SC.1



# ITC Recommendations - safe vehicles/Legislation



- (a) Adopt rules for registration of vehicles that include strict vehicle inspection schemes
- (b) Adopt rules on vehicle's identification marks
- (c) Establish vehicle's minimum safety requirements for admission to traffic, both for new and/or imported second-hand vehicles
- (d) Put in place a regime for vehicle certification for both new and/or imported second-hand vehicles
- (e) Put in place a regime for periodic technical inspection of vehicles in use (registered) (
- f) Designate authorities responsible for implementation including enforcement of the rules and regulations
- (g) Introduce effective penalties scheme for incompliance with vehicle requirements;
- (h) Introduce vehicle requirements and certification for carriage of dangerous goods;
- (i) Assess effectiveness and completeness of legislation
- (j) Introduce registration of vehicles to prevent theft: marking of spare parts.





# ITC Recommendations - safe vehicles/Enforcement



- (a) Authorize inspection centres, which may include privately operated workshops, for technical inspections and supervise and audit inspection centres;
- (b) Carry out road-side technical checks including load securing (police and technical inspectors, enforcement technology e.g. mobile testing stations, portable inspection tools);
- (c) Establish and interlink databases for vehicle registration, periodic technical inspection and technical roadside inspections;
- (d) Undertake import/export control on new and used vehicles;
- (e) Apply effectively penalties for use of vehicles with expired certificates;
- (f) Apply effectively penalties to inspection centres and use anti-corruption mechanism;
- (g) Assess effectiveness of vehicle enforcement activities by use of appropriate indicators;
- (h) Ensure sufficient budget for inspection, supervision and audit.



# ITC Recommendations - safe vehicles/Education



- (a) Conduct campaigns to raise general awareness of safety benefits from safety systems of vehicles and proper equipment, importance of continuous vehicle-maintenance and proper use of safety related systems and equipment;
- (b) Carry out targeted campaigns for specific groups of users (e.g. equipment for safe transport of children in vehicles, motorcycle helmets);
- (c) Train, re-train and test inspectors to carry out high quality inspection and technical check;
- (d) Assess effectiveness of education activities by use of appropriate indicators;
- (e) Ensure adequate budget for education and training



# ITC Recommendations - safe vehicles/Technology

- (a) Support developers to bring to market automated technologies reminding vehicle owners to renew technical inspection or registration;
- (b) Support developers to bring to market technologies making vehicles safer and provide higher protection for other road users especial vulnerable ones (blind spot monitoring and detection, rear crossing detection, active bonnets (outside airbags), night vision systems, door opening monitoring, intelligent cruise control, pedestrian/cyclist detection, emergency steering functions, automated emergency braking systems, etc.) as well as automated solutions.



# ITC Recommendations - safe vehicles/IRS



- 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
- 1970 Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)



# ITC Recommendations - safe vehicles/IRS (II)



- Consolidated Resolutions on the Construction of Vehicles,
- Consolidated Resolution on the Common Specification of Light Source Categories,
- Consolidated Resolution on Test-equipment, Skills and Training of Inspectors, Supervision, and
- 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
- Global New Car Assessment Programme



# Application of the Recommendations

- Serve as guideline or benchmark for developing a sound national road safety system (NRSS)
- Identify missing or weak elements of their NRSS
- Identify shortcomings and required actions for funding support
- Prioritize actions for implementation by defining adequate implementation timeframes
- Coordinate actions among national authorities and international organizations
- Monitor and evaluate actions



# GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY  
2021-2030

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries

**BY AT LEAST 50%** during that period

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

**SAFE SYSTEM APPROACH**



# Decade of Action for Road Safety

- Proclamation of a Second Decade of Action for Road Safety 2021 – 2030.
- A new target to reduce road deaths and injuries by 50% by 2030.
- A request to the WHO and the UN Regional Commissions to prepare a plan of action.

**The Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

**SAFE SYSTEM APPROACH**



## Decade of Action for Road Safety (II)



- The target of a 50% reduction in deaths and injuries can be achieved through the implementation of the Safe System approach.
- It is possible to take immediate actions towards implementing the Safe System, irrespective of the context.
- Leveraging co-benefits of other SDG targets (Climate, City, Gender) and ensuring shared responsibility by ALL actors will ensure adequate resources to achieve the goal.



## Recommended actions

- Multimodal transport and land-use planning
- Safe road infrastructure
- Vehicle safety
- Safe road use
- Post-crash response

## Requirements for implementation

- Financing
- Legal frameworks
- Speed management
- Capacity development
- Ensuring a gender perspective in transport planning
- Adapting technologies to the Safe System Approach
- Focus on low- and middle-income countries

## Shared responsibility

- Government
- Academia, civil society and youth
- Private sector
- Funders
- United Nations

## Monitoring and evaluation

- Global targets
- In country implementation

**Thank you**

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