

United Nations Road Safety Conventions

United Nations Economic Commission for Europe
Sustainable Transport Division



UNECE

Overview

- Voluntary global performance targets
- 1949 and 1968 Conventions on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1958, 1997 and 1998 “Vehicle Regulations” Agreements
- 1957 European Agreement for the International Carriage of Dangerous Goods by Road
- 1970 European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport



Voluntary Global Performance Targets directly linked to UN legal instruments

TARGET 2030



Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.




TARGET 5 2030




Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

TARGET 6 2030



Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.

TARGET 7 2030




Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.

TARGET 8 2030



Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

TARGET 9 2030



Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

TARGET 10 2030



Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

TARGET 11 2030



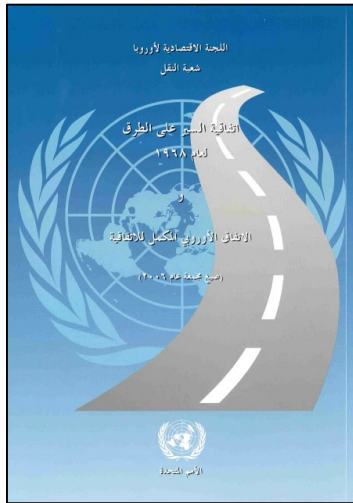
Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

General Assembly Resolutions

- Since 2003, the GA has called attention to global road safety and the need for improvement
- New GA resolution on road safety every 2 years
- Latest GA resolution A/RES/72/271 (paragraph 6)

“reaffirms the role and importance of the United Nations legal instruments on road safety, such as the 1949 Convention on Road Traffic, the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and 1998 agreements on technical vehicle regulations, the 1997 agreement on periodic technical inspection of vehicles and the 1957 agreement on the transport of dangerous goods, in facilitating road safety at the global, regional and national levels, and commended Member States that have acceded to these international legal instruments on road safety”

What is a Convention?



- Binding based on elaborated good practices
- Multilateral platforms to exchange good practices, discuss emerging challenges and find the best common solutions
- Continuously reviewed and amended to remain current

United Nations Road Safety Conventions



Contracting Parties

Roles for Countries and NGOs

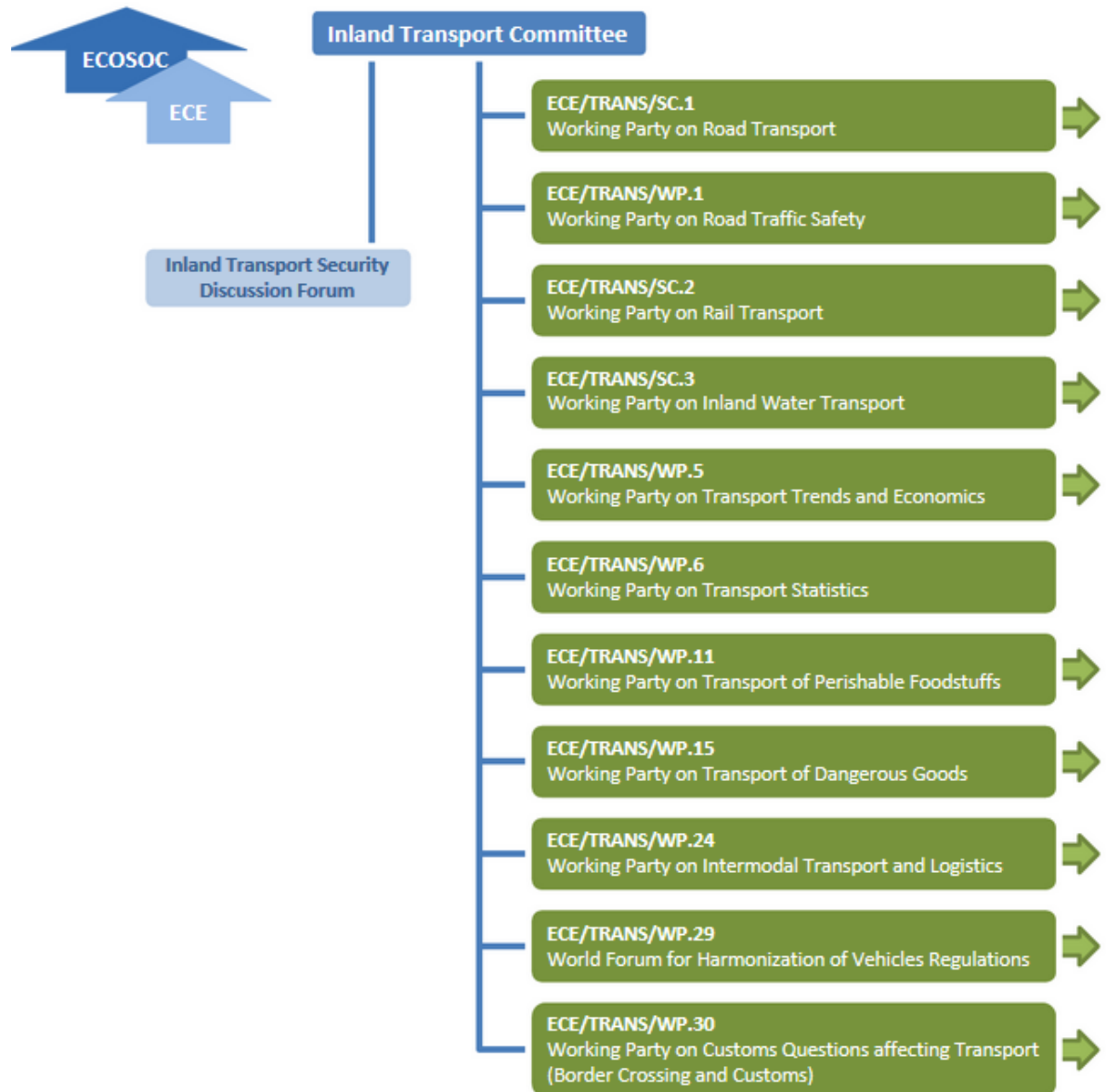
- Understand the United Nations road safety conventions and their benefits
- **Countries** to:
 - Consider the net benefits of accession
 - Undertake the necessary national legal steps/procedures for accession
 - Deposit an instrument of accession with the UN Secretary-General through the Office of Legal Affairs, New York
- **NGOs** may advocate accessions to these instruments, or for their better implementation by their national Governments

**UNECE
Sustainable
Transport
Division**

**Our spotlight is
on road safety**

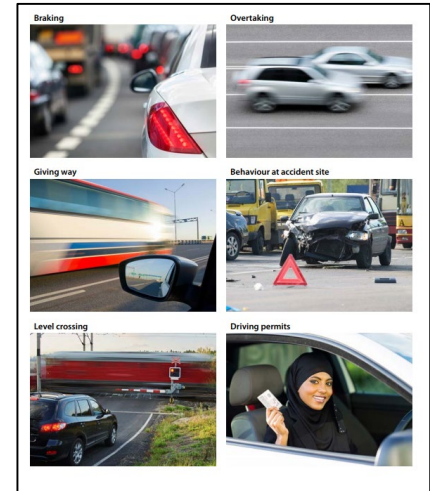


Focusing on international rules, regulations and procedures; analyzing situations; offering capacity-building and technical assistance, often out of sight – the Sustainable Transport Division of the United Nations Economic Commission for Europe is committed to improving road safety worldwide.



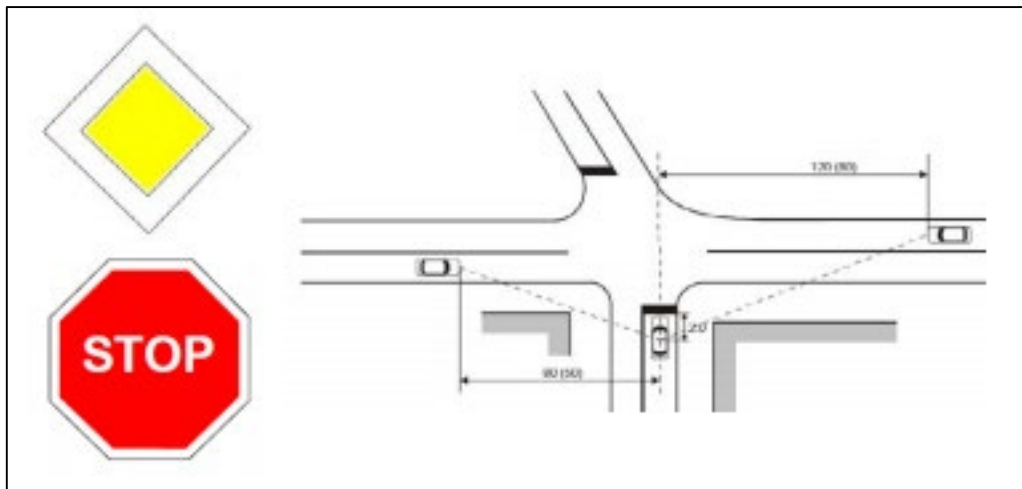
Conventions on Road Traffic

- To increase road safety through the exchange of good practices, the discussion of emerging challenges and deriving the best common solutions
- To facilitate international road traffic through the adoption of uniform traffic rules and the reciprocal recognition of documents issued in conformity with those rules, also helps to enhance inter-country road safety



Convention on Road Signs and Signals

- To increase road safety through the exchange of best practices on road signage and markings, and discussion on the modernization of road signs and signals to reflect road conditions
- To facilitate international road traffic through international uniformity of road signs, signals, symbols, and of markings, also helps to enhance inter-country road safety



“Vehicle Regulations” Agreements

- Safer and more environmentally friendly vehicles
- International road traffic facilitation
- Domestic traffic safety

... through implementation of UN Vehicle Agreements

- ✓ Vehicle approval: 1958 Agreement
- ✓ Vehicle certification: 1998 Agreement
- ✓ Periodic technical inspections: 1997 Agreement



“Vehicle Regulations” Agreements



Emissions of pollutants and CO₂



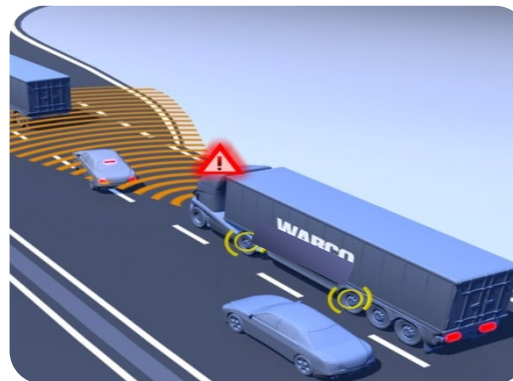
General safety



Passive safety



Noise



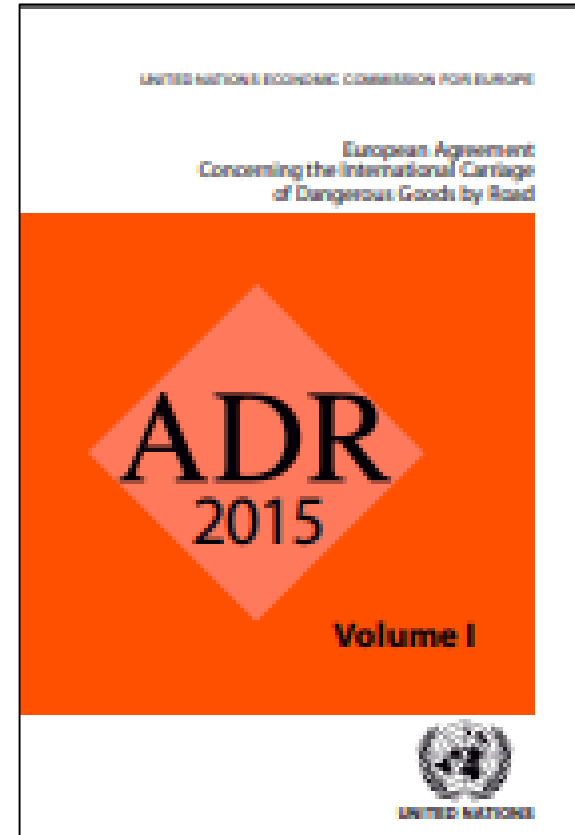
Active safety
Automation and connectivity



Lighting and light signalling

European Agreement for the International Carriage of Dangerous Goods by Road (ADR)

High level of safety, without excessive burden for countries



European Agreement for the International Carriage of Dangerous Goods by Road (ADR)

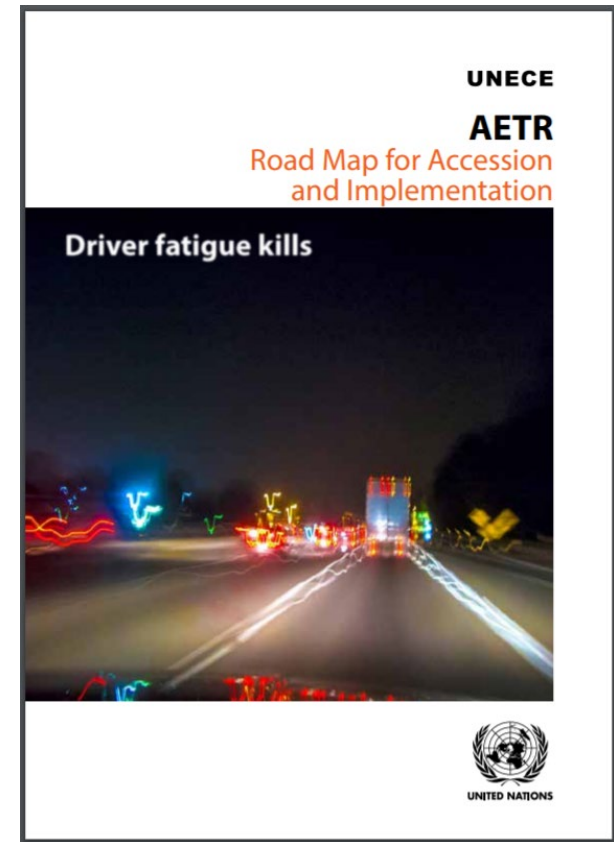
- Prevents accidents and property and damage during the loading, unloading and transport of dangerous goods
- Minimizes the effects of accidents
- Mutual recognition of ADR driver training, vehicles, packagings and tanks
- Promotes harmonization and compatibility with other modes (sea, air, rail)
- Provides internationally recognized classification and identification of dangerous goods
- Prescriptions for the construction of vehicles and tanks transporting dangerous goods
- Training and clear identification of the duties of the participants in the transport chain



European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

Improves road safety by:

- prescribing the number of maximum driving hours by professional drivers
 - prescribing rest periods
- ... thereby reducing road accidents due to driver fatigue



**United Nations Economic Commission for Europe
Sustainable Transport Division**

**8-14, Avenue de la Paix
CH-1211 Geneva 10
Switzerland**

Email: roadsafety@un.org

<http://www.unece.org/trans/welcome.html>