

UN Conventions and Agreements and Decade of Action for Road Safety 2021-2030

How to design safe roads
Tashkent, Uzbekistan (online)
17 March 2023



Uzbekistan

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UN RS Legal Instruments

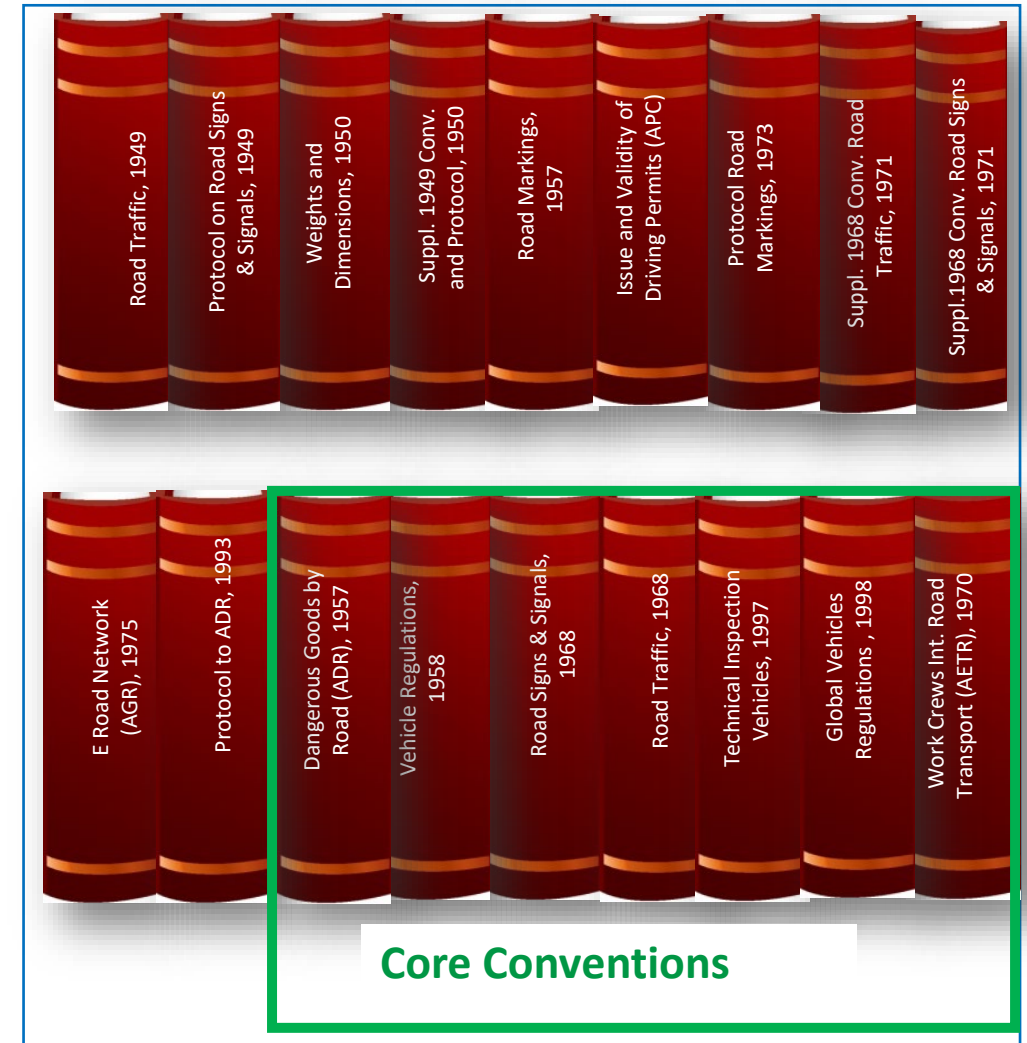


Core UN RS legal instruments

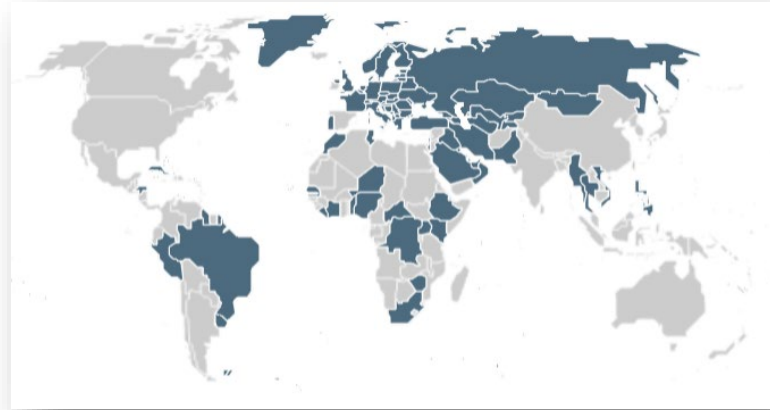
1. Convention on Road Traffic, 1968
2. Convention on Road Signs and Signals, 1968
3. European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), 1970
4. Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, 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

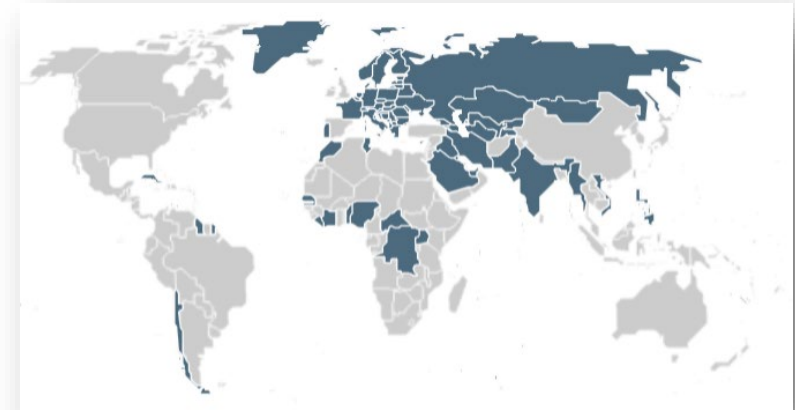
- Consolidated Resolution on Road Traffic (R.E.1)
- Consolidated Resolution on Road Signs and Signals (R.E.2)



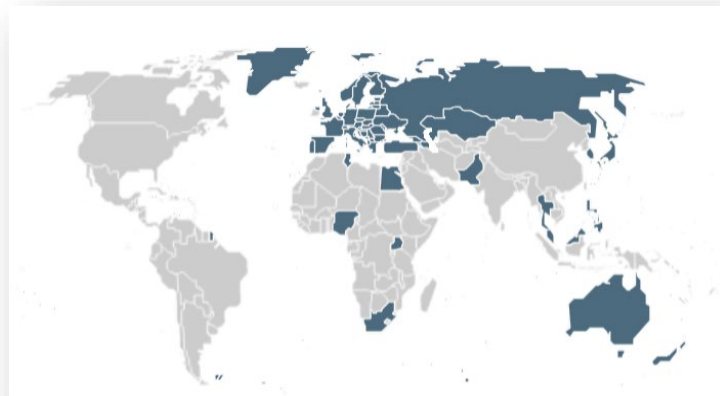
Accession to road safety conventions



Convention on Road Traffic
1968

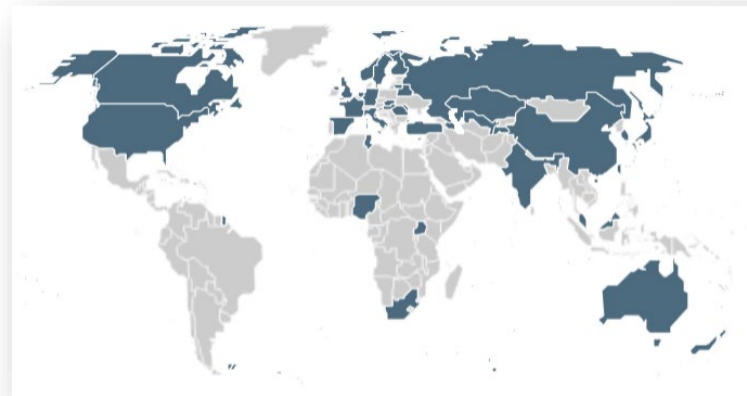


Convention on Road Signs and
Signals 1968

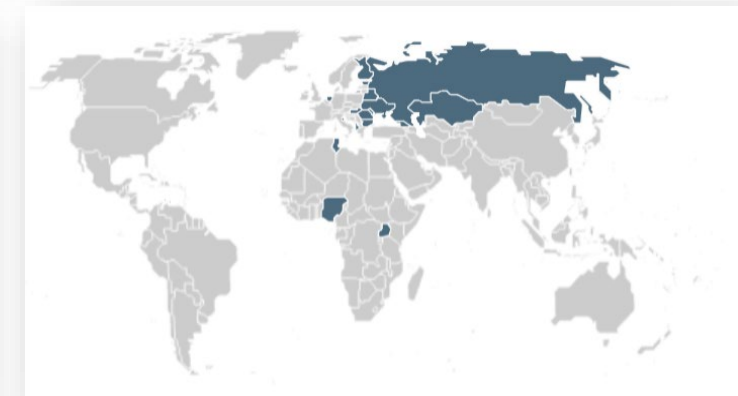


1958

Vehicles Conventions



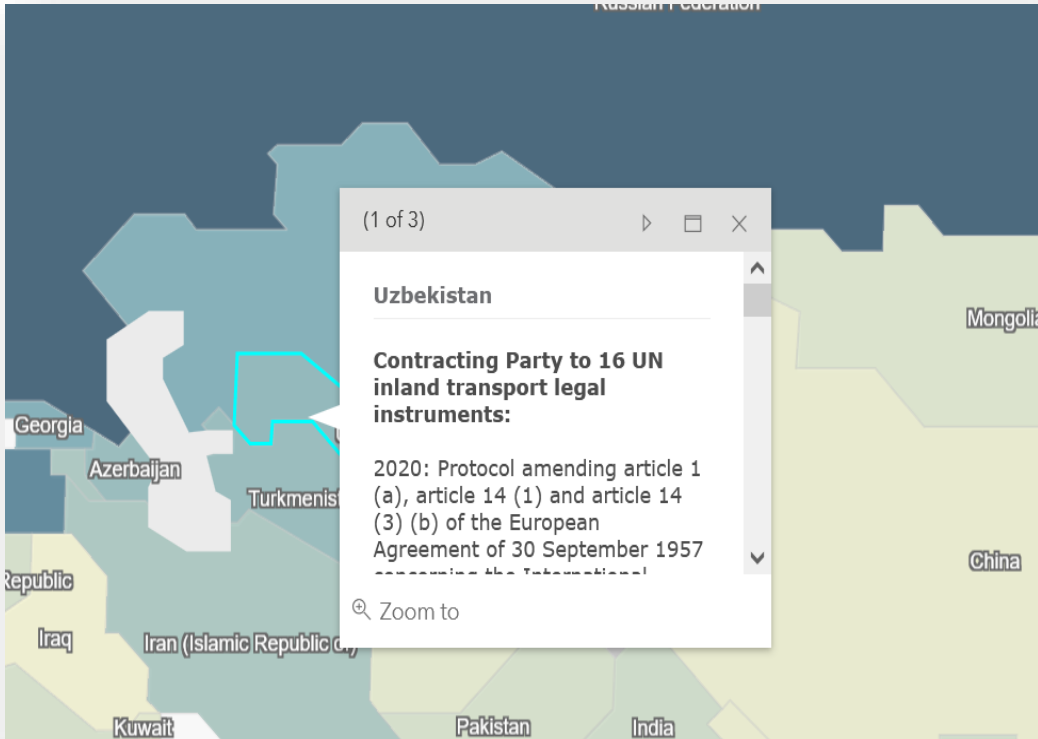
1998



Periodical Inspection
1997



Uzbekistan accession to UN core road safety - related conventions



Core UN RS legal instruments

1995 - Convention on Road Traffic, 1968

1995 - Convention on Road Signs and Signals, 1968

1998 - European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), 1970

2018 - Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts, 1998

2020 - European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) of 30 September 1957



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
Safe user	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
Safe vehicle	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
Safe road	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
Effective post-crash response	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



Global Forum on Road Traffic Safety



- The **Global Forum on Road Traffic Safety (WP.1)** is the **ONLY** Permanent intergovernmental body in the UN dealing with Road Safety open to all countries throughout the world
- Two sessions per year, two ad-hoc Expert Groups

Road Traffic Safety	<h2>Road Traffic Safety</h2>
About us	<h3><u>Introduction</u></h3>
Meetings & Documents	<p>The UNECE pioneered road safety activities in the United Nations system with the establishment of an Ad Hoc Working Group on the prevention of road accidents in 1950. In 1988, the Working Party on Road Traffic Safety (WP.1), an intergovernmental body, was established. The Working Party changed its name to “Global Forum for Road Traffic Safety (WP.1)” in 2017.</p>
Meeting Documents before 2021 (ARCHIVE) >	<p>Today, Global Forum for Road Traffic Safety remains the only permanent body in the United Nations system that focuses on improving road safety. Its primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules. More...</p>
Legal Instruments >	
Statistical Data Online	
Reference Material >	
Publications	
Useful links	

The World Forum for Harmonization of Vehicle Regulations (WP.29)

- UNECE Sustainable Transport Division giving secretariat to WP.29 for more than 60 years
- **WP.29** is (i) the unique worldwide regulatory forum for the automotive sector and (ii) administrating three Multilateral UN Agreements

Vehicle Regulations
About us
Meetings & Documents
World Forum for Harmonization of Vehicle Regulations
Pollution and Energy
Noise and Tyres
Lighting and Light-Signalling

Vehicle Regulations

Introduction

World Forum for the harmonization of vehicle regulations (WP.29)

The UNECE Sustainable Transport Division provides the secretariat services to WP.29, the World Forum that incorporates into its regulatory framework the technological innovations of vehicles to make them safer and more environmentally sound and thus contributing to the implementation of SDGs 3, 7, 9, 11 and 13.

WP.29 and SDGs





United Nations Secretary-General's Special Envoy for Road Safety Secretariat



Mr. Jean Todt's mandate includes helping to mobilize sustained political commitment, raising awareness of and advocating for accession to UN Road Safety Conventions and advocating for adequate funding for global road safety.

United Nations Special Envoy for Road Safety

Introduction

United Nations Secretary-General announced on 29 April 2015 the appointment of Jean Todt as his Special Envoy for Road Safety. Mr. Todt is the former President of Fédération Internationale de l'Automobile (FIA) - [Terms of Reference](#)  and Mr. Todt's [CV](#) .

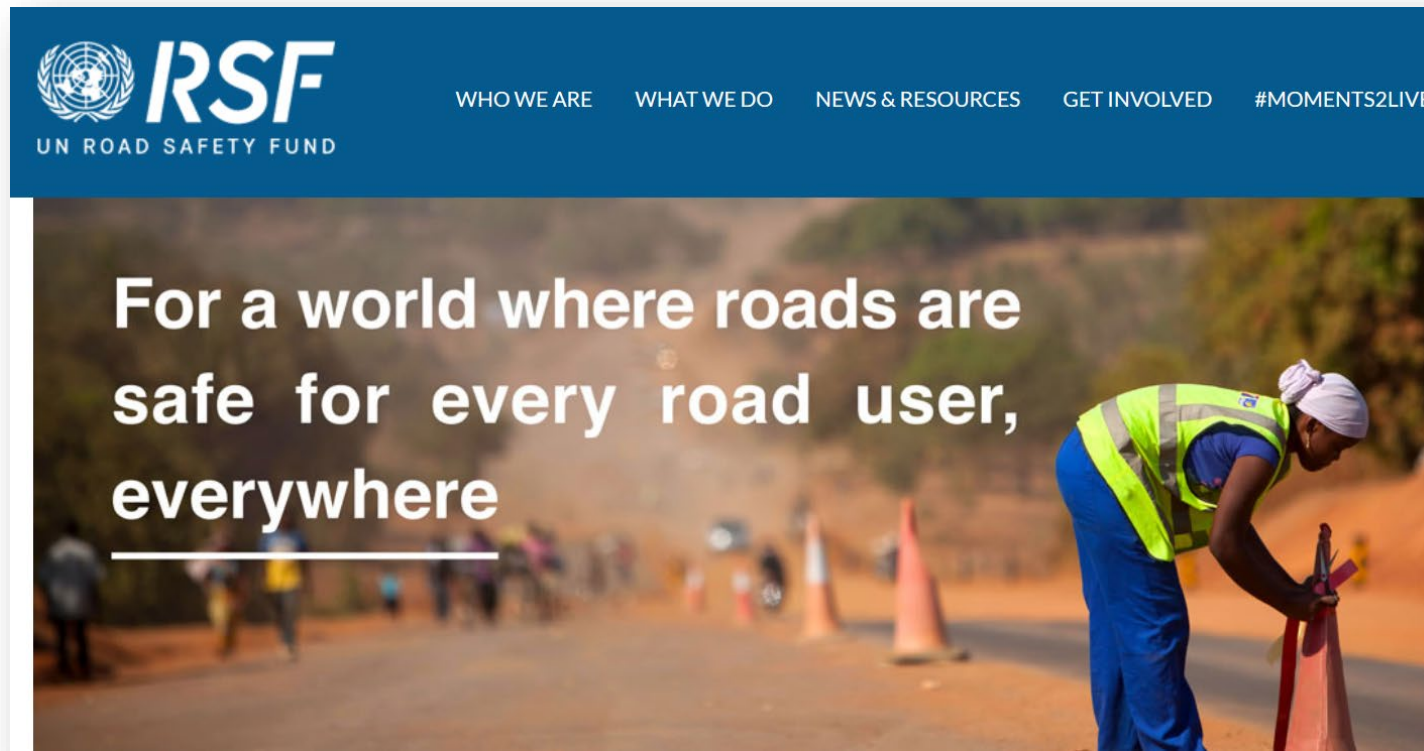
Every year, 1.4 million people are killed from road crashes and millions more are injured. Half of all road traffic deaths are among vulnerable road users such as



United Nations Road Safety Fund



- Established in 2018 as a global partnership working to help halve road deaths and injuries in the low- and middle-income countries
- 36 approved project in 5 regions and 46 countries so far.

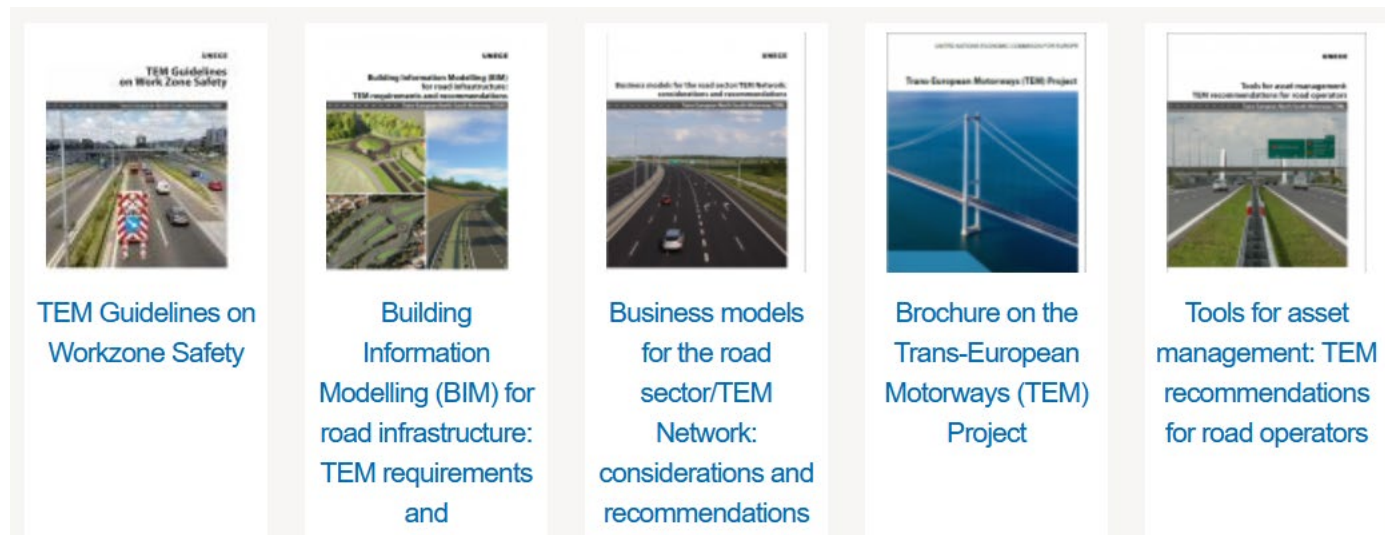


TRANSPORT



Trans-European North-South Motorway project

- Established in 1977
- 11 active Participating Governments
- 2-3 reports annually related to roads/motorways development, asset management, road safety, data management, environmental protection.



SafeFITS



- SafeFITS aims to facilitate knowledge-based transport policy decision making related to road casualty reduction
- Model primary objective is to assist governments and decision makers, both in developed and developing countries, to decide on the most appropriate road safety policies and measures in order to achieve tangible results in improving road safety.
- Decade of Action or Road Safety 2011-2020
- SDGs achievement:
 - Target 3.6
 - Target 11.2



Road Safety Performance Review



- Describe current road safety situation and help Governments to identify the most critical road safety aspects and priority needs.
- Analyze (national experts, UNECE and UN family UZ and international experts) road safety situation, identify the most pressing road safety issues and come with recommendations.
- Organize capacity-building seminars and workshops, based on priority needs identified in the Reviews.
- Initiate national policy dialogue and raise awareness on road safety issues.
- Publish the report in English and Uzbek and sensitize public and non-governmental sectors on the need to launch ambitious road measures.
- Prepare follow-up activities and monitor progress.



Decade of Action for Road Safety 2021-2030



- 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 key principles

- Safe system designs should not only be forgiving of human error but also equitable and responsive to the needs of the users/population.
- Road safety as a shared responsibility, recognizing the role of government as well as a range of non-state actors.
- Mobility and transport are constantly evolving and improving safety is not a one-time event but on-going process.
- 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.

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



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

Shared responsibility (II)

- Every country and every city
- With defined targets, roles and responsibilities
- Supported by financing and reporting to ensure accountability

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021-2030

a blueprint for
national & local
road safety plans

Thank you

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