

Global Framework Plan of Action for Road Safety

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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.
- **United Nations Road Safety Trust Fund (2018)**



UN RS-related Legal Instruments

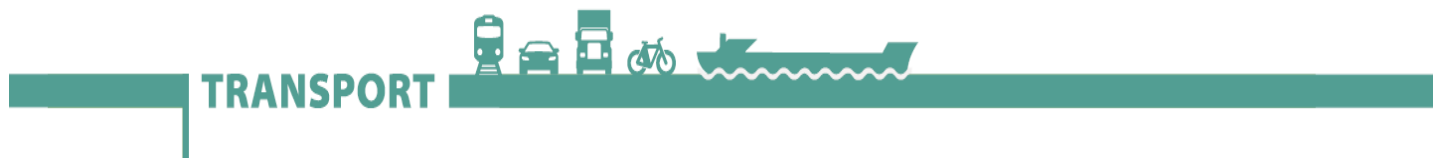
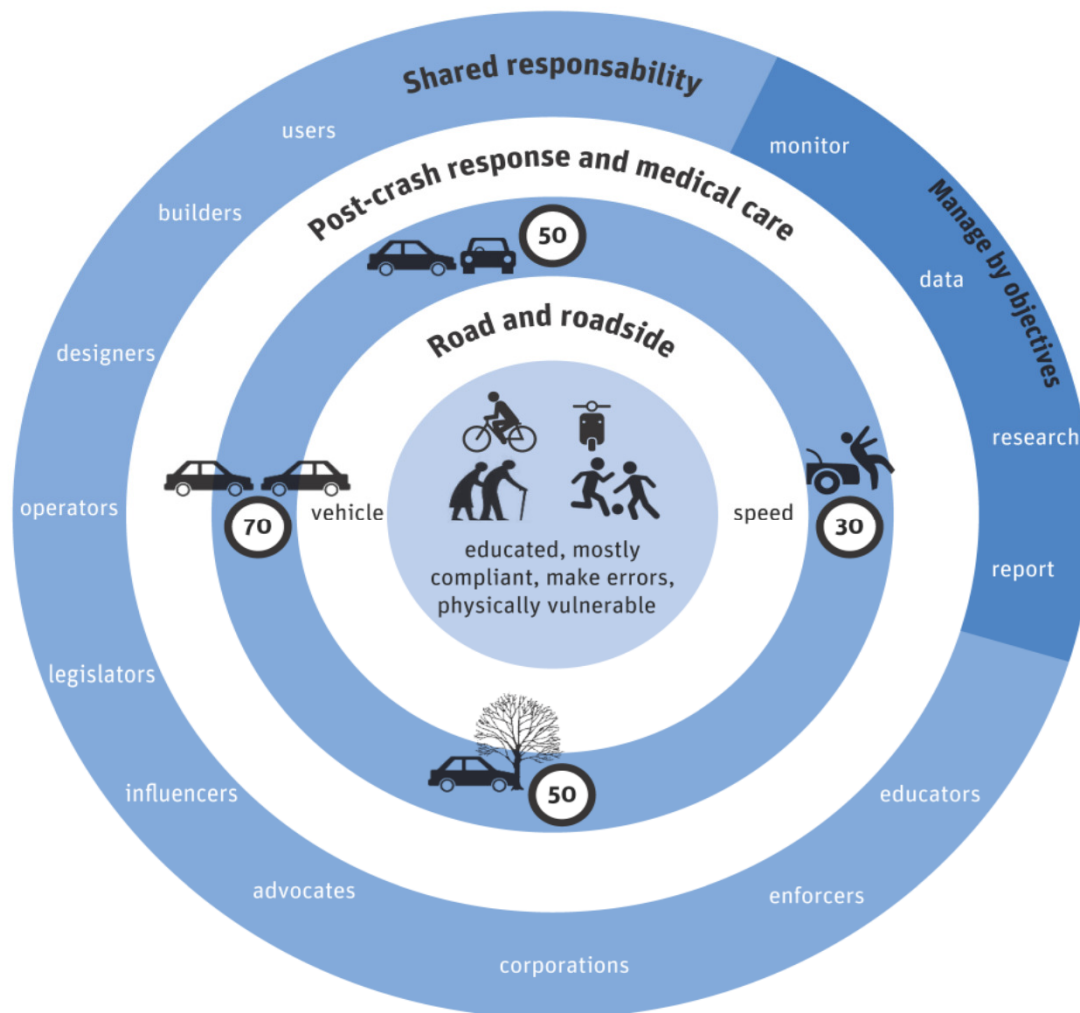


The main legal instruments

- European Agreement on Main International Traffic Arteries (AGR) 1975
- Convention on Road Traffic, Vienna 1968
- Convention on Road Signs and Signals, Vienna 1968
- European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) 1970
- 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
- European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) of 30 September 1957



Safe System approach



Global Framework Plan of Action for Road Safety



The compilation of all actions across the areas and pillars formulates a New Global Framework Plan for Action for Safety, whose aim is 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



Global Framework Plan of Action for Road Safety (II)



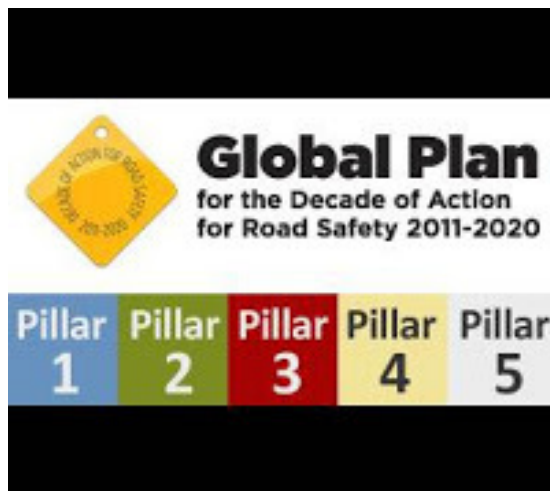
Area Pillar	Road safety management				
	L	E	E	T	I R S
	egislation	enforcement	ducation	echnology	nternational egulatory upport
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, 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 resolu- tions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal in- struments 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 Framework Plan of Action for Road Safety (III)



GFPa builds on the DoA 2011-20 and incorporates actions to attain 12 road safety global voluntary performance targets



TARGET 1 2020 <p>Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.</p>	TARGET 2 2030 <p>Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.</p>	TARGET 3 2030 <p>Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.</p>	TARGET 4 2030 <p>Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.</p>
TARGET 5 2030 <p>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.</p>	TARGET 6 2030 <p>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.</p>	TARGET 7 2030 <p>Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.</p>	TARGET 8 2030 <p>Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.</p>
TARGET 9 2030 <p>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.</p>	TARGET 10 2030 <p>Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.</p>	TARGET 11 2030 <p>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.</p>	TARGET 12 2030 <p>Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.</p>

■ PILLAR 1: Road safety management
 ■ PILLAR 2: Safer roads and mobility
 ■ PILLAR 3: Safe vehicles
 ■ PILLAR 4: Safe road users
 ■ PILLAR 5: Post-crash response



Actions – road safety management **UNECE**

Management actions

- Set road safety targets
- Ensure coordination between actions
- Ensure coordination between policies and priorities
- Monitor and review performance
- Provide funding



Monitoring actions

- Establish and maintain common road safety database
- Collect, calculate and share road safety indicators



Actions – Safe user



Pillar \ Area	Area				
	L	E	E	T	I
	egislation	nforcement	ducation	echnology	nternational Regulatory Support
Road safety management					
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, 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 resolu- tions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal in- struments 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



Actions – Safe vehicle

Pillar \ Area	Area					International Regulatory Support
	L egislation	E nforcement	E ducation	T echnology		
Road safety management						
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, 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 resolu- tions, WP.1, WP.29	
Safe road	design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Engaging and self-explaining road design, intelligent road systems	UN RS legal instruments and resolu- tions, 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	



Actions – Safe road

Area Pillar	L	E	E	T	I R S
	egislation	enforcement	ducation	echnology	nternational egulatory upport
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Actions – Effective post crash response



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Pillar \ Area	Area				
	L	E	E	T	I
	egislation	enforcement	ducation	echnology	nternational Regulatory Support
Road safety management					
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior 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
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TRANSPORT

Application of the Global Framework Plan of Action for Road Safety



The GFPA is designed to serve as benchmark for development of sound national road safety system.

- Assess
- Prioritize actions
- Holistic approach
- (Performance review)
- Monitor
- Coordinate
- Use international awareness (UNSG SE)

International support

- International regulatory support
- International technical and financial assistance



UNITED NATIONS
ROAD SAFETY TRUST FUND

We want

- Demand driven approach
- Firm commitment from the Government
- All road safety stakeholders included
- Sustainable solution



Thank you

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