Global Framework Plan of Action for Road Safety

Nenad Nikolic, Regional Advisor
The Danube Region Transport Days
Ljubljana, 4-5 December 2018
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)

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

1. By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

2. By 2020, all countries accede to one or more of the core road safety-related UN legal instruments.

3. By 2015, all new roads achieve technical standards for all road users that take into account road safety, or ensure a three-star rating or better.

4. By 2015, 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.

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

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

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

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

9. By 2030, have 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.

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

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

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.
Actions – road safety management

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

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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

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

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