



**UNITED NATIONS  
ECONOMIC COMMISSION FOR EUROPE**



# **Road Traffic Safety in the ECO Region**

## **A great concern !**

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27-29 May 2009



## Road Traffic Safety – Global context

- **1.2 million death and 50 million injured annually on the road**
- **Road traffic crashes leading cause of death for 10-to-24 year-olds**
- **More than 80% of global deaths occur in low-and-middle income countries**
- **The annual cost of road traffic injuries worldwide runs to hundreds of billions \$**
- **In low-and-middle – income countries, the economic cost will be more than the development aid received**
- **However, the risks are known and can be prevented**



## Risks of road crashes

- **Excessive speeding**
- **Driving under the influence of alcohol or other drugs**
- **Failure to use seat-belts and helmets**
- **Poorly designed or insufficiently maintained road infrastructure**
- **Use of vehicles that are old, poorly maintained, or lacking safety features**

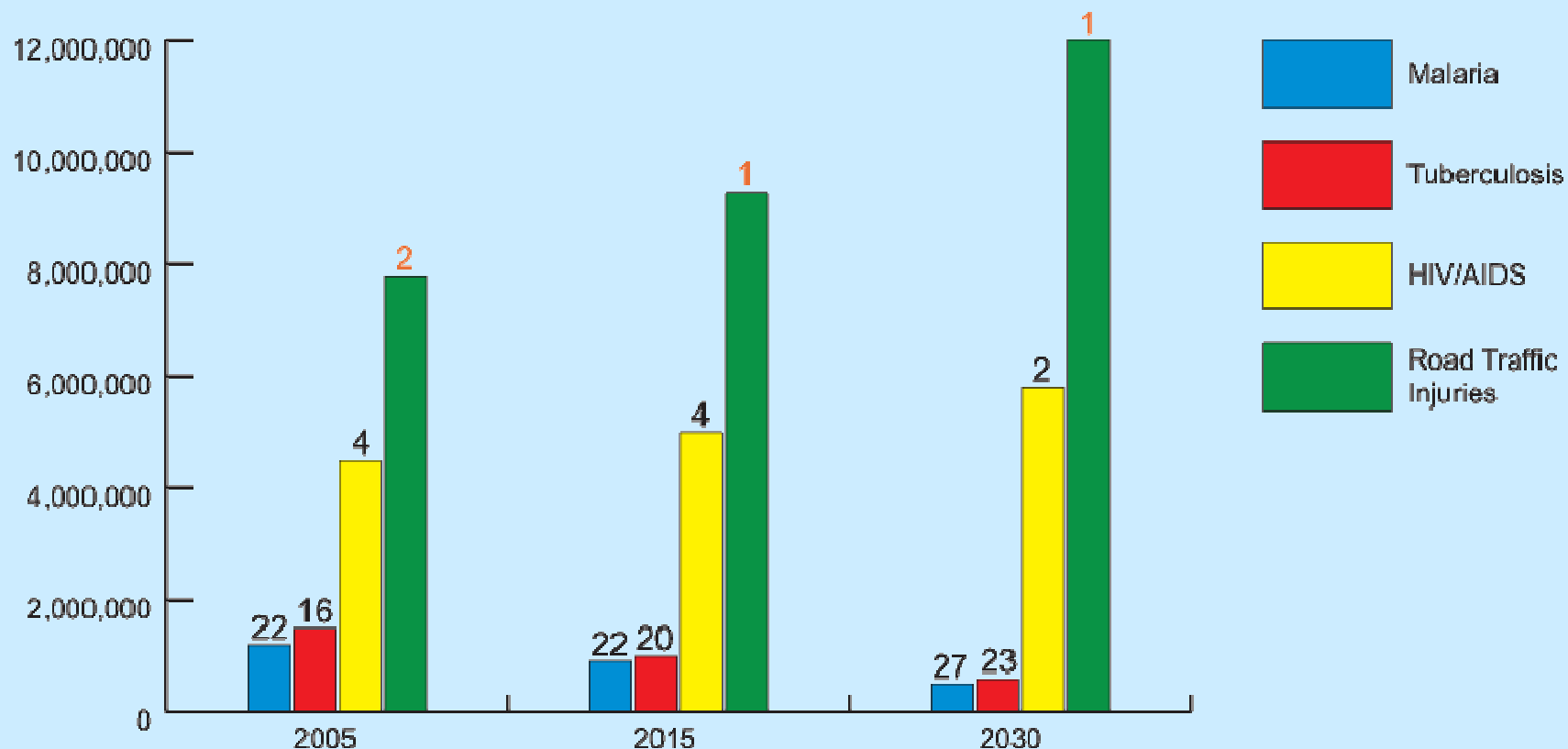


## Twelve Leading Causes of Mortality, 2002

Rank Deaths	Cause	Proportion of total (%)
1	Ischaemic heart disease	12.6
2	Cerebrovascular disease	9.7
3	Lower respiratory infections	6.9
4	HIV/AIDS	4.8
5	Chronic obstructive pulmonary disease	4.8
6	Perinatal conditions	4.3
7	Diarrhoeal diseases	3.3
8	Tuberculosis	2.7
9	Trachea, bronchus, lung cancers	2.2
10	Road traffic injuries	2.1
11	Diabetes mellitus	1.7
12	Malaria	1.6



## Developing Countries (Children Age 5-14)





## International Action on Malaria

- Abuja Action Plan 2000
- UN Decade to Roll Back Malaria 2001-2010
- Global Fund launched by G8 and US \$2.8 billion funding approved to date.
- UN Special Envoy for Malaria



GLOBAL MALARIA ACTION PLAN  
for a malaria-free world





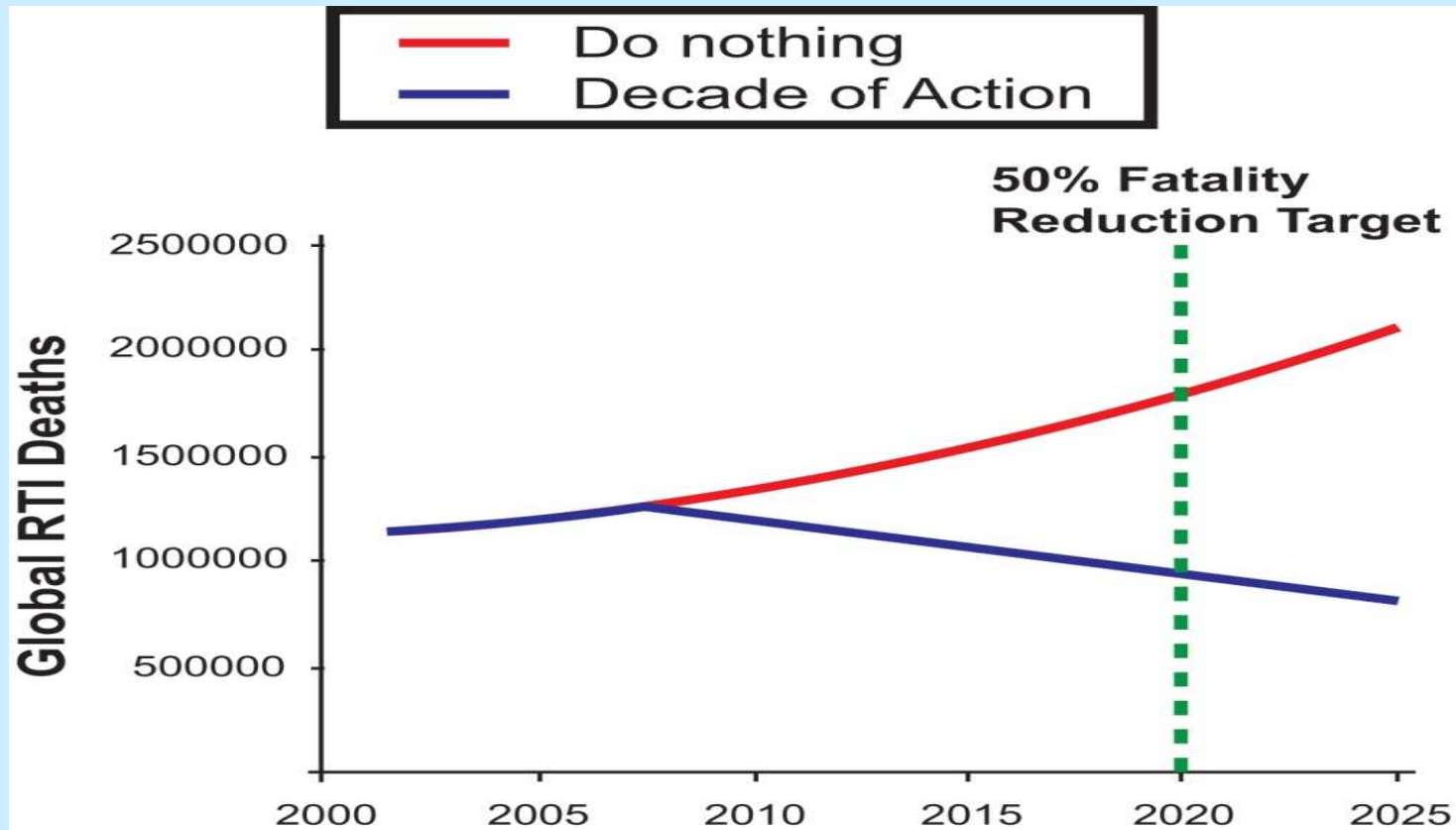
# What future without action?

## Regional Forecast for Growth in Road Traffic Fatalities

World Bank Region	% Change 2000 - 2020
South Asia	144%
East Asia & Pacific	80%
Sub-Saharan Africa	80%
Middle East & North Africa	68%
Latin America & Caribbean	48%
Europe & Central Asia	18%
<b>Sub-total</b>	<b>83%</b>
<b>High-income countries</b>	<b>-28%</b>
<b>Global total</b>	<b>66%</b>



# What no action means



**Green line shows possible road fatality savings by 2020 if a Decade of Action for Road Safety results in sustained governmental action for road injury prevention**





# General Assembly Resolution 62/244

**In March the UN General Assembly debated on road traffic safety**

**Resolution 62/244 sponsored by more than 90 countries unanimously approved the offer by the Russian Federation to host the “first high level (ministerial) conference on road safety”**

**The Ministerial Conference will be held in Moscow on 19-20 November 2009**

**Draft Conference Declaration is being prepared calling 2010-2020 a decade of road traffic safety action, aimed at reducing fatalities by 50% of those forecasted**

**ECO countries are encouraged to attend**

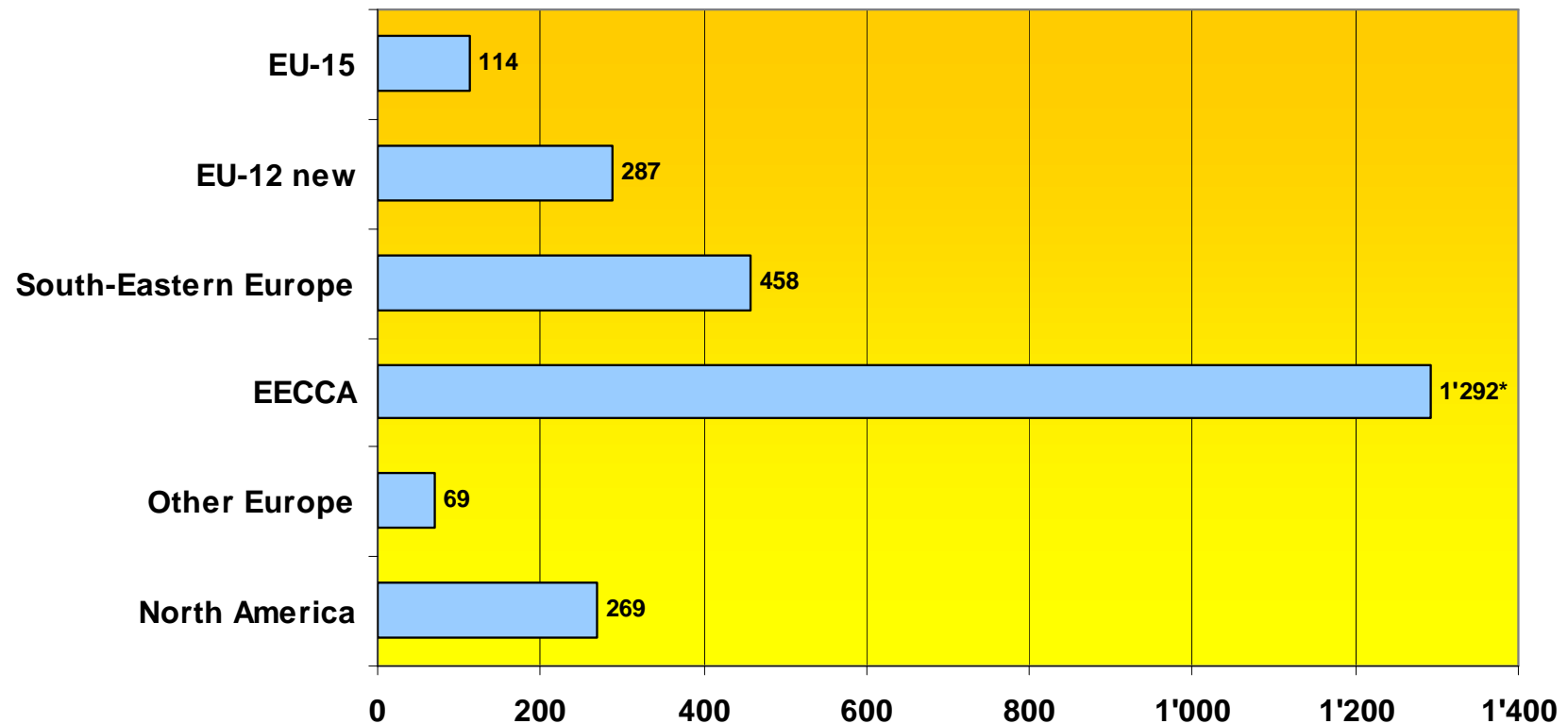




# Road safety in the ECE region

## People killed per million vehicles in the UNECE region

2007

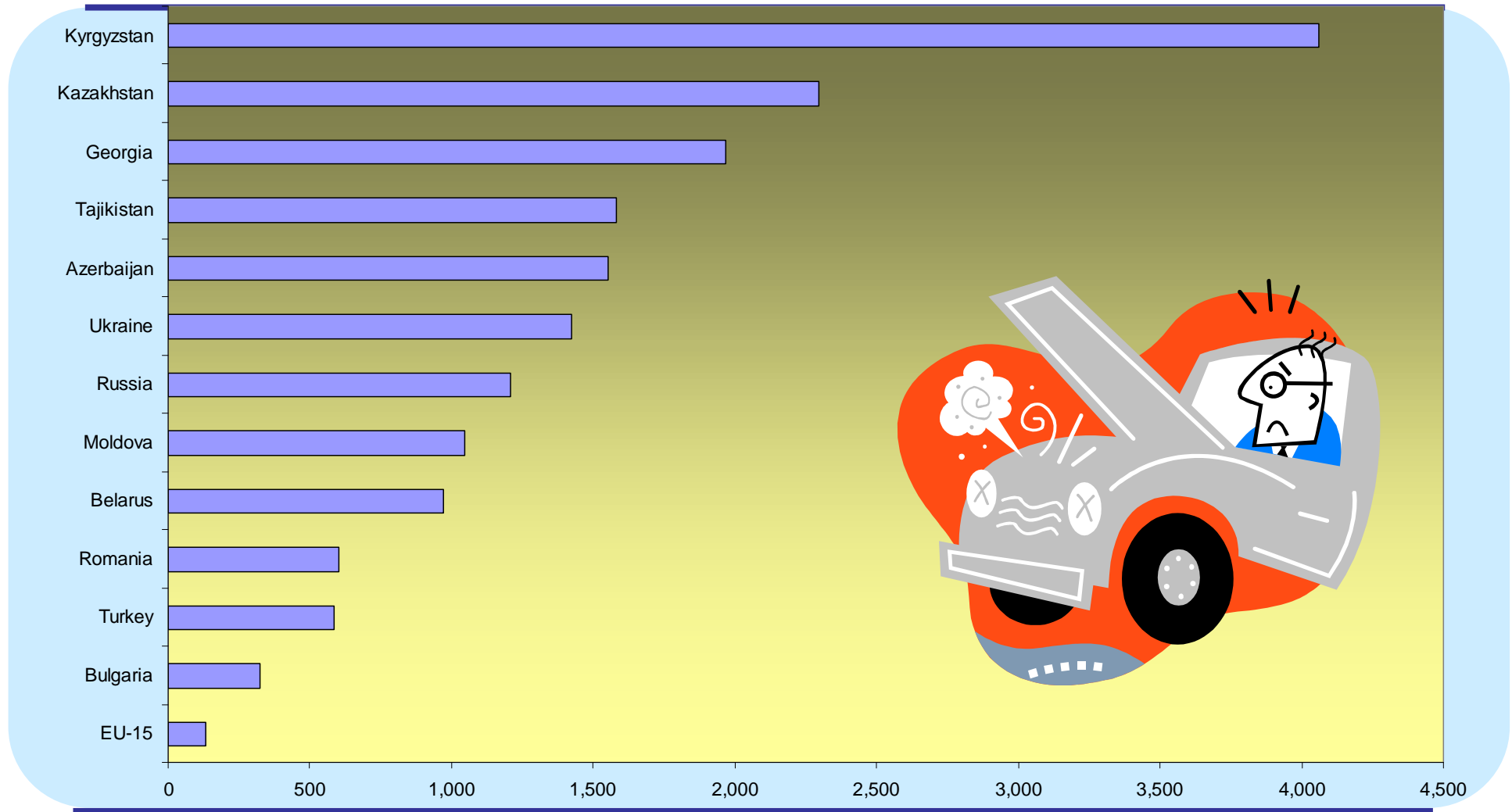


\*Figures are from 2003



# ECE region

## People killed per million vehicles, 2003





## **Commonly recognised reasons for deficient road traffic safety in Central Asia**

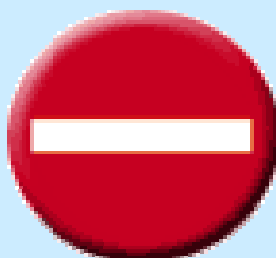
- Negligence of road traffic safety requirements by users
- Low level of professionalism of drivers
- Poor road conditions (lack of funding for maintenance)
- Low risk awareness of non-motorised traffic and pedestrians
- Deficient road safety management
- Poorly developed and maintained traffic guidance systems (even for basic road signalling and marking)
- Inappropriate design standards (bus stops, intersections, protection of non motorised traffic-pedestrians)
- Lack of regular and efficient controls of vehicle conditions
- Lack of well-established weather forecasting mechanisms

Source: GOPA-TRADEMCO



## ECE Road Traffic Safety work

- Conventions on Road Traffic, of 1949 and 1968
- Convention on Road Signs and Signals, of 1968
- European Agreement supplementing the 1968 Convention on Road Traffic



*Provide a set of international agreed road traffic regulations aimed at the improvement of the efficiency and safety of international road traffic*



JAPAN



Road closed



Proceed slowly



Closed to vehicles carrying dangerous goods



Stop



No overtaking



Stopping permitted



Centre line



Safety zone



Stop line

KUWAIT



Right lane closed



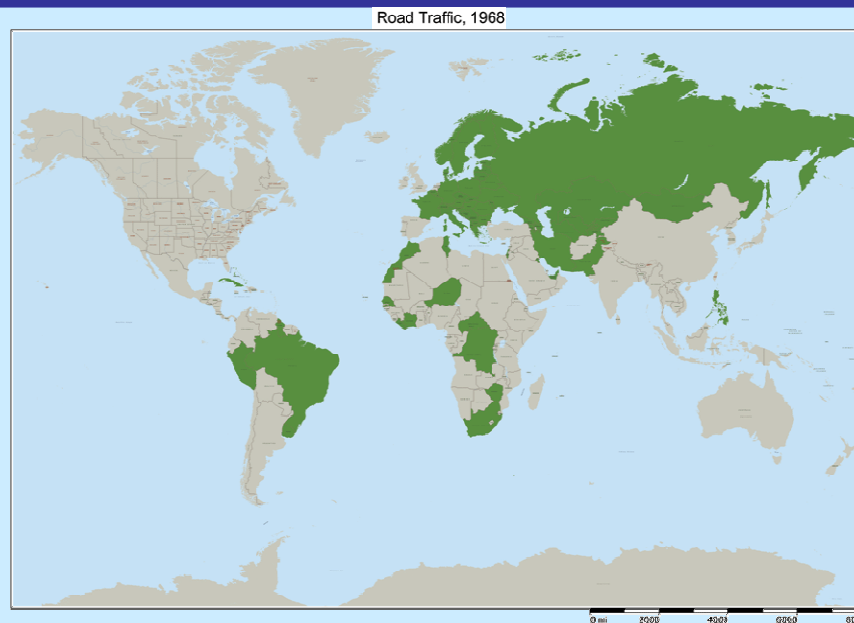
Clinic



# ECE Road safety legal instruments



**Road Signs & Signals, 1968, ( 68 CPs) including**  
Iran, Kyrgyzstan, Mongolia, Pakistan, Tajikistan, Turkmenistan, Uzbekistan



**Road Traffic, 1968, ( 70 CPs), including**  
Armenia, Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Mongolia, Pakistan, Tajikistan, Turkmenistan, Uzbekistan





# ECE for safe and clean vehicles

## Vehicles Regulation, 1958

*Agreement concerning the Adoption of Uniform Technical Prescriptions 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 Prescriptions*

## Technical Inspection of Vehicles, 1997

*Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections*

## Global Vehicles Regulation, 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*





# ECE for transport facilitation and efficiency

**Dangerous goods (ADR) and its protocol**

**Transport Statistics**



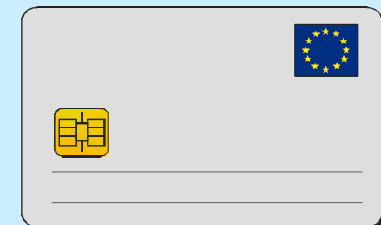
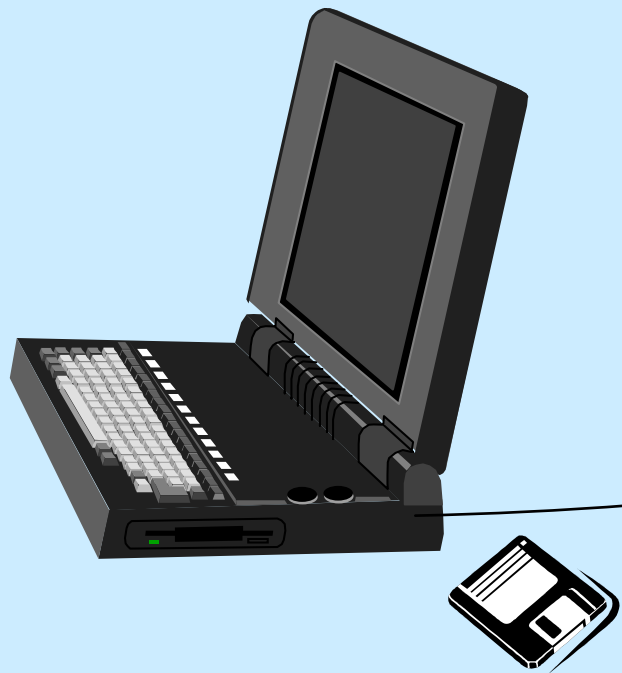
**European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR),**

***Facilitate international carriage of goods and passengers, increase safety, prevent professional drivers from driving excessive hours***



# ECE work of crews (AETR)

## Introduction of the Digital Tachograph





# ECE Best Practices

## ECE Resolution on Road Traffic (R.E.1)

*Set of provisions relating to roads, road traffic rules, conditions for use of vehicles and their equipment, including periodical inspections, road users, including professional driving instruction*

## Resolution on Road Signs and Signals (R.E.2)

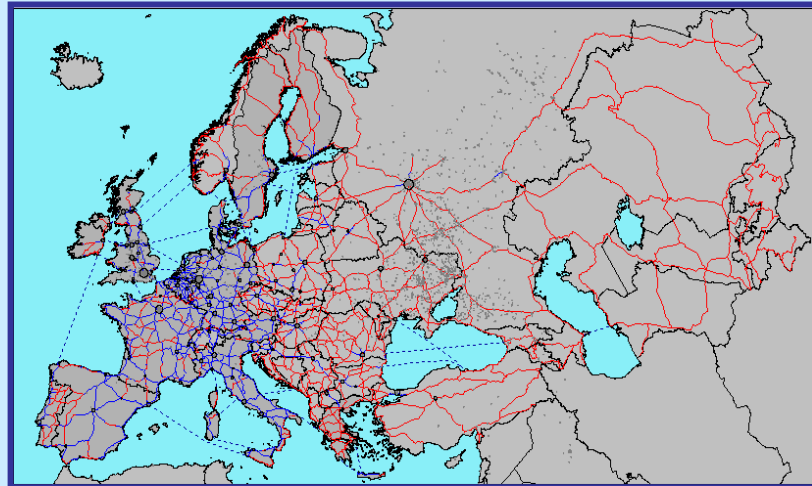
*Set of best practices and recommendations on road signs, traffic light signals, signing road works etc.*



# ECE for safe roads

## European Agreement on Main International Traffic Arteries (AGR)

E-Road Network **37 CPs**



- Geometric Characteristics
- Management and safety equipment
- General arrangements for tunnels
- Environment, landscaping and maintenance

## TEM Standards and Recommended Practice (Revision II - 2002)

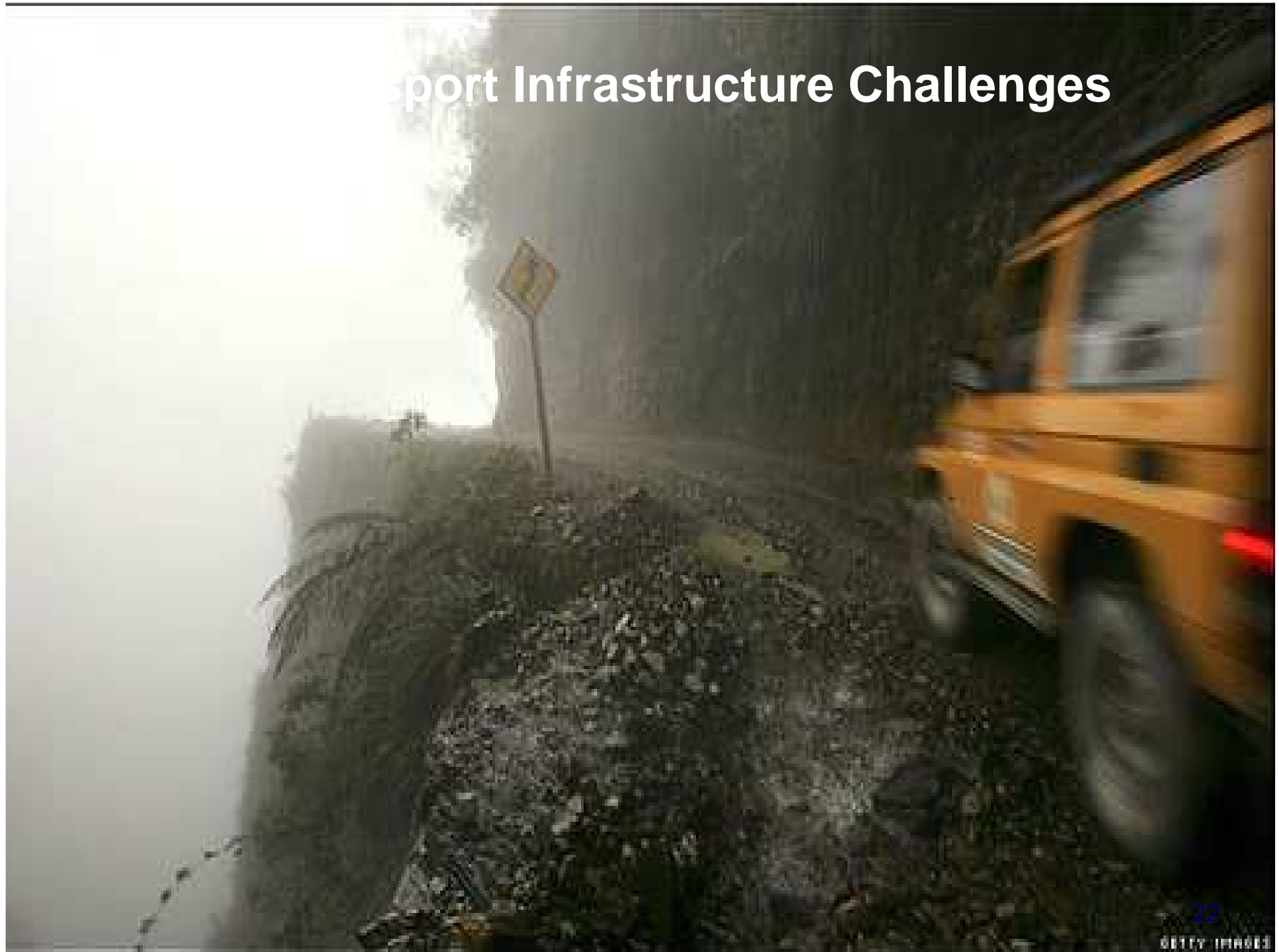
*Although primary application is for TEM, these standards are at disposal to other UN countries which find them beneficial for the formulation or updating of their national standards*



# Transport Infrastructure Challenges



# Transport Infrastructure Challenges





# Transport Infrastructure Challenges



# Transport Infrastructure Challenges







## A multidisciplinary approach

- Transport
- Public works
- Traffic Police
- Health
- Education
- Private sector

**Some intervention examples**



# Make Road Safe Campaign



Commission for  
Global Road Safety

## Global Petition

Launched to obtain over 1 million signatures presented to the UN Secretary General in 2008.

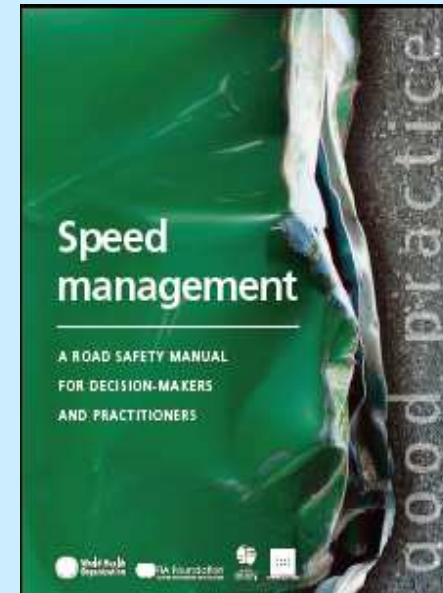
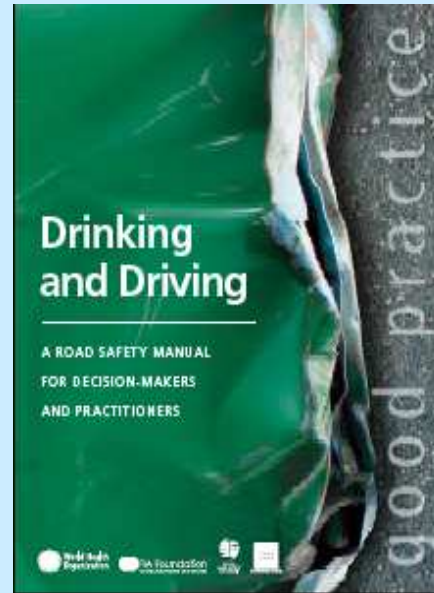
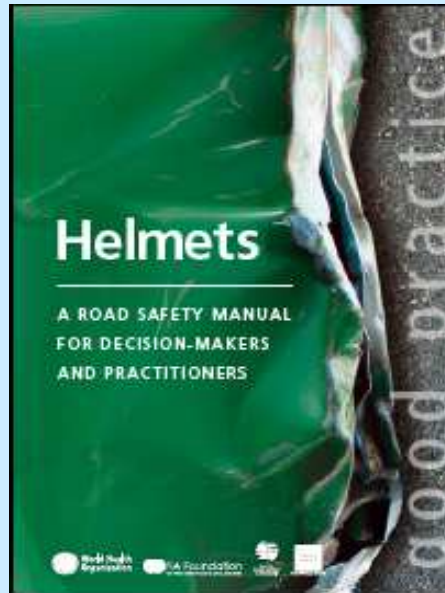
The petition campaign was launched by Michael Schumacher during the first UN Global Road Safety Week in April 2007.

Nobel prize winners, politicians, musicians, sports and film stars backed the campaign.





# How to Manuals

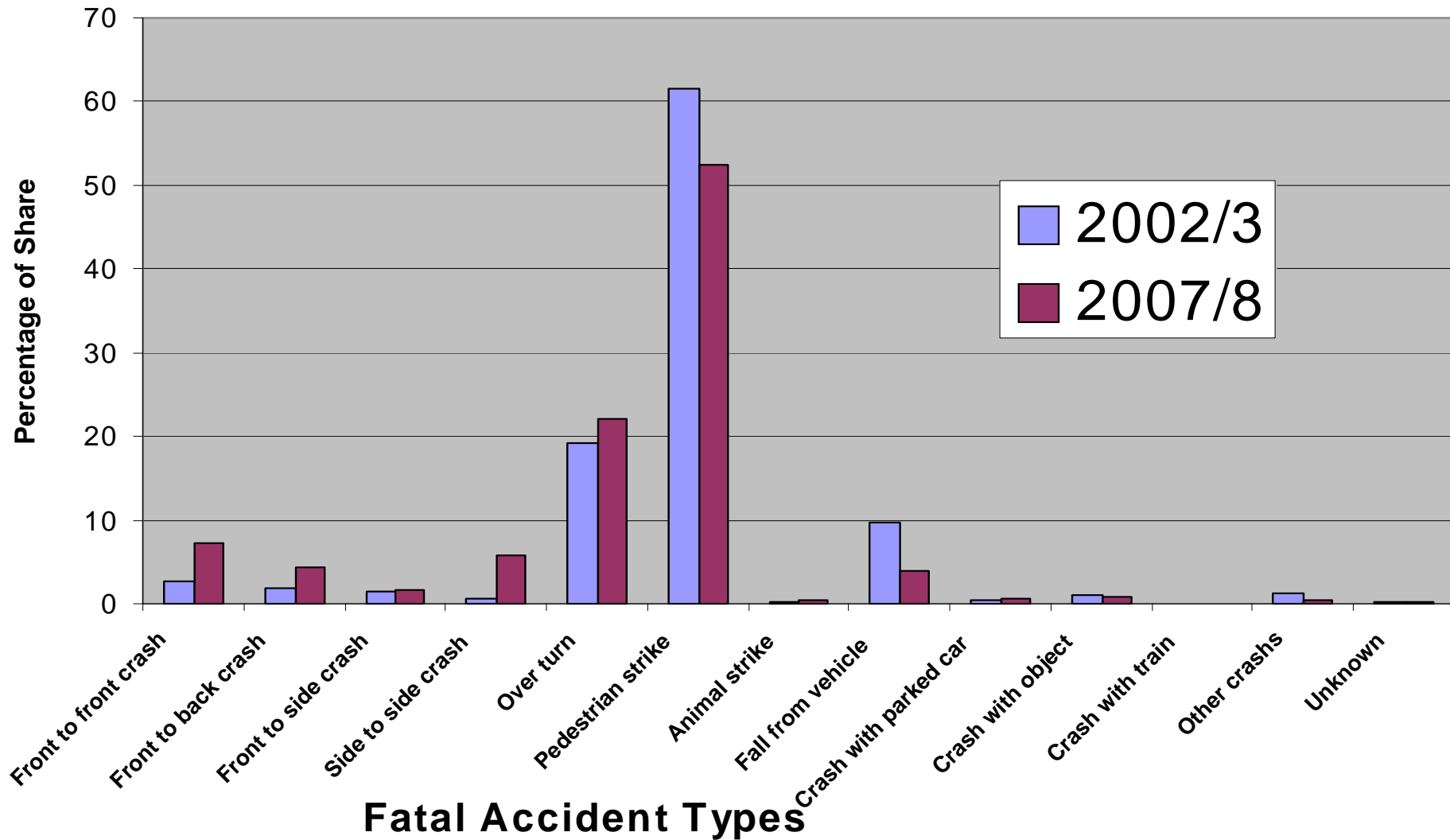


- **Excellent work** (WHO, FIA, GRSP, WB)
- **Provide step by step guidance to countries**
- **Proposing simple and cost effective solutions**



# Main Risk Factors for Road Traffic Injuries in Ethiopia

Fatal Accident Types Compared between the Baseline Year 2002/3 and 2007/8





**በጎጃም ዞኖች የገጠሩ እግረኞች የመንገድ ስርዓትን ጠብቀው ወደገበያ ሲሄዱ።**





# Helmets in Vietnam - many contributors

## Key government leadership



Day before  
legislation  
change



Day after  
legislation  
change





# Sakhalin Seat Belt Campaigns 2005 to 2008

Many contributors, key involvement of Sakhalin GIBDD (traffic police)



Location	2005 before campaign	2005 after campaign	2006 before campaign	2006 after campaign	2007 before campaign	2007 after campaign	2008 before campaign
Yuzhno-Sakhalinsk	3.8%	13.9%	14.3%	22.7%	32.7%	44.5%	79.42%
Rural roads	26.8%	51.8%	49.2%	59.17%	64.8%	76.6%	N/A

# PROGRAMA CAPACETES BETIM / 2008

## Implementing Global Good Practice



Dec 07.....

..Helmet Manual Intro

..Helmet Survey

...Programme design

....Funding

.....Delivery

.....Jul 08

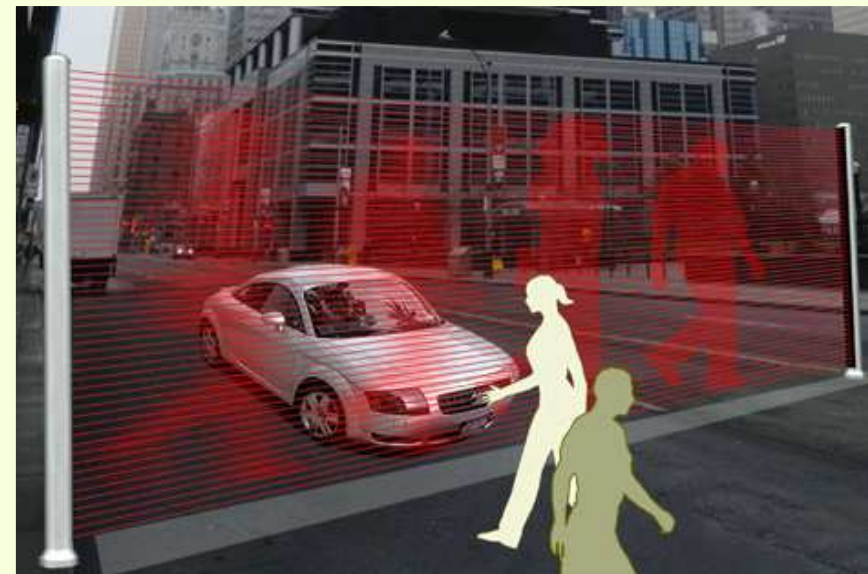
Evaluation..??







# Most recently in Japan





# UNDA Project on Road Safety Targets

- To be carried out by the five UN regional commissions in 2008-2009
- Budget \$658,000
- Improving Global Road Safety by assisting low and middle income countries to develop regional and national road traffic casualty reduction targets and provide them with examples of good road safety practice that could help them to achieve the targets selected by 2015
- Organization of seminars in each RC

**Beneficiaries:** Ministries of Interior, Transport, Health and Education, NGOs active in road safety, and all road users






# ECE UNDA component


## Minsk Seminar 12-14 May 2009

United Nations Economic Commission for Europe



**Improving Global Road Safety: setting regional and national road traffic casualty reduction targets**

Project funded by the United Nations Development Account (UNDA)



## Halkida, Conference, 25-26 June 2009


United Nations Economic Commission for Europe



**Conference on Improving Road Traffic Safety in South-Eastern Europe  
Setting Regional and National Road Traffic Casualty Reduction Targets**

Hosted by Evia Chamber of Commerce and Industry and the Hellenic Chambers Transport Association with the support of the Ministry of Transport and Communications of Greece

25-26 June 2009, Halkida, Greece





# Conclusions

- Road traffic safety a major global concern
- Middle-and-low income countries suffer the most
- ECO countries are among the countries concerned
- If no action the problem would become worse
- UNECE road safety instruments and tools offer solutions
- There are many good practices that can be used
- Moscow global Ministerial conference (19-20 November 2009) will raise the political profile – ECO countries should attend
- UNDA Project on setting road safety casualty reduction target will assist ECE countries in need
- ECO countries should attend the Minsk Seminar 12-14 May 2009





**UNITED NATIONS  
ECONOMIC COMMISSION FOR EUROPE**

A photograph of a meeting or workshop. Several people are standing around a table, some holding up papers or documents. In the foreground, a group of people is seated at desks, looking towards the standing group. The text "Thank you!" is overlaid in large white letters in the center of the image.

**Thank you!**