



Global Framework Plan of Action for Road Safety

Regional Workshop on Road Safety Management
in the Arab Countries

United Nations House,
Beirut, 27-28 November 2018

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Sustainable Transport Division



UNECE

Safer roads for all

Can this be achieved?

Safer roads for all

Maybe not

**if there is:
no vision,
no strategy,
no political commitment,
no management**

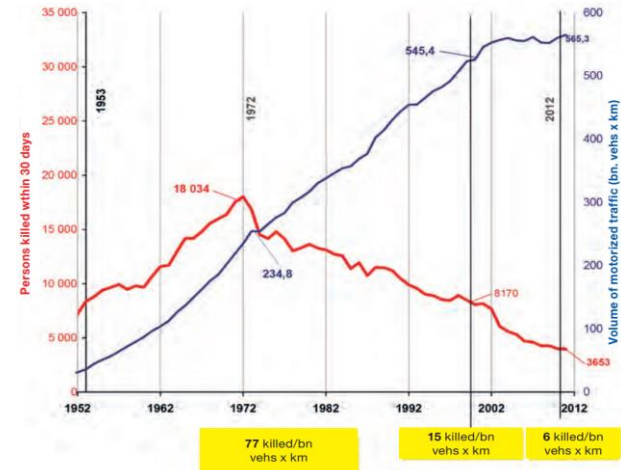
YES it can



Safer roads for all

What do we need? What is the good foundation to build on?

National Road Safety System

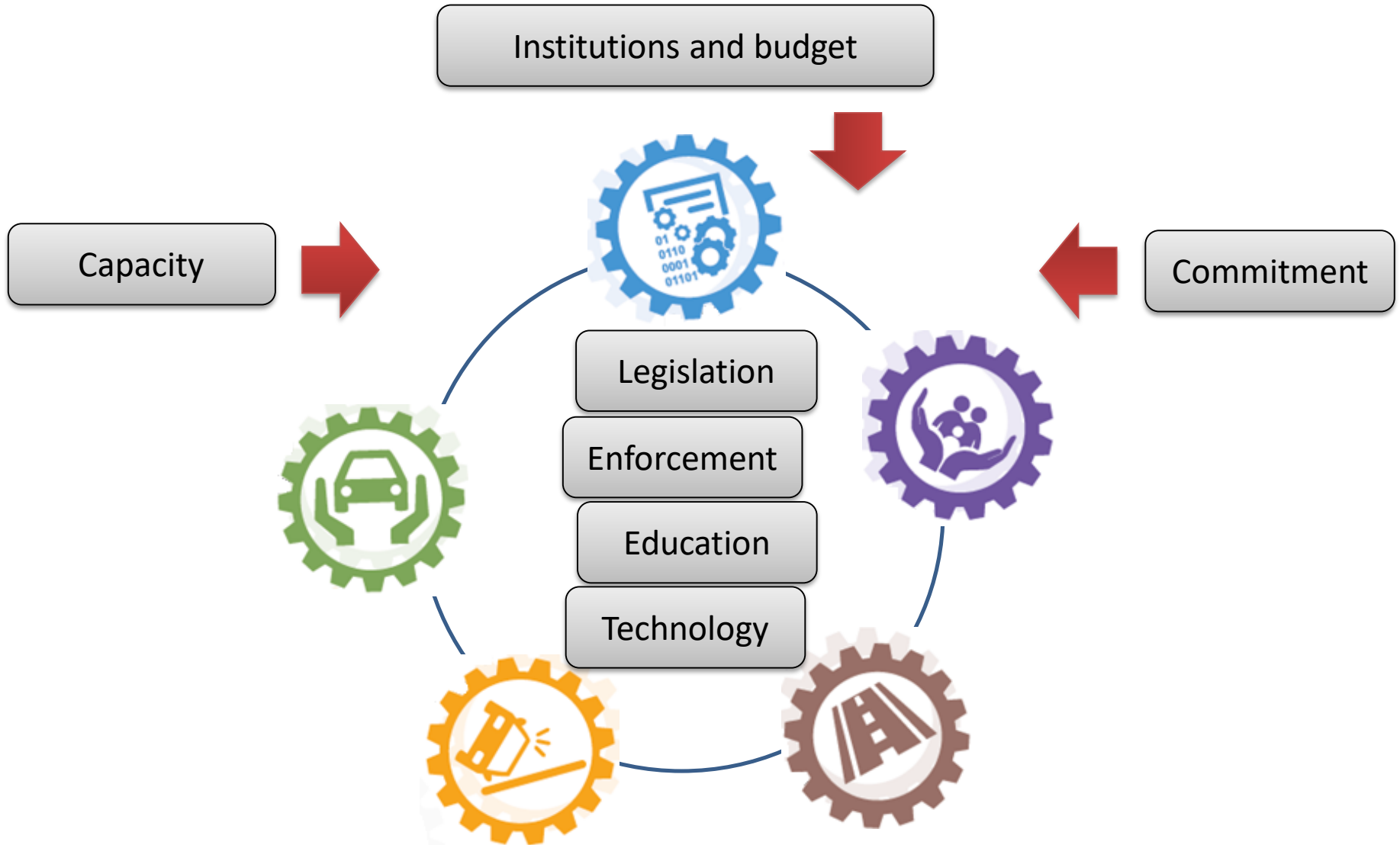


National Road Safety System



What is it exactly?

National Road Safety System



Where to start?

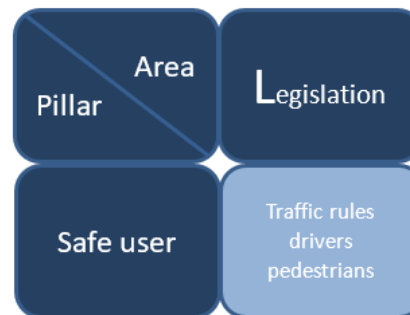
Global Framework Plan of Action for Road Safety

| Area Pillar | L egislation | E nforcement | E ducation | T echnology | I nternational R egulatory S upport |
|-------------------------------|---|---|---|---|--|
| Road safety management | | | | | |
| Safe user | Traffic rules drivers 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 |
| 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, WP.29 |
| Safe road | Standards for design, construction, maintenance and signage | Audit and inspection by qualified inspectors | Awareness raising for users, training for inspectors | Forgiving road design, intelligent road systems | UN RS legal instruments and resolutions, int. standards WP.1, SC.1 |
| Effective post-crash response | Standards for post-crash response and for crash 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 |

- Evolves from the Global Plan for the Decade of Action for Road Safety:
 - five pillars for road safety as the essential blocks for creating sound national road safety systems
 - safe system approach
- Is specific on (interconnected) actions across areas to be taken by different actors
- Covers any action necessary for attaining the 12 road safety performance targets

| Area | Legislation | Enforcement | Education | Technology | International Regulatory Support |
|-------------------------------|---|--|--|---|---|
| Road safety management | | | | | |
| Safe user | Traffic rules drivers, pedestrians | Liability behavior required by police and inspectors | Awareness raising, training and education | Supportive technology and equipment, data collection | UNRS legal instruments and resolutions, WPT, SC1, WPT3 |
| Safe vehicle | Rules and standards for admission of vehicles to traffic | Certification and inspections by qualified inspectors | Awareness raising, training for inspectors | Supportive technology and equipment, compliance reminders | UNRS legal instruments and resolutions, WPT, WPT3 |
| Safe road | Standards for design, construction, maintenance and signage | Audit and inspection by qualified inspectors | Awareness raising for users, training for inspectors | Forging road design, intelligent road systems | UNRS legal instruments and resolutions, standards, WPT, SC1 |
| Effective post-crash response | Standards for post-crash response and for crash investigation | Overview of rescue services, investigators, emergency services | First aid and rescue service training, investigation | Supportive technology and equipment | Consolidated resolution, standards, WPT, SC1 |

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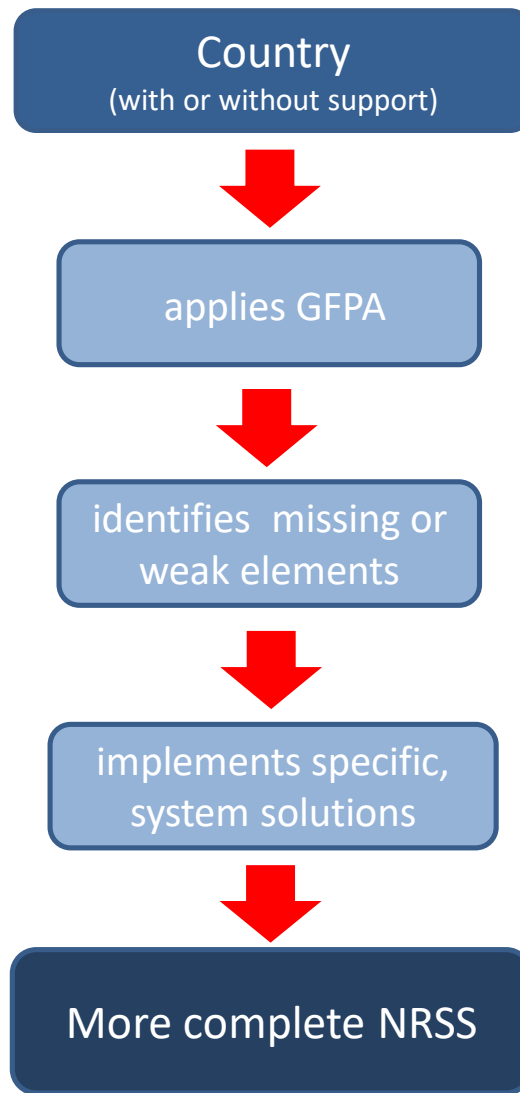


BENCHMARK


should comprise the following action:

- 1) Put in place a comprehensive system of signs, signals and instructions to be observed on the road
- 2) Adopt strict rules for drivers and specific rules for professional drivers
- 3) Adopt adequate rules for pedestrians and cyclists and their interaction with drivers and behavior of drives towards pedestrians and cyclists with appropriate liability for drivers
- 4) Put in place effective rules on position on carriageway, maneuvering, overtaking, passing of traffic, change of directions, slowing down
- 5) Adopt rules for intersections, level-crossings and giving way
- 6) Regulate reasonable speed and distance management
- 7) Strictly regulate driving under fatigue and the influence of substances that negatively affect the driving capacity
- 8) Put in place rules on the compulsory use of safety equipment (safety belts, child restraint systems, helmets)
- 9) Regulate the use of lamps
- 10) Regulate strictly loading of vehicles and carriage of passengers and put in place specific regulations for cargo securing for road transport and for carriage of passengers by buses and coaches.
- 11) Put in place adequate rules on behavior in case of accident
- 12) Adequately regulate distraction during driving and walking due to use of infotainment systems, portable electronic devices or mobile phones

Global Framework Plan of Action for Road Safety in action



| Area | Legislation | Enforcement | Education | Technology | Technical Regulation Support |
|-------------------------------|-------------|-------------|-----------|------------|------------------------------|
| Road safety management | | | | | |
| Safe user | ... | ... | ... | ... | ... |
| Safe vehicle | ... | ... | ... | ... | ... |
| Safe road | ... | ... | ... | ... | ... |
| Effective post-crash response | ... | ... | ... | ... | ... |



11. Put in place a comprehensive system of signs, signals and instructions to be observed as directed.
25. Adopt strict rules for drivers and specific rules for professional drivers.
26. Adopt adequate rules for pedestrians and cyclists and their interaction with drivers and behavior of drivers towards pedestrians and cyclists with appropriate liability of drivers.
40. Put in place effective rules on provision on congestion, maneuvering, overtaking, passing of traffic, change of direction, slowing down.
41. Adopt rules for autonomous, semi-autonomous and driving way.
42. Regulate reasonable speed and distance management.
75. Strictly regulate driving under fatigue and the influence of substances that negatively affect the driving capacity.
80. Put in place rules on the compulsory use of safety equipment (airbags, etc. restraint systems, helmets).
81. Regulate the use of lanes.
100. Regulate strictly loading of vehicles and carriage of passengers and put in place specific regulations for cargo securing the road transport and the carriage of passengers by buses and coaches.
111. Put in place adequate rules on behavior in case of accident.
121. Adequately regulate destination, timing, duration and holding due to non-

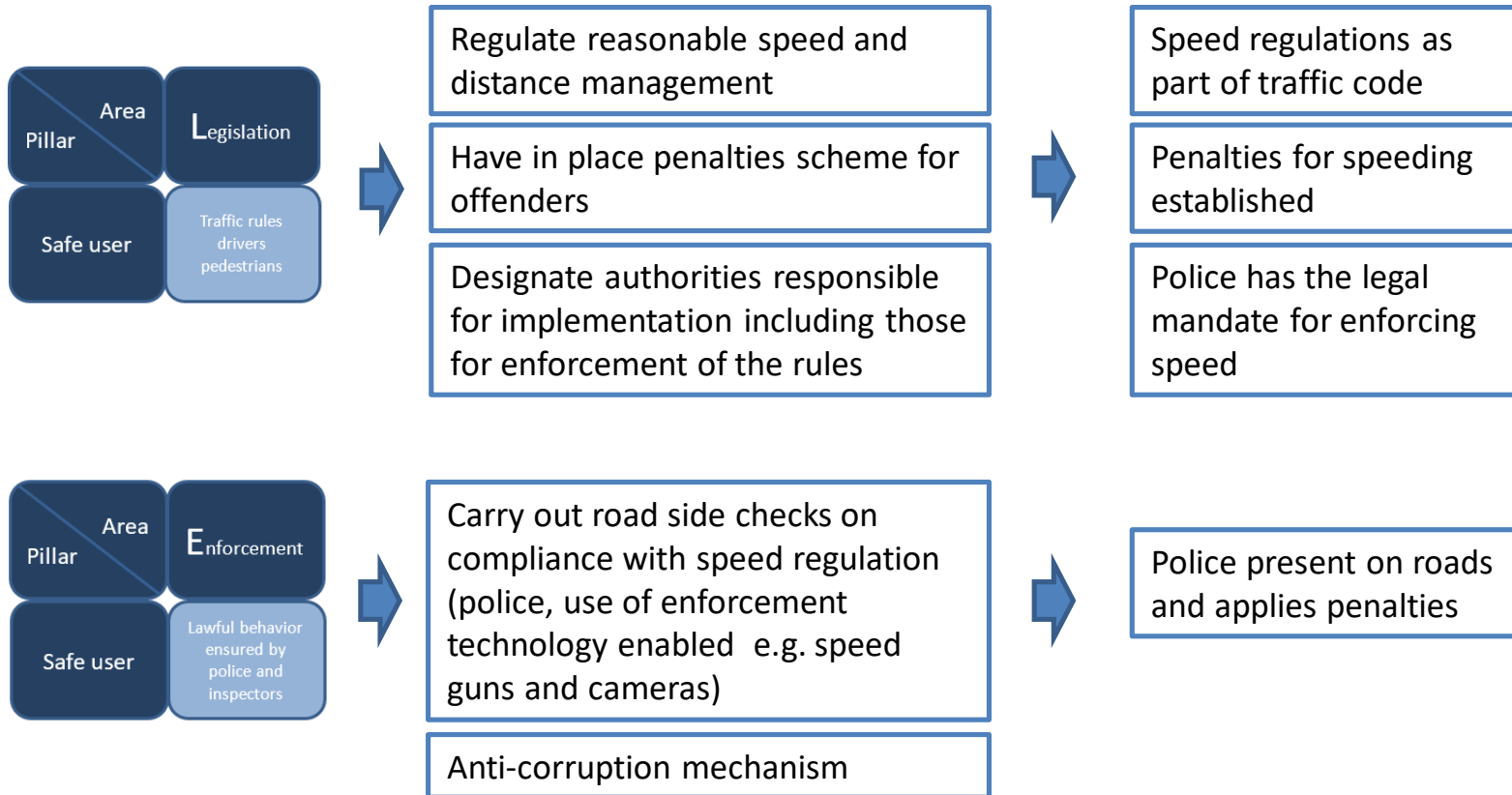
| | | |
|-----------|--|-------------|
| Pillar | Area | Enforcement |
| Safe user | Lawful behavior ensured by police and inspectors | |

| | | |
|--------------|--|-------------|
| Pillar | Area | Legislation |
| Safe vehicle | Rules and standards for admission of vehicles to traffic | |

| | | |
|-----------|--|-------------|
| Pillar | Area | Enforcement |
| Safe user | Lawful behavior ensured by police and inspectors | |

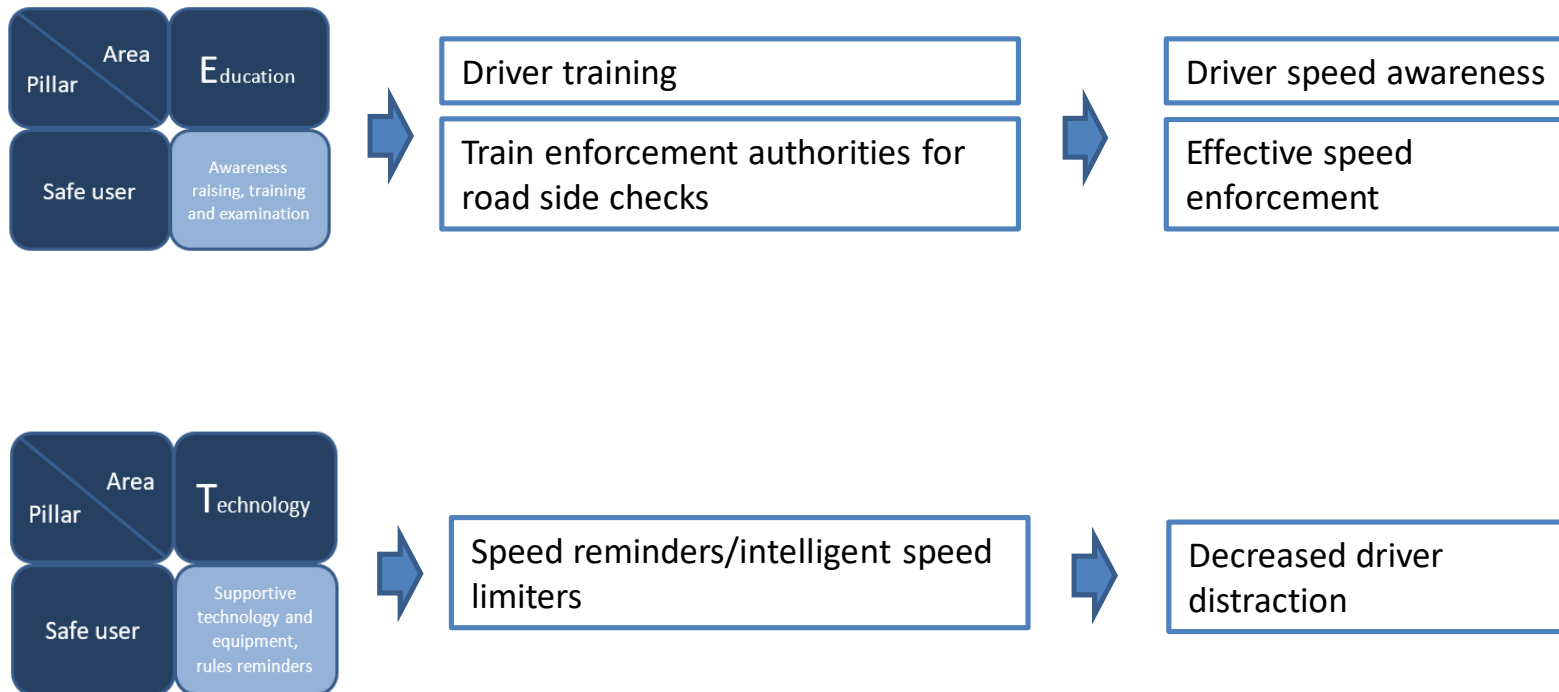
Global Framework Plan of Action for Road Safety in action

Managing speed



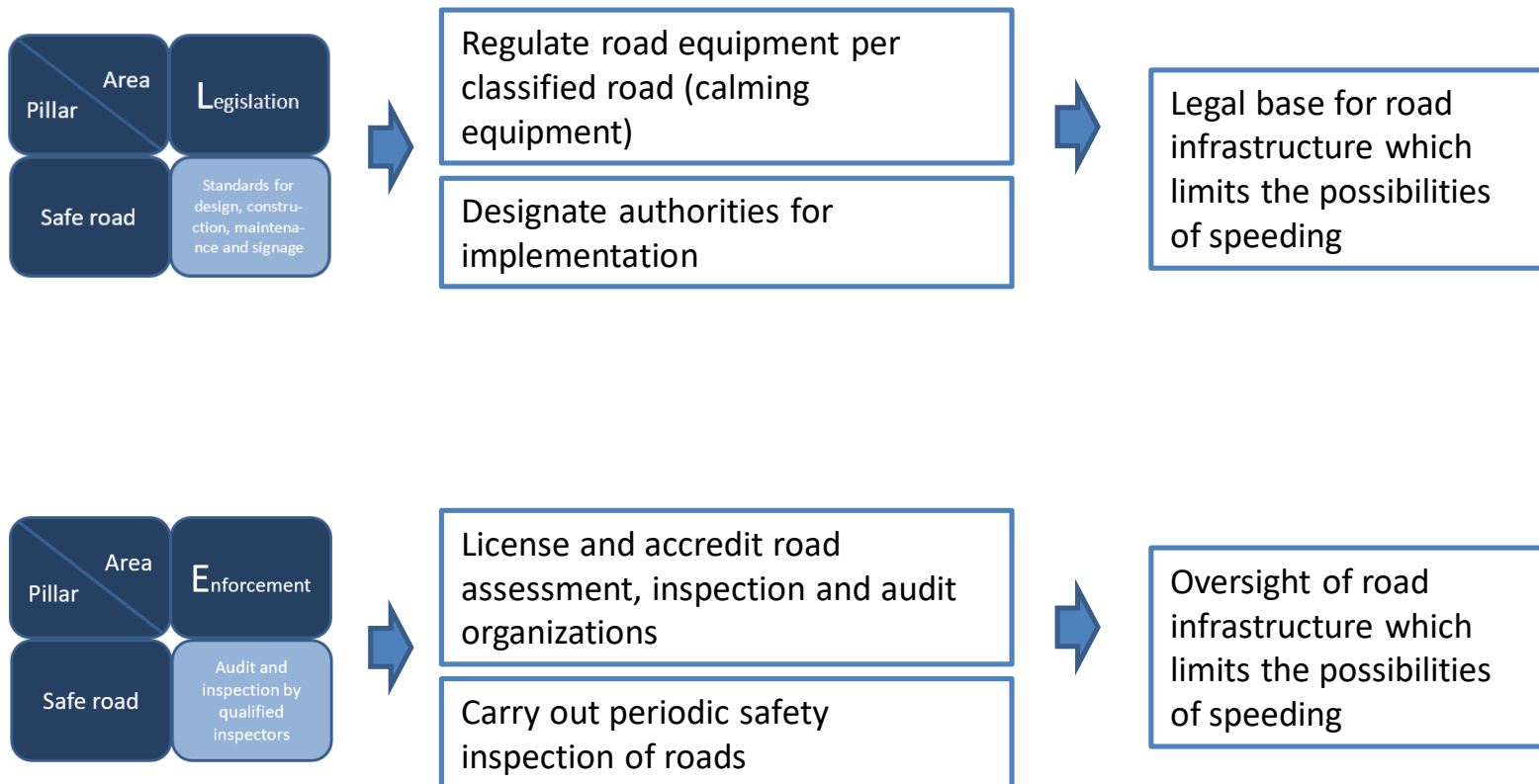
Global Framework Plan of Action for Road Safety in action

Managing speed



Global Framework Plan of Action for Road Safety in action

Managing speed



Etc.

Global Framework Plan of Action for Road Safety in action

Managing speed

| Pillar \ Area | Legislation | Enforcement | Education | Technology | International Regulatory Support |
|-------------------------------|---|---|---|---|--|
| Road safety management | | | | | |
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Global Framework Plan of Action for Road Safety in action

Managing speed

A screenshot of a news article from MailOnline. The article title is 'Britain's roads are 'not made safer by 20mph zones': Average speed falls just 0.7mph and there aren't fewer crashes, official report finds'. The article includes a bulleted list of findings and is attributed to James Salmon for The Daily Mail, published on 23 November 2018.

MailOnline

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Britain's roads are 'not made safer by 20mph zones': Average speed falls just 0.7mph and there aren't fewer crashes, official report finds

- A study has found no significant reduction in accident rates in 20mph zones
- Councils have spent millions reducing speed limits to improve road safety
- The four-year study found speeds dropped by 0.7mph in some 20mph zones
- Almost half of drivers admit regularly breaking the 20mph speed limit

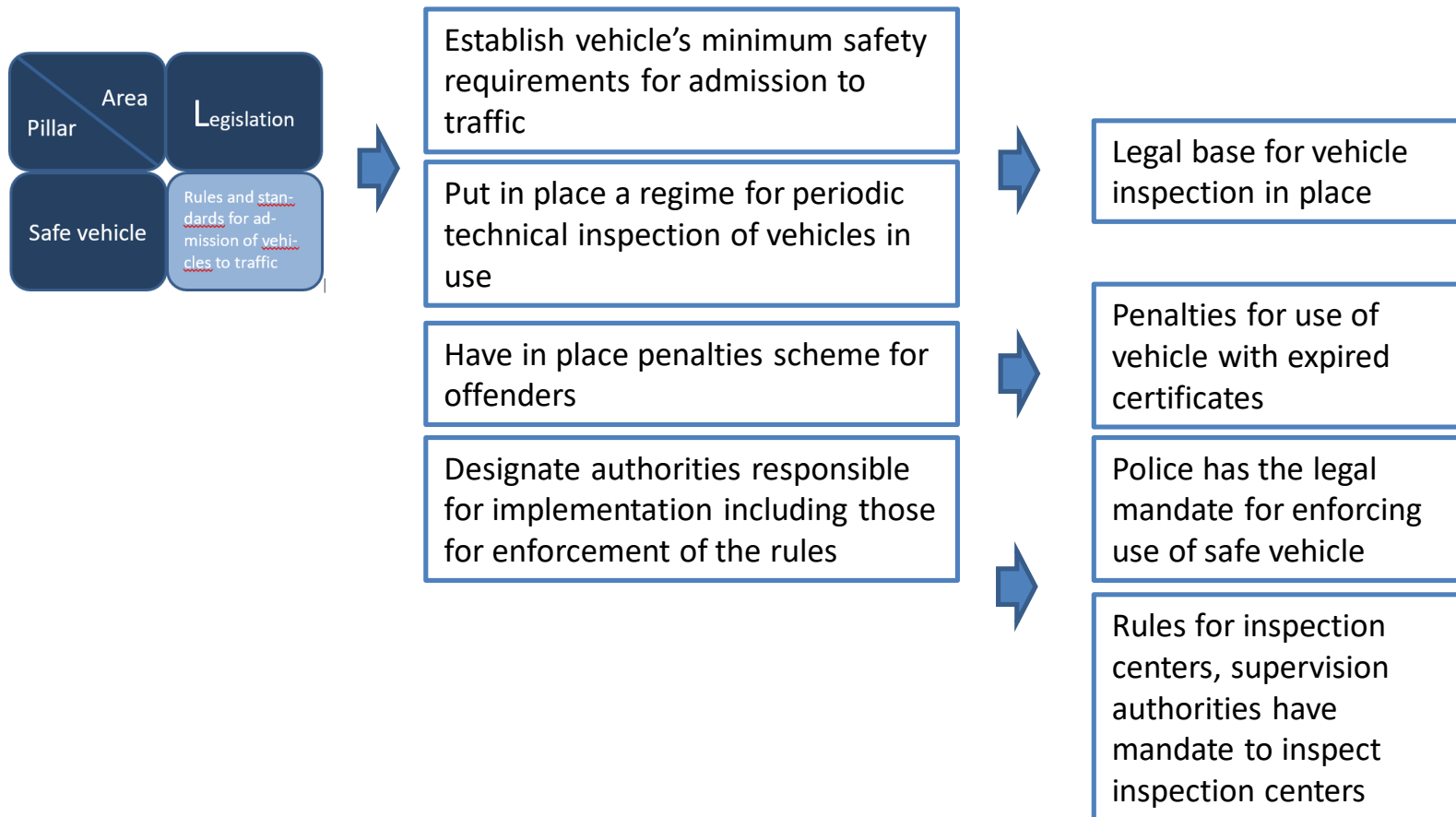
By [JAMES SALMON FOR THE DAILY MAIL](#)
PUBLISHED: 00:12 GMT, 23 November 2018 | UPDATED: 00:13 GMT, 23 November 2018

Lack of enforcement by police was a key reason so many motorists ignored 20mph limits, according to drivers.

The study found there was a 'widespread view among the public' that the 'likelihood of being caught exceeding the limit is very small'.

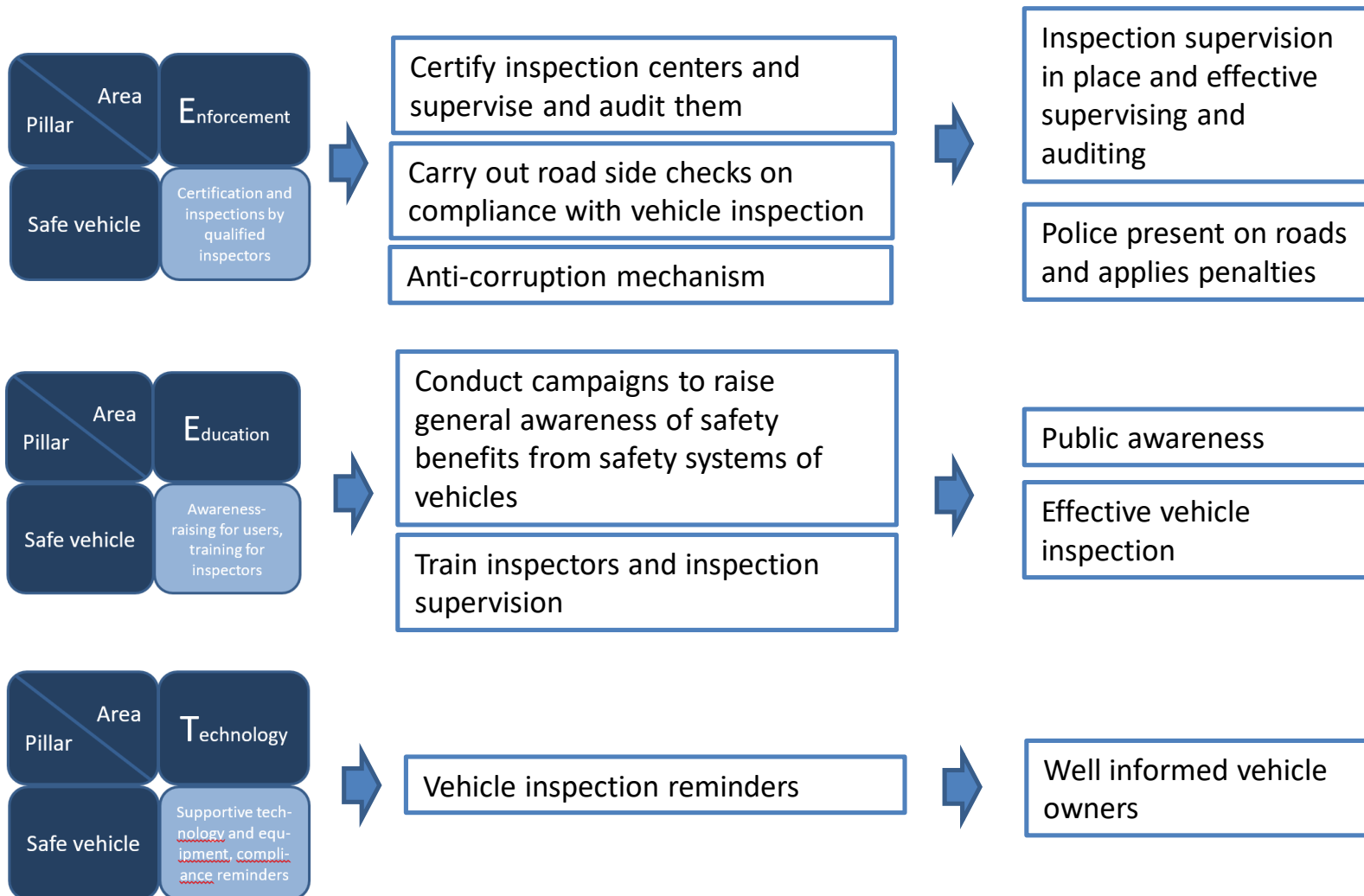
Global Framework Plan of Action for Road Safety in action

Vehicle inspection



Global Framework Plan of Action for Road Safety in action

Vehicle inspection



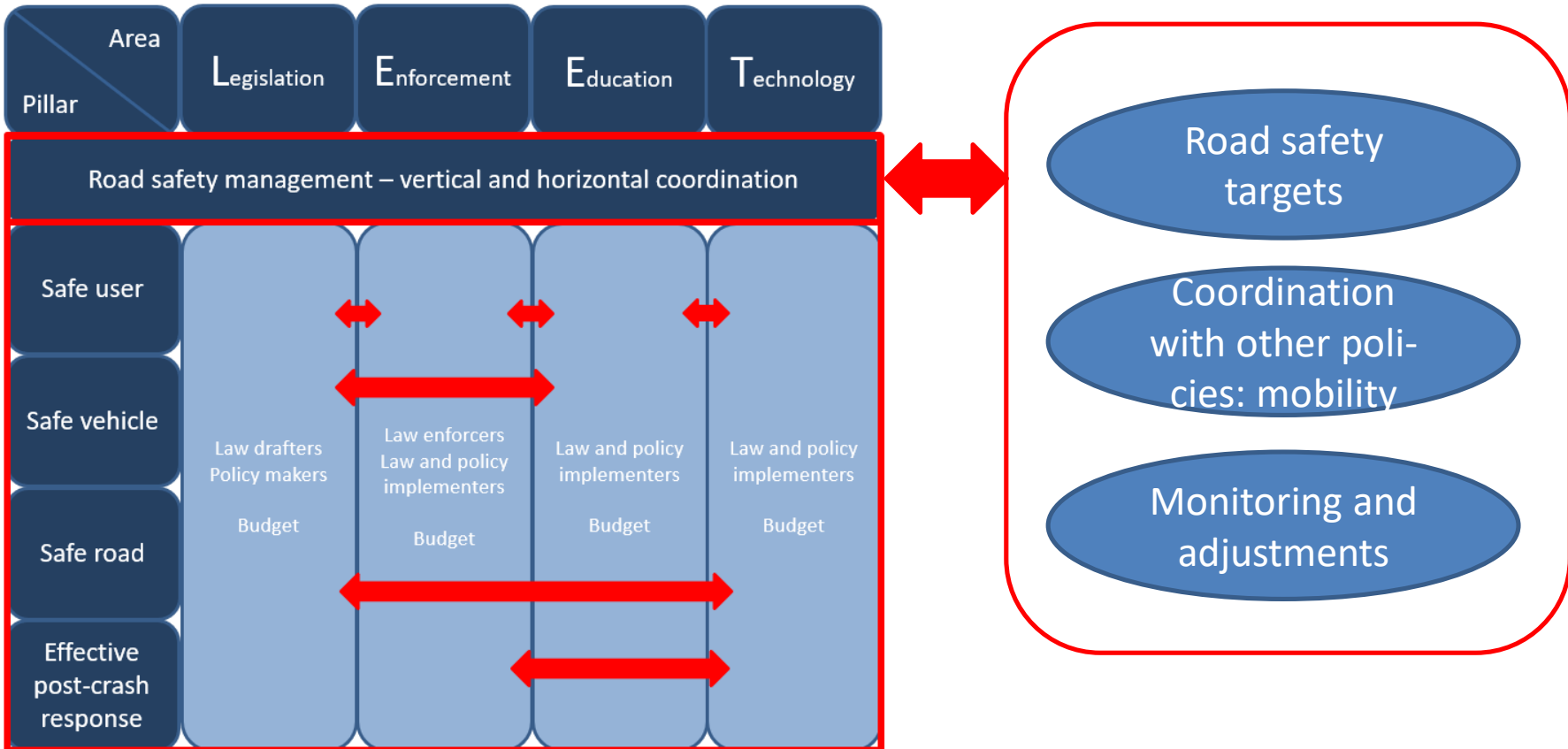
Etc.

Global Framework Plan of Action for Road Safety in action

Vehicle inspection


| Pillar \ Area | Legislation | Enforcement | Education | Technology | International Regulatory Support |
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Road safety management



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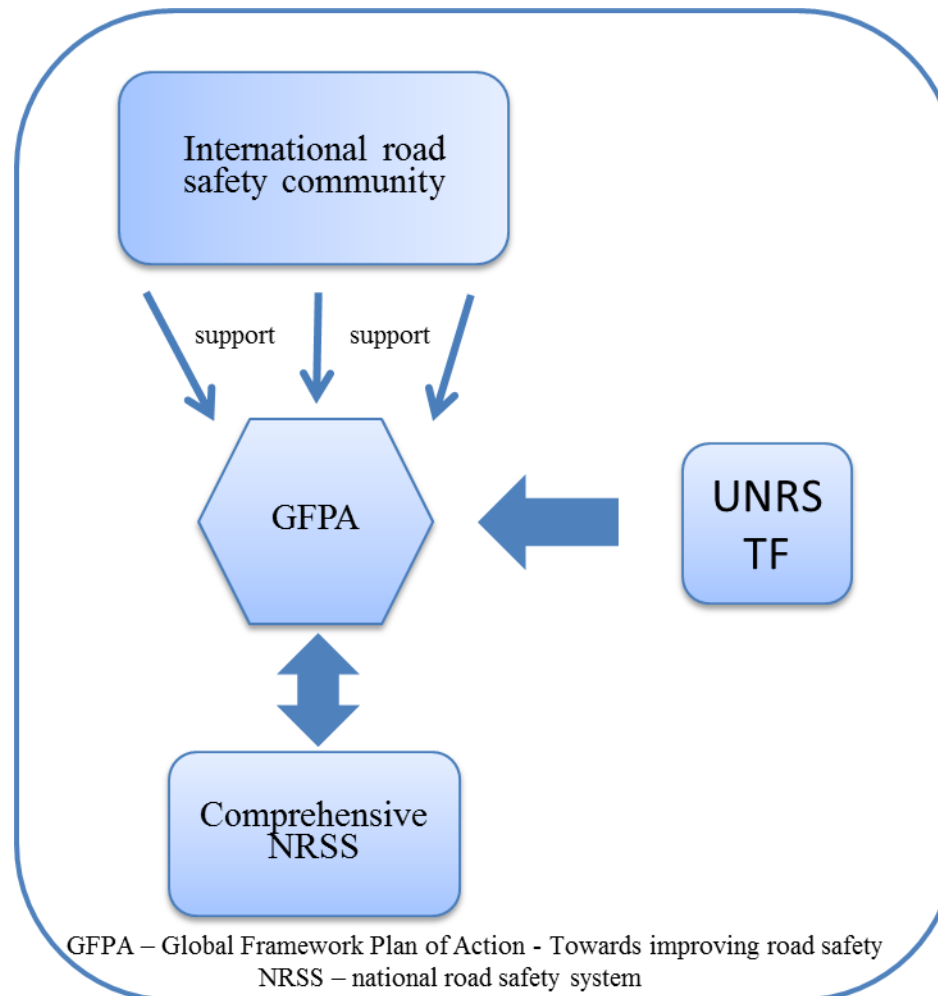
- Adopted under the United Nations Road Safety Trust Fund
- Will guide action under the Trust Fund



The screenshot shows the UNECE website page for the UN Road Safety Trust Fund. The page features a navigation menu with options like 'About UNECE', 'Our work', 'Themes', 'Where we work', 'Open UNECE', 'Events', 'Publications', and 'Media'. A search bar is located in the top right corner. The main content area is titled 'UN Road Safety Trust Fund' and includes an 'Introduction' section. The introduction text states: 'Every year, an estimated 1.3 million people are killed and up to 50 million injured in road traffic accidents. This makes poor road safety one of the most pressing social and economic issues of our time. In recognition of the challenges, the General Assembly in April 2016 adopted resolution 70/260, which requested the Secretary-General "to consider the possibility of establishing, from voluntary contributions, a Road Safety Trust Fund, to support the implementation of the Global Plan for the Decade of Action and the road safety-related Sustainable Development Goals."' A 'Read more >' link is provided. Below the introduction is an 'In focus' section with four icons: 'Advisory Board', 'Steering Committee', 'Donors *coming soon', and 'Pilot Projects *coming soon'. At the bottom, there are 'News' and 'Events' sections. The 'News' section lists: 'UN Road Safety Trust Fund approves first pilot projects' (23 November 2018), 'United Nations Road Safety Trust Fund launches call for pilot project proposals' (20 September 2018), 'UN Road Safety Trust Fund gears up for action' (10 August 2018), and 'Launch of United Nations Road Safety Trust Fund'. The 'Events' section lists: 'UNRSTF Steering Committee (2nd session)' (22 November 2018, PALAIS DES NATIONS, GENEVA) and 'UNRSTF Advisory Board (2nd session)' (21 November 2018, PALAIS DES NATIONS, GENEVA).

UN Road Safety Trust Fund

In support of complete National Road Safety Systems



UNRSTF's priorities for assistance support

Technical assistance in support of establishing comprehensive National Road Safety Systems in low- and middle-income countries

Priority 1

Gaps identification and creation of a national action plan with support of GFPA

Priority 2a

National GFPA (or similar) action plan in place – specific technical assistance to deliver an action with a system solution to improving NRSS

Priority 2b

Specific technological or educational solution to improving NRSS

Priority 3

Specific technical assistance to deliver a system solution to road safety management

Thank you

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