Global Framework Plan of Action for Road Safety

Regional Workshop on Road Safety Management in the Arab Countries

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Safer roads for all

Can this be achieved?
Safer roads for all

Maybe not

YES it can

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

Institutions and budget

Capacity

Commitment

Legislation

Enforcement

Education

Technology
Where to start?

Global Framework Plan of Action for Road Safety

- 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
Global Framework Plan of Action for Road Safety

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 drivers 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

- Country (with or without support)
- Applies GFPA
- Identifies missing or weak elements
- Implements specific, system solutions
- More complete NRSS
Global Framework Plan of Action for Road Safety in action

Managing speed

**Legislation**
- Regulate reasonable speed and distance management
- Have in place penalties scheme for offenders
- Designate authorities responsible for implementation including those for enforcement of the rules

**Enforcement**
- Carry out road side checks on compliance with speed regulation (police, use of enforcement technology enabled e.g. speed guns and cameras)
- Anti-corruption mechanism

- Speed regulations as part of traffic code
- Penalties for speeding established
- Police has the legal mandate for enforcing speed
- Police present on roads and applies penalties
Global Framework Plan of Action for Road Safety in action

Managing speed

**Education**
- Driver training
- Train enforcement authorities for road side checks
- Effective speed enforcement

**Technology**
- Speed reminders/intelligent speed limiters
- Decreased driver distraction
Global Framework Plan of Action for Road Safety in action

Managing speed

- Regulate road equipment per classified road (calming equipment)
- Designate authorities for implementation
- Legal base for road infrastructure which limits the possibilities of speeding

- License and accredit road assessment, inspection and audit organizations
- Carry out periodic safety inspection of roads
- Oversight of road infrastructure which limits the possibilities of speeding

Etc.
Global Framework Plan of Action for Road Safety in action

Managing speed
Global Framework Plan of Action for Road Safety in action

Managing speed

Mail Online

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

- Establish vehicle’s minimum safety requirements for admission to traffic
- Put in place a regime for periodic technical inspection of vehicles in use
- Have in place penalties scheme for offenders
- Designate authorities responsible for implementation including those for enforcement of the rules

Legal base for vehicle inspection in place

Penalties for use of vehicle with expired certificates

Police has the legal mandate for enforcing use of safe vehicle

Rules for inspection centers, supervision authorities have mandate to inspect inspection centers
Global Framework Plan of Action for Road Safety in action

Vehicle inspection

Certify inspection centers and supervise and audit them

Carry out road side checks on compliance with vehicle inspection

Anti-corruption mechanism

Inspection supervision in place and effective supervising and auditing

Police present on roads and applies penalties

Conduct campaigns to raise general awareness of safety benefits from safety systems of vehicles

Train inspectors and inspection supervision

Public awareness

Effective vehicle inspection

Well informed vehicle owners

Vehicle inspection reminders

Etc.
Global Framework Plan of Action for Road Safety in action

Vehicle inspection

- Safe user: Traffic rules for drivers and pedestrians
- Safe vehicle: Rules and standards for admission of vehicles to traffic
- Safe road: For operations and design
- Effective post-crash response: Standards for post-crash response and investigation

Legislation: Lawful behavior ensured by police and inspectors
Enforcement: Awareness raising, training and examination
Education: Supportive technology and equipment, rules reminders
Technology: Supportive technology and equipment, compliance reminders
International Support: UN RS legal instruments and resolutions, WP.1, SC.1, WP.15, WP.29

Road safety management

Effective post-crash response

- Standards for post-crash response and crash investigation
- Oversight of rescue service, investigators investigating crashes
- First aid and rescue service training and equipment

Supportive technology and equipment

Consolidated resolution, int. standards, WP.1, SC.1
Road safety management

- Legislation
- Enforcement
- Education
- Technology

Road safety management – vertical and horizontal coordination

Safe user
- Law drafters
  - Policy makers
- Law enforcers
  - Law and policy implementers
- Law and policy implementers
- Law and policy implementers
- Budget
- Budget
- Budget

Safe vehicle

Safe road

Effective post-crash response

Road safety targets

Coordination with other policies: mobility

Monitoring and adjustments
Global Framework Plan of Action for Road Safety

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

In support of complete National Road Safety Systems

GFPA – Global Framework Plan of Action - Towards improving road safety
NRSS – National Road Safety System
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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