



UN General Assembly Resolution 64/255 Decade of Action 2011-2020 for Road safety



Introduction of EuroMed TSP

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Main risks of road crashes



- The UN 87th General Assembly plenary meeting on 31 March 2008:
 - expressing its **concerns** at the **continued increase in road fatalities** and injuries worldwide;
 - reaffirming the **need** for further **strengthening** of international cooperation and knowledge-sharing in **road safety**, taking into account the **needs of developing countries**;
 - Welcomes the offer by the **Government of the Russian Federation** to host the **first global ministerial conference on road safety**

GA Resolution 62/244 on improving global road safety



First Global Ministerial Conference on Road Safety: Time for Action

Moscow, 19-20 November 2009





- The Government of the Russian Federation hosted the First Global Ministerial Conference on Road Safety, **Moscow 19-20 November 2009**
- The Conference was **opened by President Dmitry Medvedev**
- **1500 participants** including **ministers**, representatives of **UN agencies**, **civil society** organizations and **private companies** attended
- **Participants called for action** to address the large and growing global impact of road traffic crashes

**The Conference adopted the
Moscow Declaration which invited the
UN General Assembly to declare a**

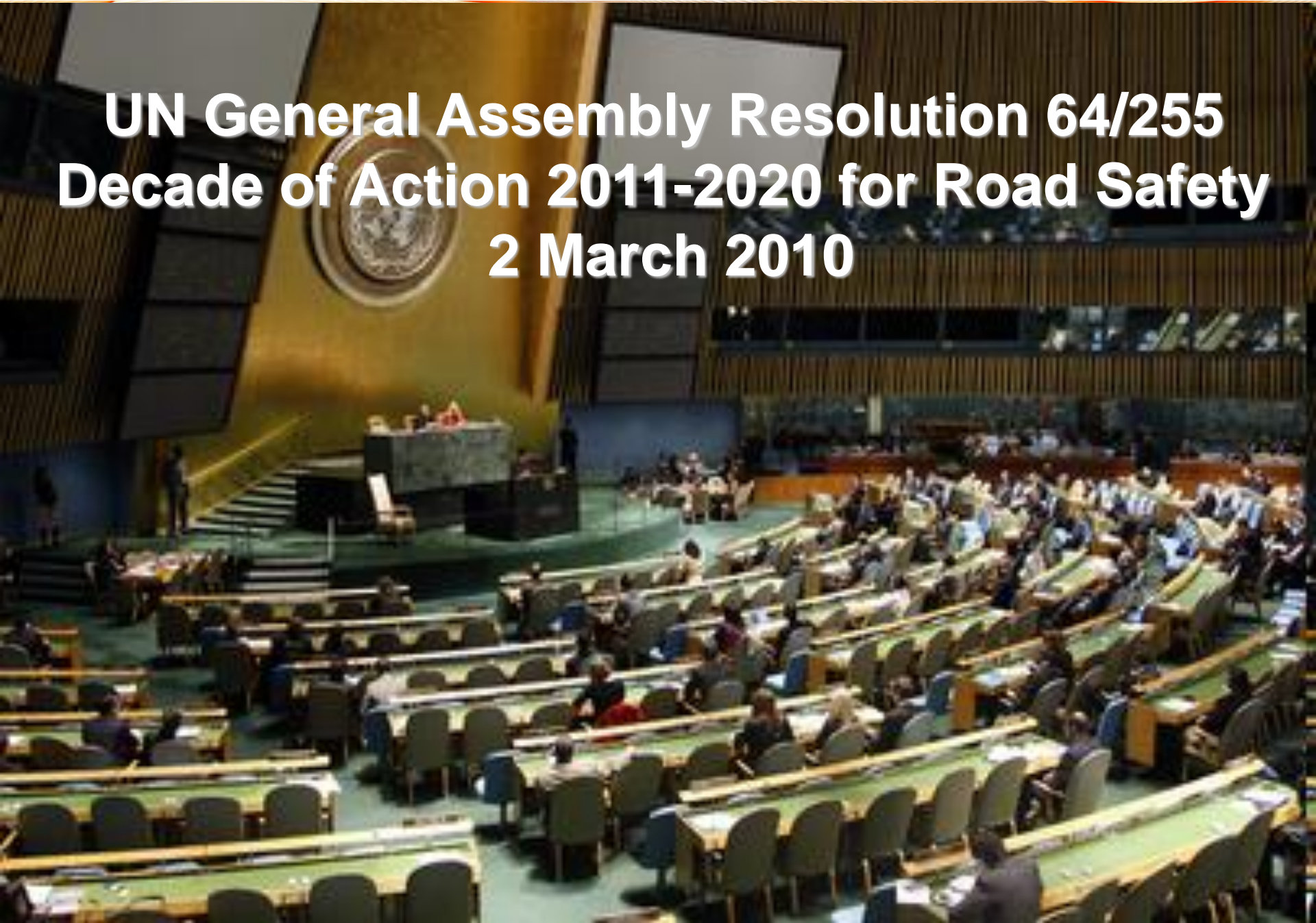
Decade of Action for Road Safety 2011-2020



UN General Assembly Resolution 64/255

Decade of Action 2011-2020 for Road Safety

2 March 2010





- The UN 74th plenary meeting of the General Assembly on 2 March 2010:
 - Recognizing the tremendous global burden of mortality resulting from road traffic crashes, as well as the 20 to 50 million people who incur each year non-fatal road traffic injuries, many of whom are left with lifelong disabilities,
 - Expressing its concern at the continued increase in road traffic fatalities and injuries worldwide,
 - Welcomes the declaration adopted at the first Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009;
- Proclaims the period 2011–2020 as the Decade of Action for Road Safety,



General Assembly

Distr.: General
10 May 2010Sixty-fourth session
Agenda item 46

Resolution adopted by the General Assembly

[without reference to a Main Committee (A/64/L.44/Rev.1 and Add.1)]

64/255. Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/269 of 14 April 2004, 60/5 of 26 October 2005 and 62/244 of 2 March 2008 on improving global road safety,

Having considered the note by the Secretary-General¹ submitting to the Assembly information on global road safety and the recommendations contained therein,

Recognizing the tremendous global burden of mortality resulting from road traffic crashes, as well as the twenty to fifty million people who incur each year non-fatal road traffic injuries, many of whom are left with lifelong disabilities,

Noting that this major public health problem has a wide range of social and economic consequences which, if addressed, may affect the sustainable development of countries and hinder progress towards the Millennium Development Goals,

Underlining the importance for Member States to continue using the World Report on Road Traffic Safety: Preventing Serious Injuries as a framework for road safety efforts and implementing its recommendations, as appropriate, by paying particular attention to the main risk factors identified, including the non-use of safety belts and child restraints, the non-use of helmets, drinking under the influence of alcohol and drugs, inappropriate and excessive speed and the lack of appropriate infrastructure, by strengthening road safety management and by paying particular attention also to the most vulnerable road users, such as pedestrians, cyclists and motorcyclists, and users of unsafe motor transport, as well as by improving post-crash care for victims involved in crashes,

Commending the World Health Organization for its role in implementing the mandate conferred upon it by the General Assembly to work in close cooperation with the United Nations regional commissions to coordinate road safety issues within the United Nations system, and commending also the progress of the United

¹ A/64/266.

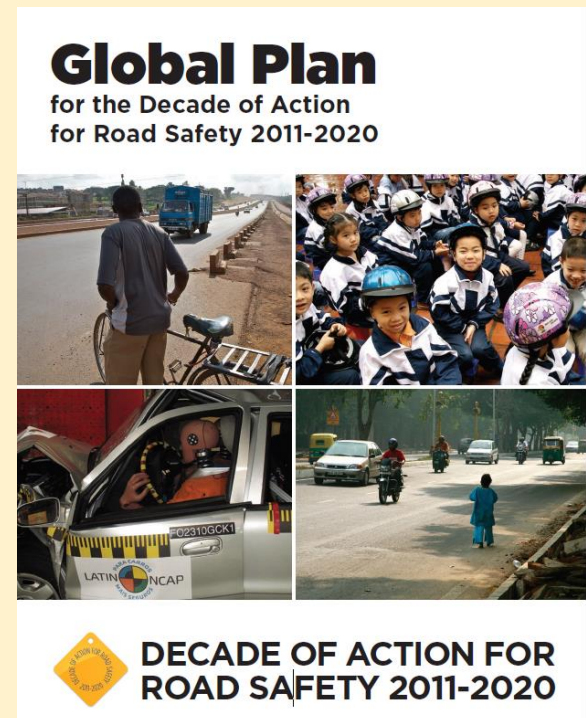


- The Resolution 64/255 **set as a goal of the Decade:**

*to stabilise and then reduce the forecast level of road traffic fatalities around the world **by increasing activities** conducted at the national, regional and global levels*

- and **requests WHO and the UN regional commissions**, in cooperation with other stakeholders,

***to prepare a plan of action of the Decade** as a guiding document to support the implementation of its objectives*





- Based on “**safe system**” approach, accommodating human error and take into consideration the vulnerability of the human body
- **Road users, vehicles and road network/environment** are addressed, with greater attention to **speed management and vehicle and road design**
- Recognizing the importance of **ownership at national and local levels**, and of **involving multiple sectors** and agencies (transport, health, police, justice, urban planning etc.)
- Having road safety related legislation in place, harmonized among countries as much as possible is essential.
- The main related UN international legal instruments should be the basis of global road safety legislation
- Special attention be given to the most vulnerable groups





The overall goal “stabilize and then reduce the forecast level of road traffic fatalities around the world by 2020” will be attained through:

- Adhering and implementing the main **UN road safety related agreements**;
- Developing/implementing sustainable **road safety strategies**/programmes;
- Setting **ambitious but feasible target** for reduction road fatalities by 2020;
- **Strengthening the management** and capacity for implementation of road safety activities at the national, regional and global levels;
- Improving **data collection** quality at the national, regional and global levels;
- **Monitoring progress** on predefined indicators national, regional and global;
- **Increasing funding** to road safety and better use of existing resources;
- **Building capacities** at national, regional and international level.



- **Pillar 1: Road safety management**

Adhere to and/or fully implement **UN legal instruments**; Establish a **lead agency**; Develop a **national strategy**; Set realistic and long-term **targets**; Ensure **sufficient funding**; Establish and support **quality data systems** for monitoring & evaluation

- **Pillar 2: Safer roads and mobility**

Raise safety and protective **quality of road networks** for all road users, especially the most vulnerable; implement UN road infrastructure agreements, **road assessment and improved design, construction and operation of roads.**





- **Pillar 3: Safer vehicles**
Encourage **universal** deployment of improved **vehicle safety technologies** and harmonization of global **standards according to UN Vehicle Regulations**, consumer information schemes and incentives to accelerate the uptake of new technologies
- **Pillar 4: Safer road users**
Develop comprehensive programmes to improve road user behaviour; Enforcement of laws and standards; Public awareness/education to increase seat-belt and helmet wearing rates, reduce drink-driving, speed and other risk factors



City Safety – low-speed auto brake





- **Pillar 5: Post crash response**

Increase responsiveness to post-crash emergencies; improve the ability of health and other systems to provide appropriate emergency treatment; and longer term rehabilitation for crash victims.





- Excessive **speeding** (responsible for 1/3 of fatal accidents)
- **Drink and Drive** (20% of driver fatalities involve BAC in excess of limits)
- No use of **seat-belts, child restraints and helmets** (responsible for deaths)
- Use of **mobile phones** while driving
- **Poorly designed** or insufficiently **maintained roads** (killer roads)
- Use of vehicles that are **old, poorly maintained, or lacking safety features** (still widespread)



EuroMed Transport
SUPPORT PROJECT

Jordan National Workshop

Conventions on Road Traffic and on Road Signs and Signals, of 1968



Project funded by the
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Ministry of Transport
Jordan



Thank you