

DIFFERENT DRIVERS & VEHICLES. SAFETY FOR ALL



**UN Road Safety Conventions
and UNECE's Global Forum for Road Traffic Safety (WP.1)**

Rebecca Huang

Sustainable Transport Division, UNECE

Overview of Presentation

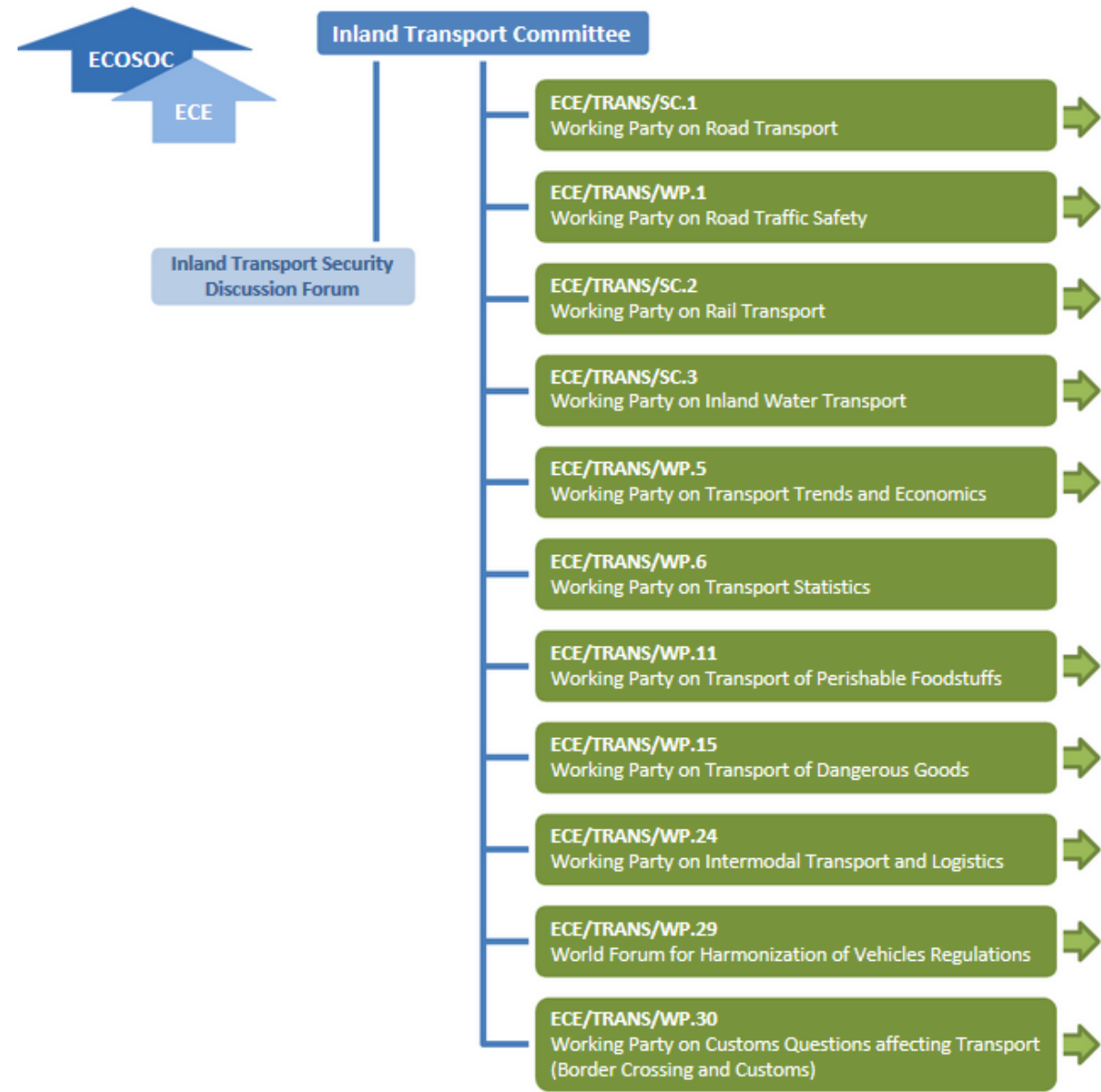
1. Introduction to UNECE and WP.1
2. United Nations Road Safety Conventions
3. 1968 and 1949 Conventions on Road Traffic
4. Domestic Driving Permits and International Driving Permits
5. Driver training and automated vehicles

UNECE Sustainable Transport Division

Our spotlight is on road safety



Focusing on international rules, regulations and procedures; analyzing situations; offering capacity-building and technical assistance, often out of sight – the Sustainable Transport Division of the United Nations Economic Commission for Europe is committed to improving road safety worldwide.



WP.1 (Global Forum for Road Traffic Safety)



General Assembly Resolutions

- Since 2003, the GA has called attention to global road safety and the need for improvement
- New GA resolution on road safety every 2 years
- Latest GA resolution A/RES/74/299 (paragraph 7)

“reaffirms the role and importance of the United Nations legal instruments on road safety, such as the 1949 Convention on Road Traffic, the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and 1998 agreements on technical vehicle regulations, the 1997 agreement on periodic technical inspection of vehicles and the 1957 agreement on the transport of dangerous goods, in facilitating road safety at the global, regional and national levels, and commended Member States that have acceded to these international legal instruments on road safety”

Voluntary Global Performance Targets directly linked to UN legal instruments

TARGET 2
2030



Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.




TARGET 5
2030




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

TARGET 6
2030




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

TARGET 7
2030




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

TARGET 8
2030



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

TARGET 9
2030



Target 9: By 2030, halve 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.

TARGET 10
2030



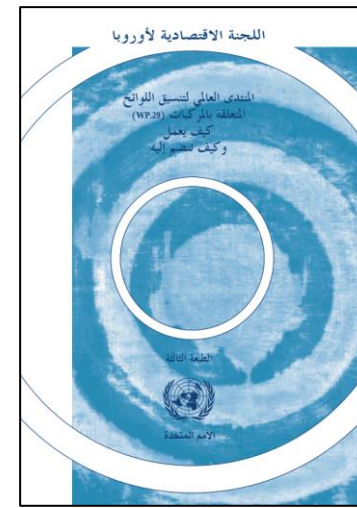
Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

TARGET 11
2030



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

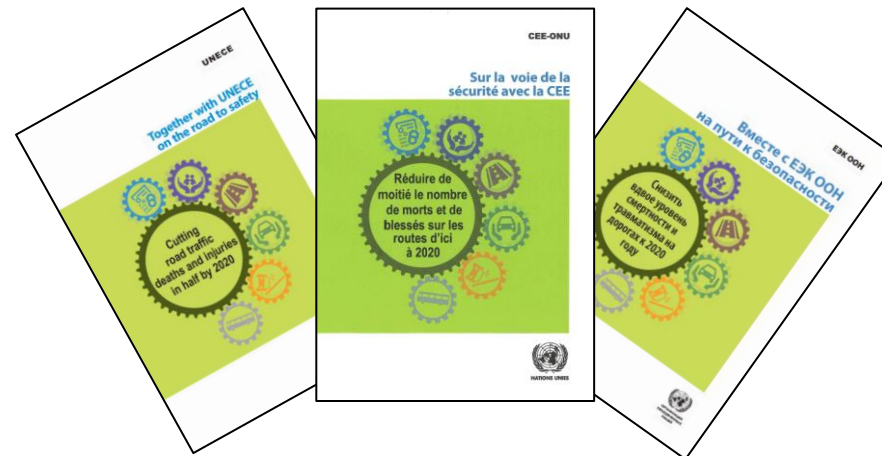
What is a Convention?



- **Binding based on elaborated good practices**
- **Motivation behind multilateral platforms to exchange good practices, discuss emerging challenges and find the best common solutions**
- **Continuously reviewed and amended to remain current**

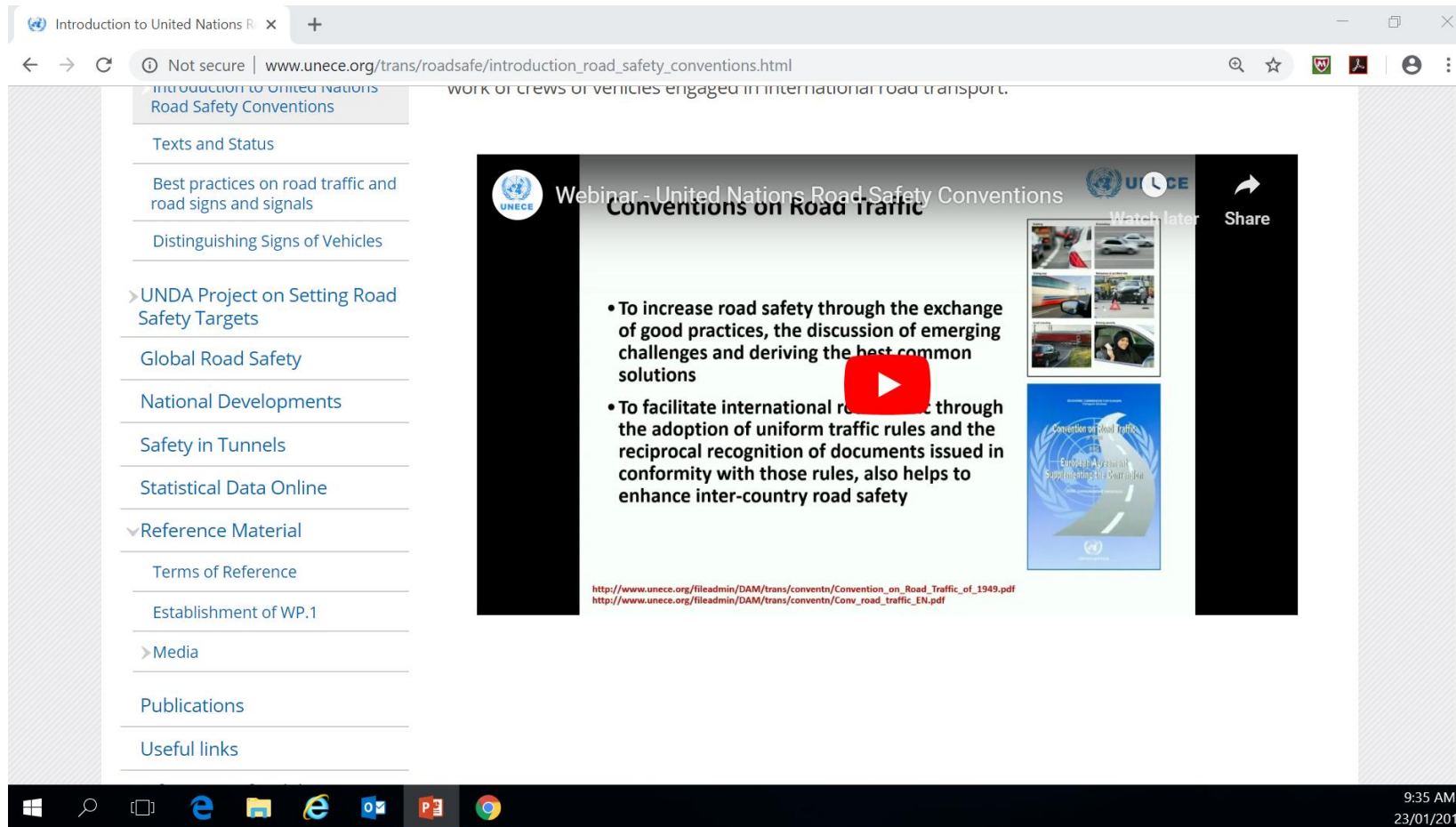
United Nations Road Safety Conventions

- 1949 and 1968 Conventions on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1958, 1997 and 1998 “Vehicle Regulations” Agreements
- 1957 European Agreement for the International Carriage of Dangerous Goods by Road
- 1970 European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport



Webinar – UN Road Safety Conventions

http://www.unece.org/trans/roadsafe/introduction_road_safety_conventions.html



Introduction to United Nations R x +

Not secure | www.unece.org/trans/roadsafe/introduction_road_safety_conventions.html

Introduction to United Nations Road Safety Conventions

work of crews or vehicles engaged in international road transport.

Texts and Status

Best practices on road traffic and road signs and signals

Distinguishing Signs of Vehicles

> UNDA Project on Setting Road Safety Targets

Global Road Safety

National Developments

Safety in Tunnels

Statistical Data Online

▼ Reference Material

Terms of Reference

Establishment of WP.1

> Media

Publications

Useful links

Webinar - United Nations Road Safety Conventions

Conventions on Road Traffic

- To increase road safety through the exchange of good practices, the discussion of emerging challenges and deriving the best common solutions
- To facilitate international road transport through the adoption of uniform traffic rules and the reciprocal recognition of documents issued in conformity with those rules, also helps to enhance inter-country road safety

Watch later Share

http://www.unece.org/fileadmin/DAM/trans/convents/Convention_on_Road_Traffic_of_1949.pdf
http://www.unece.org/fileadmin/DAM/trans/convents/Conv_road_traffic_EN.pdf

9:35 AM
23/01/2019

United Nations Road Safety Conventions

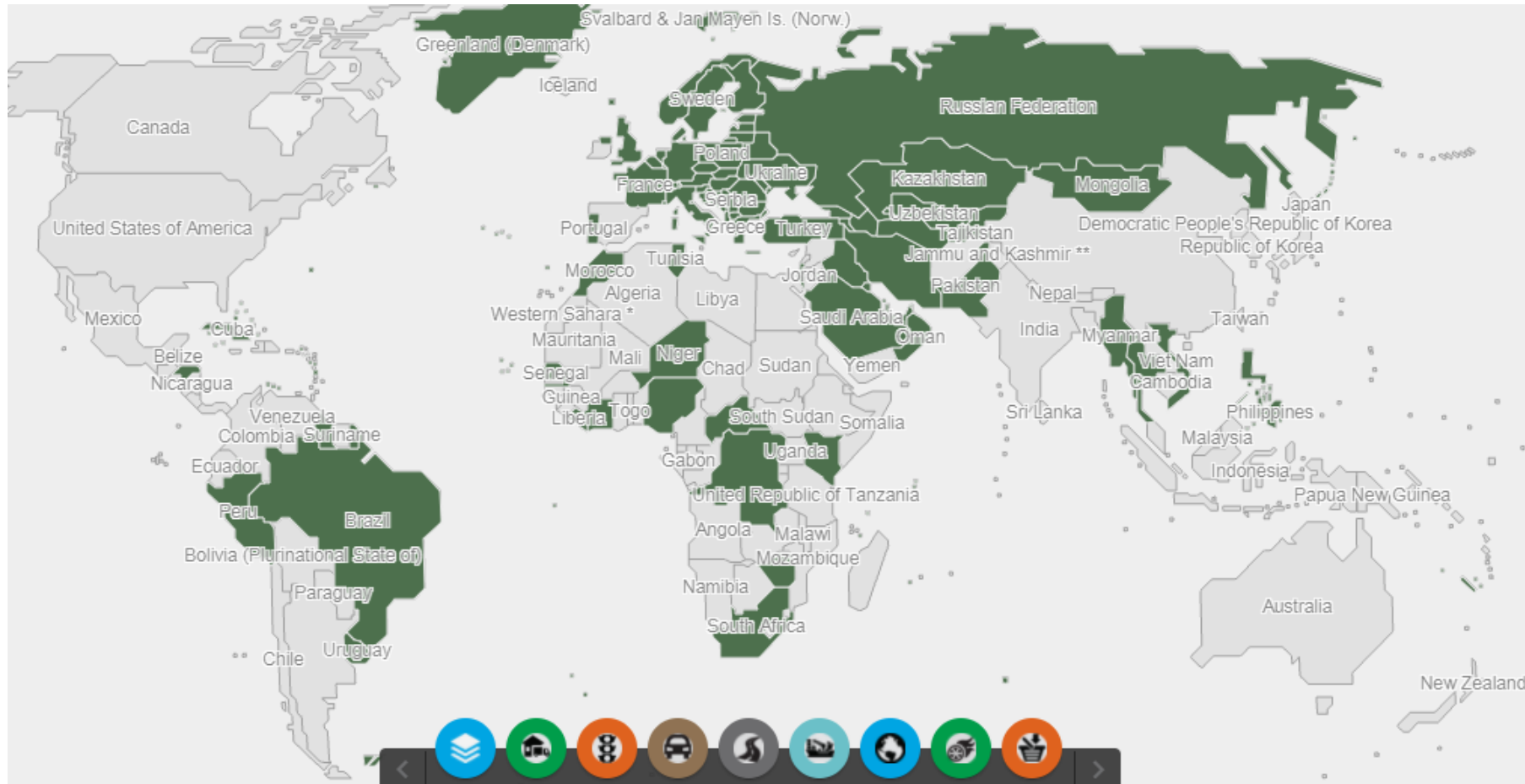


Contracting Parties

1949 Convention on Road Traffic: 102 Contracting Parties

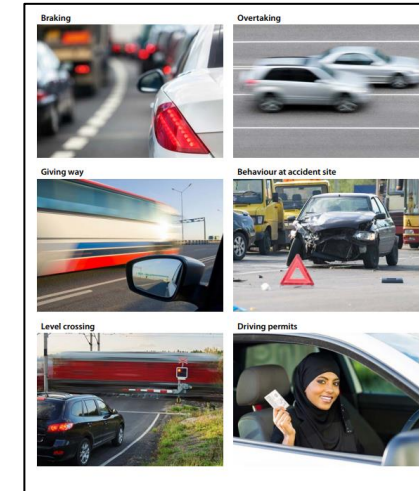


1968 Convention on Road Traffic: 84 Contracting Parties



Conventions on Road Traffic

- To increase road safety through the exchange of good practices, the discussion of emerging challenges and deriving the best common solutions
- To facilitate international road traffic through the adoption of uniform traffic rules and the reciprocal recognition of documents issued in conformity with those rules, also helps to enhance inter-country road safety



Driving Permits

1949 Convention on Road Traffic	1968 Convention on Road Traffic
Chapter V <ul style="list-style-type: none">• Art. 24 (Driving Permits)• Art. 25 (Info between Contracting States of identity of persons holding DPs) Annex 9 (Model DDP) Annex 10 (Model IDP)	Chapter IV <ul style="list-style-type: none">• Art. 41 (Driving Permits)• Art. 42 (Suspension of the validity of DPs)• Art. 43 (Transitional provisions) Annex 6 (DDP) Annex 7 (IDP)

Prevailing Convention for the issue/use of DDPs and IDPs issued under the 1949 and 1968 Conventions on Road Traffic

<https://unece.org/sites/default/files/2021-02/ECE-TRANS-WP.1-2021-Informal-No.2e.pdf>

Driver training and Automated Driving

- In anticipation of the increasing relevance and interest in the training of drivers in the context of automotive technology advancement, **WP.1 has decided to include this item for discussion in its agenda from September 2021 onwards**
- The topic of **human factors and automated driving** is also being considered by WP.1. At its 82nd session, WP.1 received presentations from experts/academia in this field and had interesting discussions. These discussions will continue in September.

**United Nations Economic Commission for Europe
Sustainable Transport Division**

**8-14, Avenue de la Paix
CH-1211 Geneva 10
Switzerland**

Email: roadsafety@un.org

<https://unece.org/transport/road-traffic-safety>