



The UN Decade of Action 2011-2020 A Global and European Priority

Presentation by David Ward

Executive Secretary of the Commission for Global Road Safety

Make Roads Safe – Sensor Conference

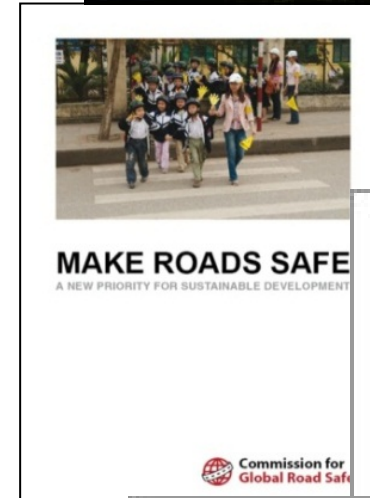
Athens 20 November 2014



The Commission & the Decade of Action

Since 2006 the Commission for Global Road Safety has played a key role in promoting international action to curb the rise in road traffic fatalities. In our reports published in 2006, 2009, 2011 and 2013 the Commission has called for:

- A \$300 million ten year Action Plan for road safety and for the MDBs to act together to improve the road safety impact of their road investments.
- The first ever Ministerial Conference on global road safety which was held in Moscow in 2009.
- A UN Decade of Action for road safety, a 50% casualty reduction target supported by a 'five pillar' plan based on the 'safe systems' approach.
- The inclusion of road safety in the UN's post-2015 framework of Sustainable Development Goals.



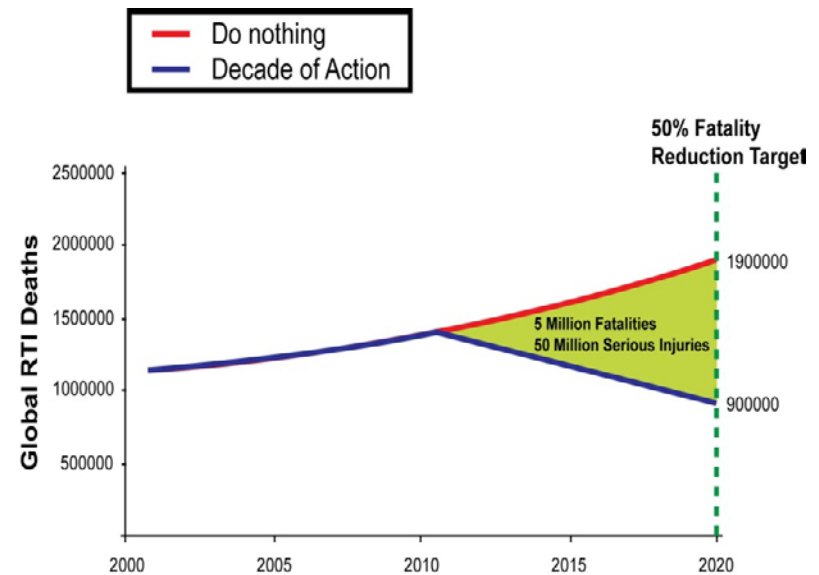
UN Decade of Action 2011-2020

The Decade's goal is to *'stabilize and then reduce the level of road fatalities'* equivalent to a 50% reduction in the forecast level of fatalities by 2020.

This would avoid 5 million deaths, 50 million injuries . The Decade is supported by a Global Plan with five pillars:

1. Building Management Capacity
2. Encouraging Safer User Behaviour
3. Building Safer Vehicles
4. Building Safer Roads
5. Improving Post Crash Care

The Global Plan promotes five star drivers, in five star vehicles cars, on five star roads and is based on the 'safe systems' approach to road injury prevention.



The Global Plan for the UN Decade of Action

Five pillars for a Safe Systems approach

Build Capacity



Safer Roads & Mobility



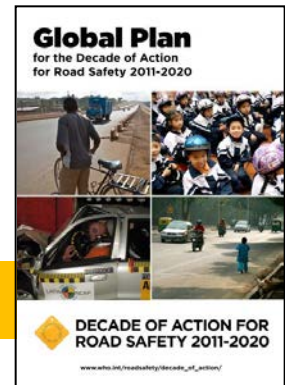
Safer Vehicles



Safer User behaviour



Post-crash response



www.who.int/roadsafety/decade_of_action/

Towards Zero Fatalities

The Safe System aims to reduce road injury by acting simultaneously on:

- the road user
- the motor vehicle
- the road infrastructure

And treating all three as part of an interactive and dynamic system.

Rather than **blaming the victim** for causing crashes, the risk of human error is **tolerated** by a **'forgiving'** system. The ambition is to build the safety capacity of our roads so that the consequence of human error is not punishable by death – a strategy aiming for zero fatalities

The design challenge is to manage loss of control of kinetic energy within the tolerances survivable by the human body. (ie: less than 40kph).



Safer Road Users

According to the WHO only 15% of UN Member states have comprehensive laws for the five main risk factors (non use of seat belts, helmets, and child restraints, drink driving and speeding). In many countries police enforcement suffers from problems of corruption and under investment.



By 2020 effective enforcement of traffic rules in favour of seat belts, helmets, child restraints and against drink driving and speeding should be widespread in all UN Member States.



Safer Vehicles

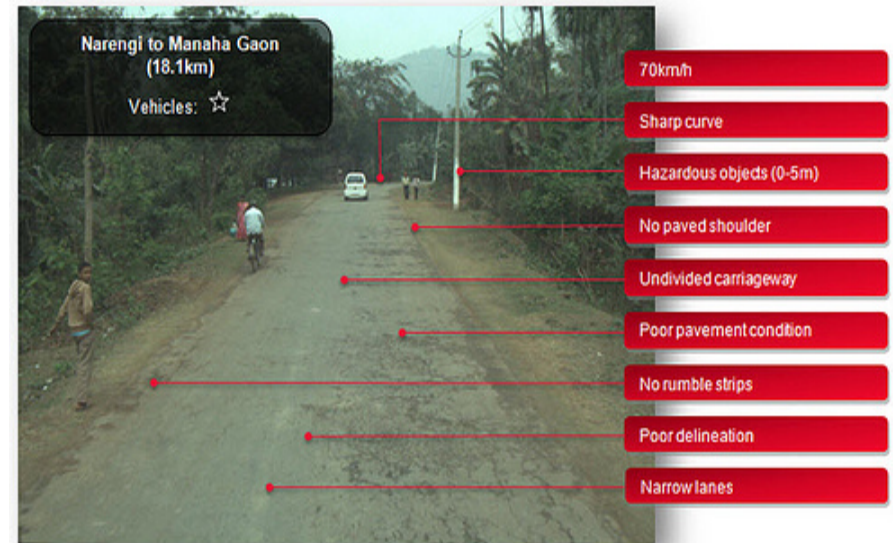
In 2013 from a total of 65 million new cars more than 20 million fail to meet UN crash test standards, have no air bags, no anti-lock brakes, and no electronic stability control.



By 2020 all new cars should meet UN crash test standards with air bags, ABS and ESC fitted as standard. This needs governments to regulate and car makers to supply all markets with the same quality vehicles. Fleet managers should also only buy NCAP rated 5 star cars.

Safer Roads

New roads are still being built with safety as an after thought. Half the roads inspected by iRAP in low and middle income countries are high risk one or two star roads. Often new roads have higher levels of speed but pay no attention to vulnerable road users or the need to reduce potential crash risks.



By 2020 we should have a world free from high risk roads. The Multilateral Development Banks should ensure that at least 10% of total road projects cost should be allocated to community based safety initiatives and exceed an iRAP 3 star rating. If 10% of the highest volume Roads achieved this it would save over 1,700,000 deaths and serious injuries.

Progress in Europe But 26,000 Are Killed Every Year

There has been solid progress in reducing road deaths across the EU. Between 2001 and 2010, the number of fatalities on EU roads was reduced by a total of 43%. From 2010 to 2013, it was reduced by a further 17%. But 26,000 are still killed every year so much more needs to be done.

A wide gap exists between the best and worst performing EU member states. The Decade is a great opportunity for the EU to lead both a European and global effort to save lives and avoid injuries on our roads.

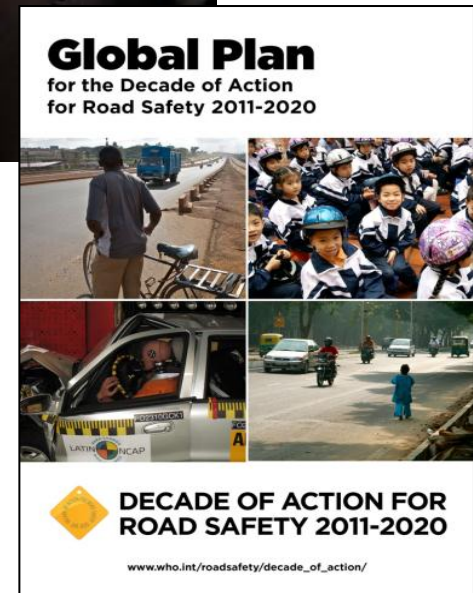


2015 – An Important Year for Global Road Safety

On 18-19 November 2015 Brazil will host the 2nd Global Ministerial Conference on Road Safety. The Meeting will carry out a mid-term review of the UN Decade of Action.

On 20-21 September the UN will adopt a new framework of Sustainable Development Goals. Hopefully this will include road safety which was omitted from the Millennium Development Goals adopted in 2000.

So 2015 is an important year both to measure progress on the implementation of the Global Plan of the Decade, and to redouble our efforts to encourage UN member states to apply its main recommendations. This is a great opportunity for Greece to play a leadership role.



THANK YOU

