

Overview of UN road safety legal instruments

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UNECE

Overview of presentation

- General Assembly resolutions
- Key UN road safety-related international conventions
- UNECE, ITC and WP.1
- Conventions on Road Traffic
- Convention on Road Signs and Signals
- “Vehicle Regulations” Agreements
- Dangerous Goods Agreement
- Accession process

Why Road Safety matters



General Assembly resolution

A/RES/64/255 Improving global road safety

2. *Proclaims* the period 2011–2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

.....

8. *Calls for* the inclusion within the plan of action of activities that pay attention to the needs of all road users, in particular pedestrians, cyclists and other vulnerable road users in low- and middle-income countries, through support for appropriate legislation and policy and infrastructure and by increasing sustainable means of transport, and in this regard invites international financial institutions and regional development banks to assist developing countries in building sustainable mass transportation systems with a view to reducing road traffic accidents;

.....

9. *Also calls for* joint multisectoral action to increase the proportion of countries with comprehensive legislation on key risk factors for road traffic injuries, including the non-use of seat belts and child restraints and helmets, drink-driving and speed, from the 15 per cent identified in the *Global Status Report on Road Safety: Time for Action* to over 50 per cent by the end of the Decade, and encourages Member States to strengthen their enforcement of existing road safety legislation on these risk factors;

.....

General Assembly resolution

A/RES/64/255 Improving global road safety

16. *Also encourages* Member States to become contracting parties to and to implement the United Nations road safety-related legal instruments, as well as to adhere to the Convention on the Rights of Persons with Disabilities;⁵

.....

General Assembly resolution

A/RES/70/260 Improving global road safety

6. *Reaffirms* the role and importance of the United Nations legal instruments on road safety, such as the 1949 Convention on Road Traffic,⁵ the 1968 Convention on Road Traffic,⁶ the 1968 Convention on Road Signs and Signals,⁷ the 1958 and 1998 agreements on technical vehicle regulations, the 1997 agreement on periodic technical inspection of vehicles and the 1957 agreement on transport of dangerous goods, in facilitating road safety at the global, regional and national levels, and commends Member States that have acceded to these international legal instruments on road safety;

Sustainable Development Goals and Road Safety



3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents.

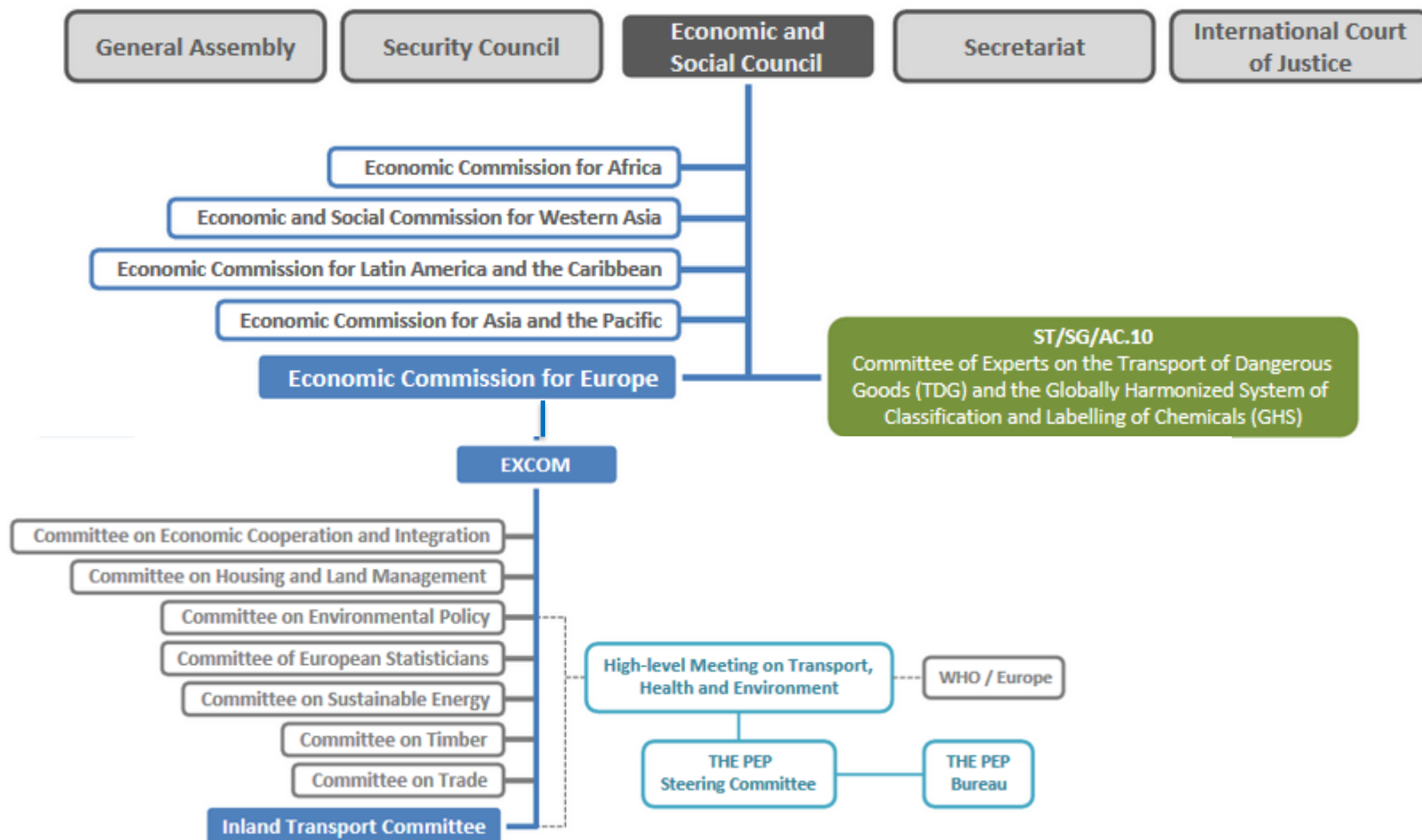


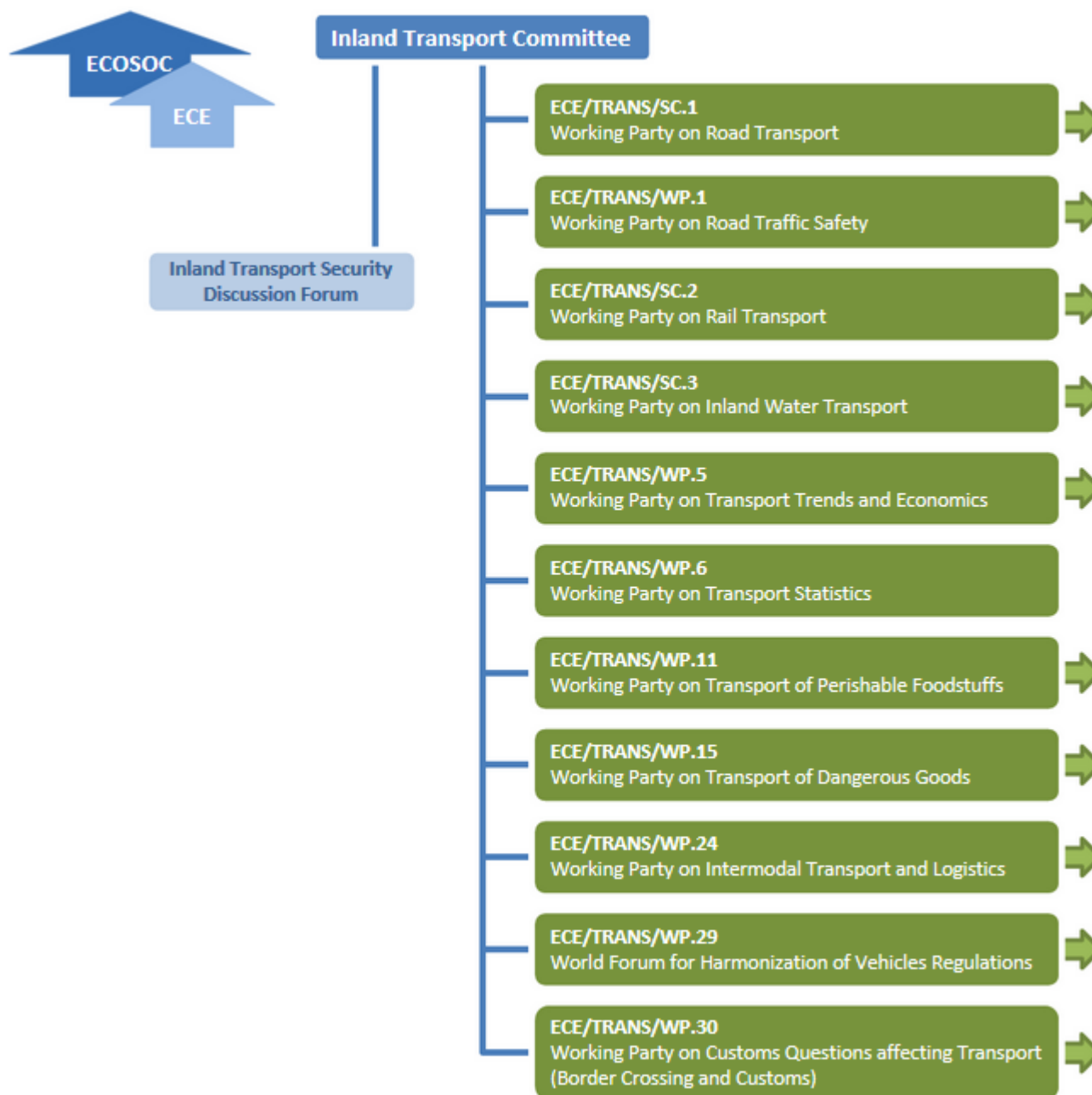
11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Which keys open the door to road safety?

1. Conventions on Road Traffic (1949 and 1968)
2. Convention on Road Signs and Signals (1968)
3. “Vehicle Regulations” Agreements (1958, 1997, 1998)
4. European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (1957)

Governance structure: UNECE within the UN system





UNECE Inland Transport Committee (ITC)



WP.1 (Global Forum for Road Traffic Safety)



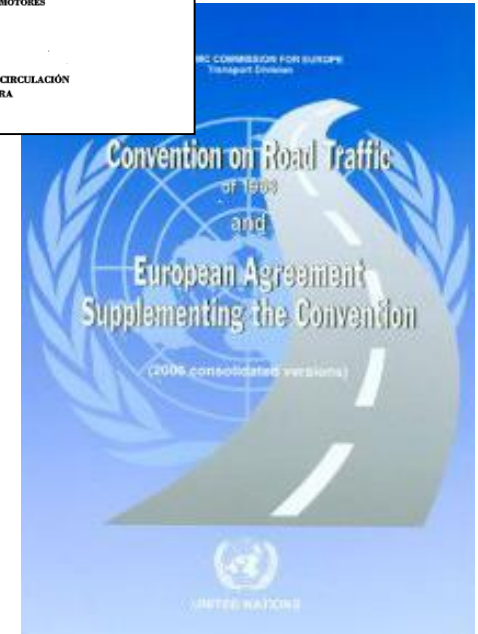
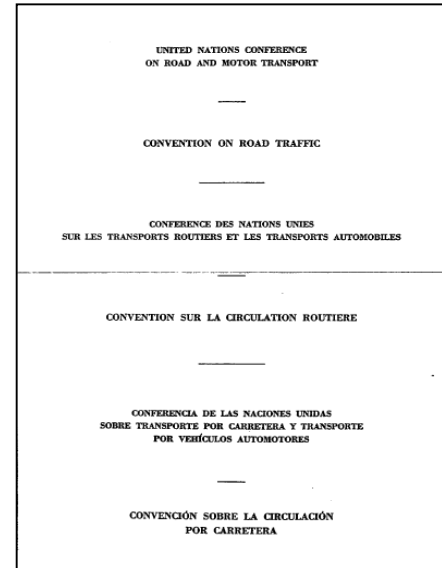
Conventions on Road Traffic, 1949 and 1968

Objectives & Benefits

- To facilitate international road traffic
 - To increase road safety
- ... through internationally agreed traffic rules and the reciprocal recognition of documents issued in conformity with those rules.

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

http://www.unece.org/fileadmin/DAM/trans/conventn/Convention_on_Road_Traffic_of_1968.pdf



1949 Convention on Road Traffic: 97 Contracting Parties





Convention on Road Traffic, 1968

Key Provisions

- Requires CPs to ensure that their domestic road rules 'conform in substance to the provisions of Chapter II' (Rules of the Road)
- General rules for Drivers:
 - At all times be able to control their vehicle (art.8)
 - Speed and distance (art.13), overtaking (11), seat-belts (7), no hand-held mobile phone while driving (8)
 - Show extra care to vulnerable road users (21)
- Drivers must hold a driving permit issued after tests (art.41)
- Rules for Pedestrians (art.20), Cyclists (27), Level Crossings (19) etc
- Domestic Driving Permits and International Driving Permits (Ch.IV)
- General rules for Vehicles (Ch.III):
 - Must be registered and Registration Certificate issued
 - Distinguishing Sign of country of registration
- Recent amendments: (art.8 para 5)
 - Driver Assistance Systems deemed to be in conformity with the Convention if they are in conformity with the conditions of construction, fitting and utilization of the Vehicle Regulations Agreements

Convention on Road Signs and Signals, 1968

Objectives & Benefits

- To facilitate international road traffic
 - To increase road safety
- ... through internationally agreed road signs and signals.

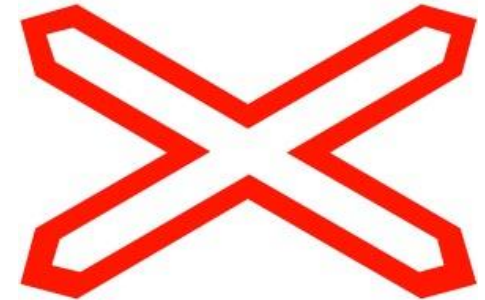
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onv_road_signs_2006v_EN.pdf](http://www.unece.org/fileadmin/DAM/trans/conventn/Conv_road_signs_2006v_EN.pdf)



Convention on Road Signs and Signals, 1968

Key Provisions

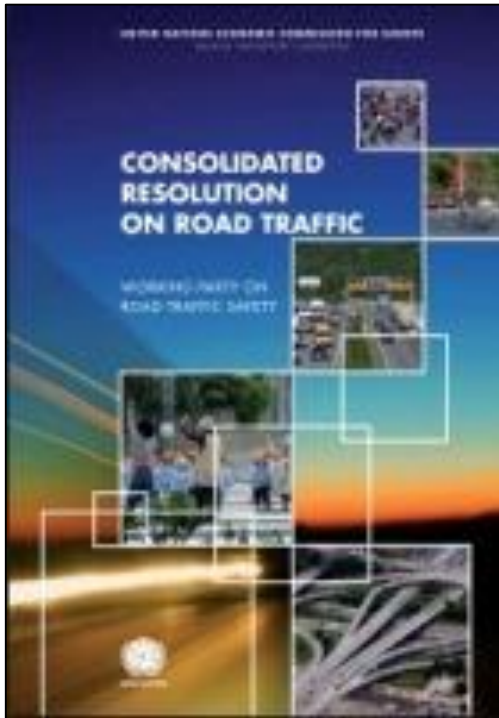
- Three categories of road signs: danger warning, regulatory, informative
- Norms on shapes, dimensions, colours, visibility
- Norms on traffic light signals, road markings
- Road works and level crossings signs



1968 Convention on Road Signs and Signals: 65 Contracting Parties



Consolidated Resolutions RE.1 and RE.2



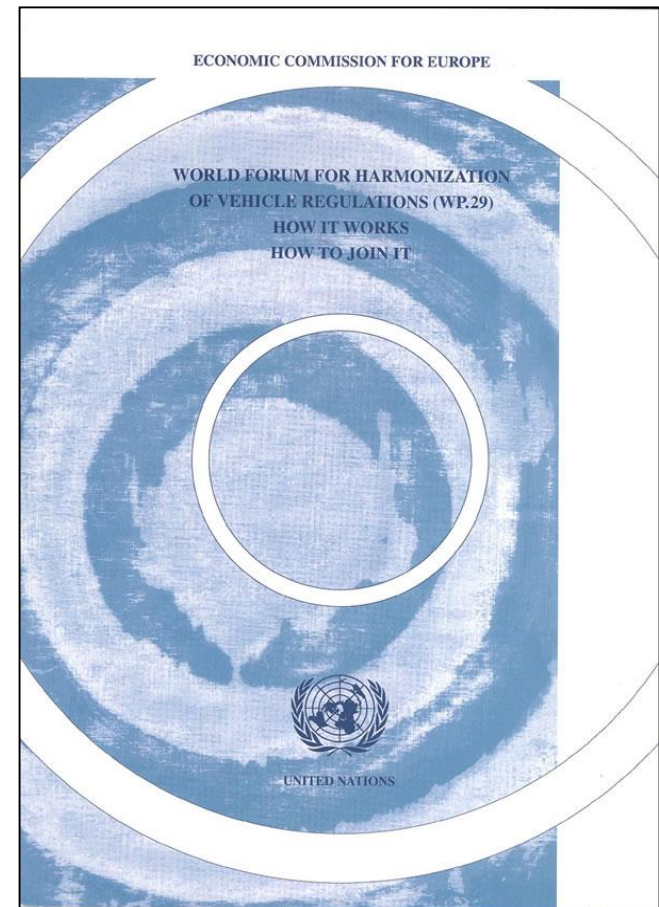
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http://www.unece.org/fileadmin/DAM/trans/roadsafe/publications/docs/Consolidated_Resolution_on_Road_Traffic_RE2_e.pdf

“Vehicle Regulations” Agreements (1958, 1997 and 1998)

Objective: better vehicles by implementation of UN Vehicle Agreements

- Vehicle approval: 1958 Agreement
- Vehicle certification: 1998 Agreement
- Periodic technical inspections (PTI): 1997 Agreement



UN regulatory framework for the transport of dangerous goods and ADR

Dangerous goods:

- are produced/transported internationally in very large quantities
Highest volumes transported (USA/EU) include:
 - energy products: petroleum products, flammable gases
 - flammable liquids/gases (other than energy products)
 - corrosive substances
- cover a very large range of products
- present risks (all stages of lifecycle) for:
 - population
 - property
 - the environment



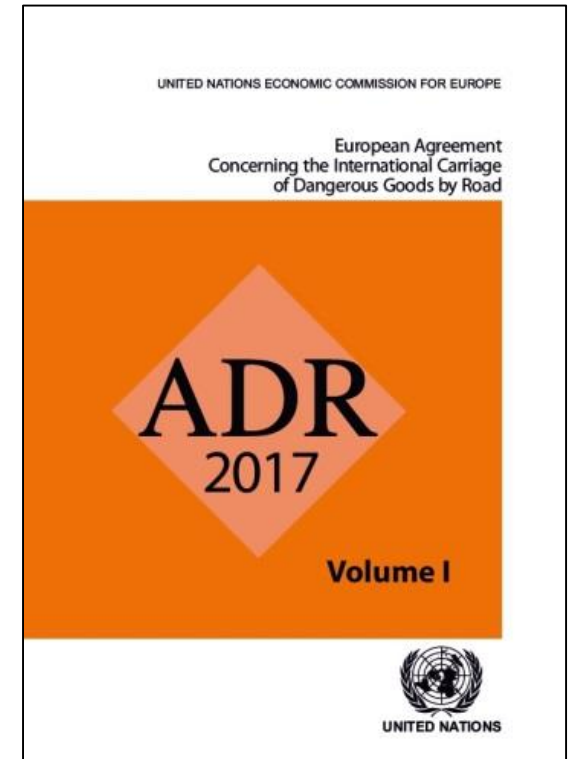
European Agreement for the international carriage of dangerous goods by road (ADR)

AGREEMENT:

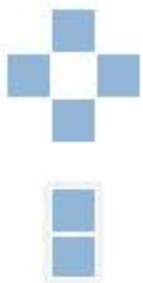
- Done on 30 September 1957
- Entered into force on 29 January 1968

ANNEXES A AND B:

- Regularly amended since 1968
- Now amended every two years on the basis of UN Recommendations on the Transport of Dangerous Goods
- Harmonized with other mode regulations (sea, air, rail, inland waterways)
- Latest edition in force since 1 January 2017



ADR



Eligibility to accede

Treaties may be open to...

1. All States

E.g. International Convention on the Harmonization of the Frontier Control of Goods, 1982

2. States members of the UN, its specialized agencies, members of IAEA or parties to the Statute of the ICJ

E.g. 1949 and 1968 Conventions on Road Traffic, 1968 Convention on Road Signs and Signals

3. States members of the UNECE, or admitted to the Commission in a consultative capacity

E.g. Convention on the Contract for the International Carriage of Goods by Road, 1956

Becoming a Contracting Party

1. Ratification, acceptance or approval

If a State has signed a treaty, it may become a party by depositing an instrument of ratification, acceptance or approval with the Secretary-General

2. Accession

If a State has not signed a treaty, it may become a party by depositing an instrument of accession with the Secretary-General

Essential elements of the Model Accession

1. Treaty must be identified

2. Declaration of undertaking

Expression of the intent of the Government to be bound by the treaty and to undertake faithfully to observe and implement its provisions

3. Signature

Instrument must be signed by the Head of State or Government or the Ministry of Foreign Affairs or by a person exercising the power of one of these authorities ad interim

4. Date

5. Instrument of accession is deposited with the UN Office of Legal Affairs (in New York)

Model instrument of accession

(To be signed by the Head of State, Head of Government
or Minister for Foreign Affairs)

ACCESSION

WHEREAS the [title of treaty, convention, agreement, etc.] was [concluded, adopted, opened for signature, etc.] at [place] on [date],

NOW THEREFORE I, [name and title of the Head of State, Head of Government or Minister for Foreign Affairs] declare that the Government of [name of State], having considered the above-mentioned [treaty, convention, agreement, etc.], accedes to the same and undertakes faithfully to perform and carry out the stipulations therein contained.

IN WITNESS WHEREOF, I have signed this instrument of accession at [place] on [date].

Source:

https://treaties.un.org/Pages/Content.aspx?path=Publication/ModelInstruments/Page1_en.xml

[Signature]

Conclusion: (1) accession to Conventions (2) better implementation of Conventions

- Consider the net benefits of acceding
- No accession fee. Undertake the necessary national legal steps/procedures for accession
- Deposit an instrument of accession with the UN Secretary-General through the Office of Legal Affairs New York
- Better implementation of UN Road Safety Conventions
- Do domestic traffic legislation and road safety initiatives reflect the spirit and provisions of the 1968 Conventions?
- Best practices (RE.1 and RE.2)

Thank you

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