



Economic and Social Commission for Asia and the Pacific**Seventy-fourth session**

Bangkok, 11–16 May 2018

Agenda item 3 (c)

**Review of issues pertinent to the subsidiary structure
of the Commission, including the work of the regional
institutions: transport****Draft resolution****Sponsored by: Russian Federation****Co-sponsored by: Bangladesh, Mongolia and Thailand****Improving road safety in Asia and the Pacific for
sustainable transport systems***The Economic and Social Commission for Asia and the Pacific,*

Recalling General Assembly resolution 70/1 of 25 September 2015, entitled “Transforming our world: the 2030 Agenda for Sustainable Development”,

Acknowledging the importance of meeting the Sustainable Development Goal targets related to road safety, such as target 3.6, which is to halve, by 2020, the number of global deaths and injuries from road traffic accidents, and target 11.2, which is to provide, by 2030, 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,

Recalling relevant General Assembly resolutions, in particular resolution 64/255 of 2 March 2010, in which the Assembly proclaimed 2011–2020 the Decade of Action for Road Safety and recognized the work of the regional commissions and their subsidiary bodies in increasing their road safety activities and advocating increased political commitment to road safety,

Recalling also resolution 73/4 of 19 May 2017 of the Economic and Social Commission for Asia and the Pacific on the implementation of the Ministerial Declaration on Sustainable Transport Connectivity in Asia and the Pacific, in which it endorsed the adoption by the Ministerial Conference on Transport of the updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016–2020, contained in annex VI to the Declaration,¹

Acknowledging the work of the United Nations system, in particular the leadership of the World Health Organization as a coordinator on road safety issues within the United Nations system,² in close cooperation with the United Nations regional commissions, including the Economic and Social Commission for Asia and the Pacific, in establishing, implementing and monitoring various aspects of the Global Plan for the Decade of Action for Road Safety 2011–2020,

Noting the High-level International Conference “City and Transport: Safety, Efficiency and Sustainability”, held in Khabarovsk, Russian Federation, on 4 and 5 September 2017, following the proposals of the third session of the Ministerial Conference on Transport, held in Moscow from 5 to 9 December 2016, which acknowledged the importance of enhanced Commission activities on improving road safety and developing sustainable urban transport in Asia and the Pacific,

Recognizing the efforts made by members of the Commission to implement best practices, set targets and monitor road traffic fatalities,

Noting the adoption by the Working Group on the Asian Highway at its seventh meeting of annex II bis, entitled “Asian Highway Design Standards for Road Safety”,³ to the Intergovernmental Agreement on the Asian Highway Network,⁴

Welcoming the cooperation and coordination between the Economic and Social Commission for Asia and the Pacific and the Economic Commission for Europe on increasing road safety,

Expressing concern at the high level of road traffic fatalities and injuries in the Asia-Pacific region,

Emphasizing the need to further strengthen international cooperation and knowledge-sharing on road safety at all levels,

1. *Notes* the role of the United Nations legal instruments on road safety, including 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 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals

¹ E/ESCAP/73/15/Add.1.

² General Assembly resolution 58/289, para. 2.

³ E/ESCAP/AHWG(7)/5.

⁴ United Nations, *Treaty Series*, vol. 2323, No. 41607.

⁵ *Ibid.*, vol. 125, No. 1671.

⁶ *Ibid.*, vol. 1042, No. 15705.

⁷ *Ibid.*, vol. 1091, No. 16743.

Granted on the Basis of These Prescriptions,⁸ the 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles,⁹ the 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections¹⁰ and the 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road,¹¹ in facilitating road safety at the global, regional and national levels, and acknowledges member States that have acceded to these international legal instruments on road safety;

2. *Encourages* all members and associate members:

(a) To intensify national efforts and regional collaboration with a view to meeting the road-safety-related targets of the 2030 Agenda for Sustainable Development;¹²

(b) To take steps to improve road safety, including by promoting the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021);¹³

3. *Invites* member States that have not already done so to develop and implement national road safety plans, as appropriate, in line with the Global Plan for the Decade of Action for Road Safety 2011–2020;

4. *Invites* member States to continue to implement professional driver qualification frameworks, established on the basis of internationally recognized standards, including those relating to training, certification and licensing, restricted hours of driving and working conditions that focus on addressing the main causes of accidents for crashes involving heavy commercial vehicles, recognizing that distraction is a significant cause of accidents and crashes;

5. *Notes* the importance of the effective use of information and communications technology, including satellite systems, for timely post-crash response;

6. *Also notes* the approval by consensus of the 12 voluntary global performance targets for road safety risk factors and service delivery mechanisms at the meetings of States members of the World Health Organization held in Geneva on 20 and 21 November 2017 and 22 and 23 February 2018;

7. *Further notes* the establishment of the United Nations Road Safety Trust Fund to support progress towards achieving the Sustainable Development Goals related to road safety;

⁸ Ibid., vols. 335, 516, 609 and 1891, No. 4789.

⁹ Ibid., vol. 2119, No. 36868.

¹⁰ Ibid., vol. 2133, No. 37244.

¹¹ Ibid., vol. 619, No. 8940.

¹² General Assembly resolution 70/1.

¹³ E/ESCAP/73/15/Add.1, annex I.

8. *Requests* the Executive Secretary:

(a) To continue the activities aimed at supporting the implementation of the objectives and goals of the Decade of Action for Road Safety and of the 2030 Agenda for Sustainable Development targets related to road safety;

(b) To continue to monitor the progress made in meeting the updated Regional Road Safety Goals and Targets for Asia and the Pacific 2016–2020;¹⁴

(c) To collaborate with the World Health Organization, the other regional commissions, in particular the Economic Commission for Europe, partners in the United Nations Road Safety Collaboration, international and regional organizations and financing institutions, multilateral and bilateral donors and the private sector, including in the areas of technical and financial support, to improve road safety in Asia and the Pacific;

(d) To report to the Economic and Social Commission for Asia and the Pacific at its seventy-sixth session on progress in the implementation of the present resolution.

¹⁴ E/ESCAP/73/15/Add.1, annex VI.