

UNITED NATIONS ROAD SAFETY CONVENTIONS



BENEFITS AND PROSPECTS FOR AFRICAN COUNTRIES



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Introduction

Introduction

The United Nations Conventions was reawakened as a result of the twelve (12) voluntary Global Performance targets which were developed at an intergovernmental meeting in November 22, 2017.

TARGET
1
2020



Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

TARGET
2
2030



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

TARGET
3
2030



Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

TARGET
4
2030



Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

12 Global Performance Targets (Cont'd)



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



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

12 Global Performance Targets (Cont'd)

TARGET **9**
2030 |  50%

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.

TARGET **12**
2030 | 

Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

12 Global Performance Targets (Cont'd)



The promotion for accession and domestication of the United Nations core road safety-related legal instruments may be categorized broadly into five groups:

- Traffic rules,
- Road signs,
- Vehicle regulations,
- Transport of dangerous goods, and
- Professional driver fatigue



Background to Nigeria's Recent Accession to Six (6) UN Conventions

The Road Traffic Crash Problem in Nigeria

- Road Traffic Crashes in Nigeria kill an estimated 21 persons out of every 100,000 people, according to WHO estimates.
- There is an estimated 3% loss of the country's Gross Domestic Product annually.



The UN Road Safety Conventions



In an attempt to reverse the above trend, and align with global prescriptions/initiatives, Nigeria became the 78th country to assent to the ‘Vienna Convention on Road Signs and Signals’ six (6) months after a capacity building national workshop on road safety organized by the Federal Road Safety Corps in November 2017.

At the workshop, the United Nations Economic Commission for Europe (UNECE) which host the conventions raised awareness of six key UN road safety conventions which Nigeria acceded to.

The UN Road Safety Conventions (Cont'd)

These conventions - covering road signs and road markings, road traffic, transport of dangerous goods and vehicle safety - address the major causes of road traffic crashes.



The UN Road Safety Conventions (Cont'd)



- The 2015 Mid-Term Review of the African Road Safety Action Plan ranked Nigeria among the top three best performing countries in Africa on road safety.
- However, the importance of holistic efforts cannot be over-emphasized in order to reduce the carnages to the bearest minimum. The UN Road Safety Conventions offers the platform.
- These accents has helped Nigeria's action on improving its road safety situation, guided by its National Road Safety Strategy..

The UN Road Safety Conventions (Cont'd)



- Nigeria is among few countries in Africa to have assented to the Vienna Convention adopted by the UN General Assembly on November 8th 1968 which became effective on May 21, 1977.
- Nigeria is also a member of the Advisory Board of the United Nations Road Safety Trust Fund which was an effort to address the global road safety situation to bridging the gaps, and mobilize resources to ensure the effective coordination of action at all levels.

The UN Road Safety Conventions (Cont'd)



- This initiative by the Corps earned her commendations from the United Nations Secretary-General's Special Envoy for Road Safety, Jean Todt who stated that the Government of Nigeria has reaffirmed its strong commitment to improve road safety while calling on all other countries to follow this example.

The UN Road Safety Conventions (Cont'd)



- As host to the United Nations road safety Conventions, UNECE Executive Secretary, Olga Algayerova, welcomes Nigeria's accession to these key agreements and affirms its readiness to support Nigeria for its effective implementation in order to eradicate road carnages.
- This is a landmark in the history of the country .The Government's prioritization of road safety management should inspire other countries especially in the sub-region to join the Conventions and strengthen their efforts. To this end, it is recommended that every member states here present take this opportunity and key to these initiatives.

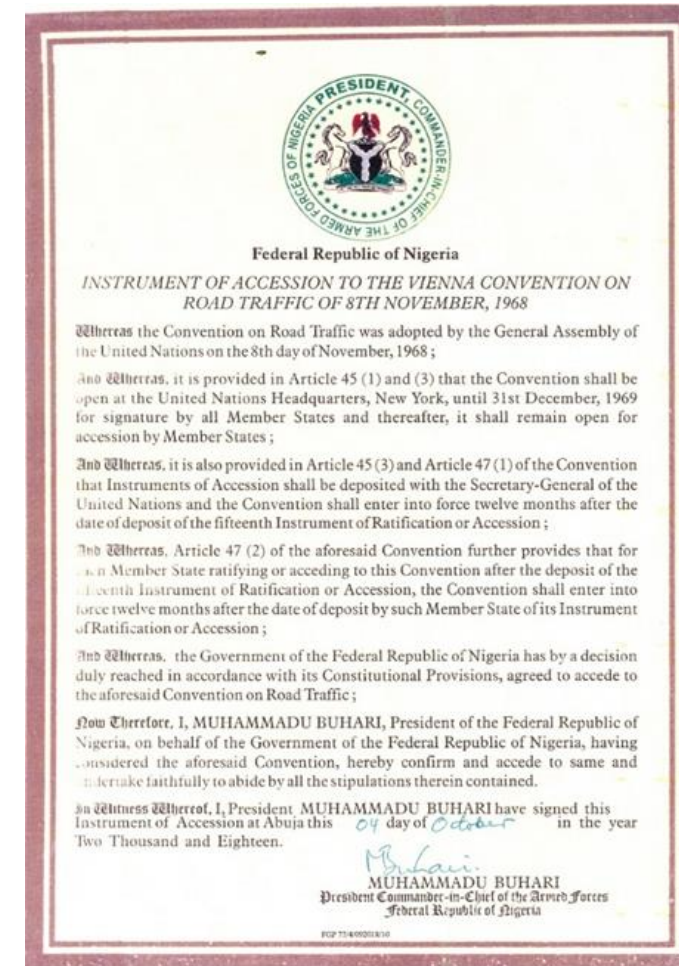
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The acceded Conventions and the imperatives of the six (6) United Nations Road Safety Conventions recently accented to by Nigeria.

The UN Road Safety Conventions

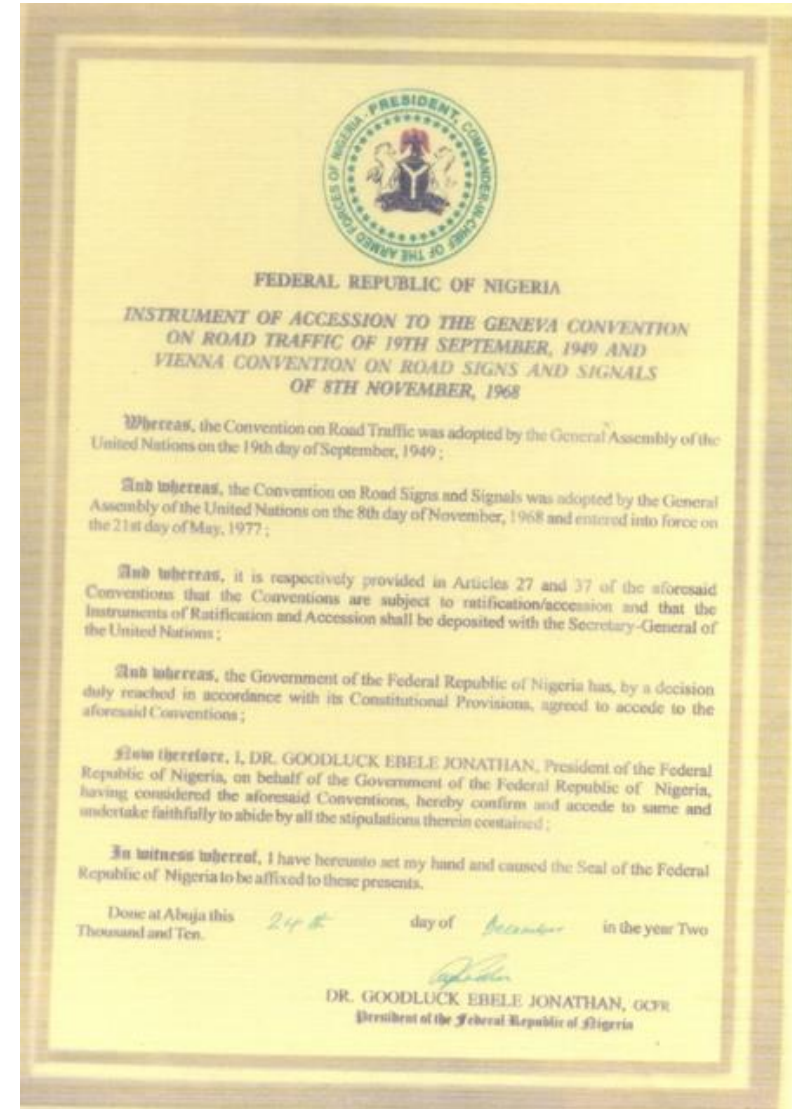
- On 18 October 2018, Nigeria acceded to the following agreements:

1968 Convention on Road Traffic (enters into force 18 October 2019);



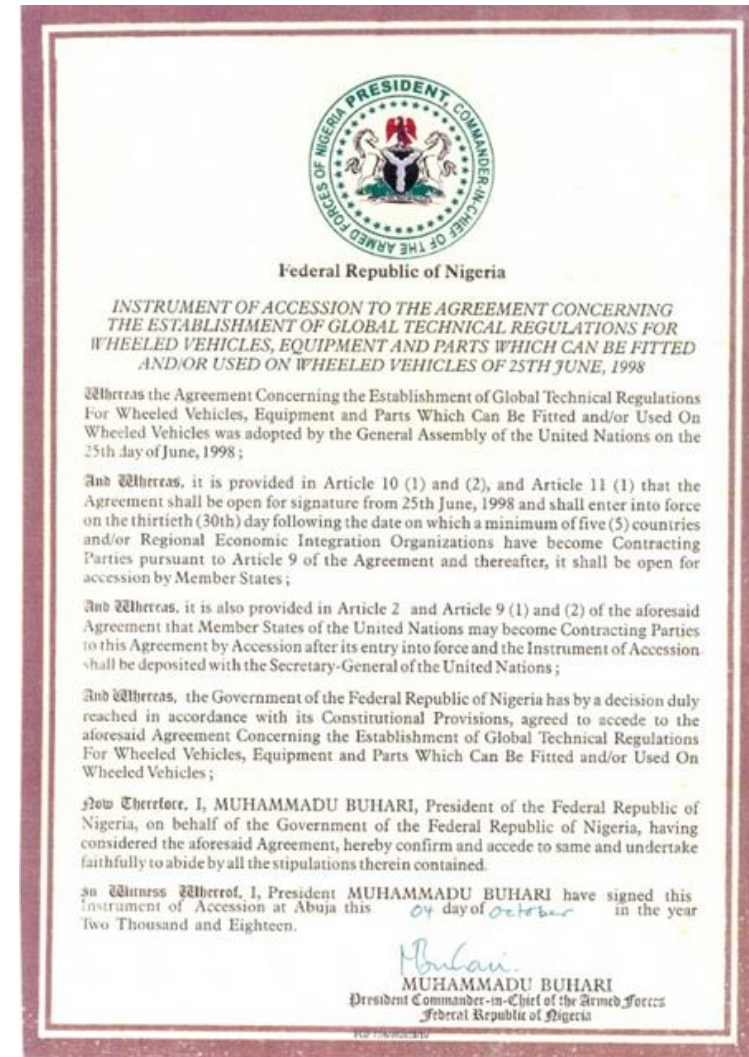
The UN Road Safety Conventions

1968 Convention on Road Signs and Signals;



The UN Road Safety Conventions

1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations 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 Granted on the basis of these United Nations Regulations (enters into force on 17 December 2018);



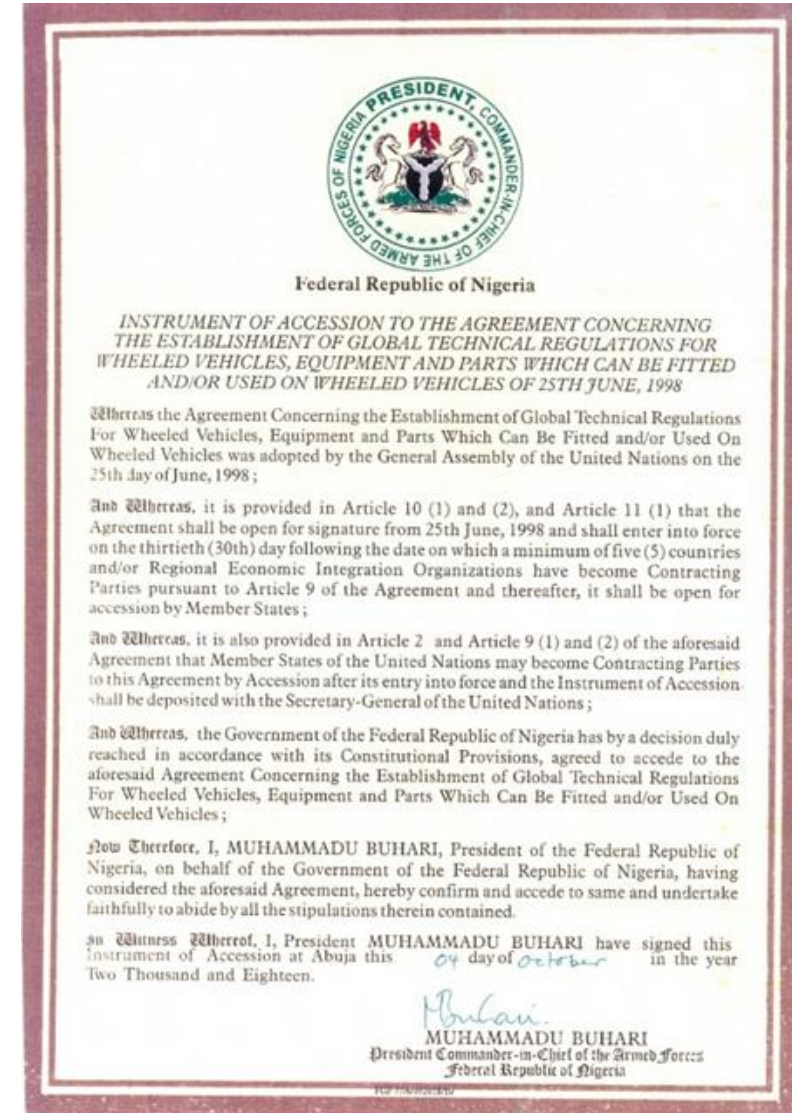
The UN Road Safety Conventions

- 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles (enters into force 17 December 2018);



The UN Road Safety Conventions

- 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts (enters into force 17 December 2018);



The UN Road Safety Conventions

- 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (enters into force 18 November 2018).





The UN Conventions Prospects and Benefits for Africa

Benefits of Road Safety Conventions



- Road Safety Management has emerged as a topical priority for Africa, which has the highest rate of road traffic fatalities in the world despite comparatively low levels of motorization.
- Africa, like the rest of the world, has been encumbered with road safety crisis. The Sub-Saharan Africa situation is projected to double (514,000 deaths) by 2030.

Benefits of Road Safety Conventions



- This increase will make road fatalities overtake the number of malaria-related deaths in the region. While fatalities from both HIV/AIDS and malaria are projected to decline, road fatalities will continue to increase if nothing deliberate is done.
- In order to tackle this menace on our roads, the region has the opportunity to learn from other country's experience. Creating and strengthening the capacity of road safety agencies will be an important part of that process. Hence, the recommendation for all to accent to these global conventions.

Benefits of Road Safety Conventions



- Effective implementation of the UN road safety Conventions are key priority for improving global road safety, particularly in low and middle-income countries, where 90% of road traffic fatalities occur.
- The rapidly growing number of vehicles, road users, increased trade, globalization and urbanization, coupled with soaring road traffic injury rates underline the critical need to actively promote road safety.

Benefits of Road Safety Conventions



- UNECE and the Secretary-General's Special Envoy for Road Safety worked with the Government of Nigeria to promote accession, mobilized political commitment, supported the accession process as well as building knowledge and capacities of government officials and Road Safety Experts on these Conventions.



How to Become a Contracting Party to the Conventions

How to Become a Contracting Party



- There are six priority UN road safety conventions as accented to by Nigeria and these conventions are effective and open to all UN member States which are Contracting Parties.
- Ratification to the treaty is required for signatory but becoming a Contracting Party to a Convention after it has already entered into force requires accession which is a legal document.

How to Become a Contracting Party (Cont'd)



- The accent procedure is done by submitting "an instrument of ratification or accession", to the Secretary-General of the United Nations, signed and sent via Permanent Missions to the United Nations in New York to the Secretary-General of the United Nations.

In practice, the Treaty Section of the Office of Legal Affairs at the United Nations Headquarters (New York) will receive, review, and accept in deposit the instrument of accession.

How to Become a Contracting Party (Cont'd)



- The instrument of accession can only be signed by the Head of State, Head of Government or the Minister of Foreign Affairs.
- To become a Contracting Party to these UN road safety Conventions does not involve any financial obligation or fee.
- Before a Head of State, Head of Government or Minister of Foreign Affairs signs and deposits an instrument of accession with the Secretary-General. The domestic constitutional procedures usually have to be followed for a State to make a formal decision to become a Contracting Party to these Conventions.

How to Become a Contracting Party (Cont'd)



- In some cases, means that Parliament has to agree, or that the Constitutional court of the country has to examine the treaty in question and provide a formal confirmation that the instrument in question does not contradict the Constitution (judicial review).
- In other cases, various councils or other institutions within the government have to give their approval before accession can be sent.

How to Become a Contracting Party (Cont'd)



Experience shows that it is often effective for the national authorities involved to:

- a Translate the legal instrument into the national language;
- b Conduct and provide a cost-benefit analysis, outlining the resources (fiscal or human) required for implementation (e.g. training, setting up certification authorities or enforcement agencies);
- c Determine a list of any required national legal reforms;
- d Consult with industry representatives and civil society to ensure full transparency and legal certainty for everyone affected by the new rules.

How to Become a Contracting Party (Cont'd)



It is imperative to emphasize here that the UNECE is the host overseeing the United Nations legal instruments and it played critical role in actualizing this feat for Nigeria.



Conclusion

The importance of acceding to these Conventions cannot be over-emphasized as it will engender global best practices on Road Safety in the Sub-Region.

THANK YOU

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