Road Safety Strategy

For the United Nations System and its Personnel

A Partnership for Safer Journeys

UNITED NATIONS

Foreword

The United Nations Road Safety Strategy is designed to guide the United Nations system to improve road safety in a sustainable and coordinated manner. The need for this strategy is clear. Road crashes have been a leading cause of death and serious injury to United Nations personnel. In line with the Decade of Action for Road Safety 2011-2020, established by the General Assembly, this strategy aims to demonstrate United Nations' organisations commitment to change old thinking about road safety and develop a new approach towards safer journeys.

The strategy is based on a safe-system approach with actions spread across the entire road system under five pillars. Fundamental to this approach is the need for responsibility to be shared by road users and by the organisations of the United Nations system. Some of these actions will represent significant changes. It is my hope that this system-wide strategy will stimulate interest and investment in road safety programmes.

I look forward to continuing to build strong partnerships as we move forward in promoting and implementing this strategy.

António Guterres
Secretary-General, United Nations
January 2018

Table of Content

Introduction

Each year nearly 1.3 million people die as a result of a road traffic crash—more than 3000 deaths each day—and more than half of these people are pedestrians. Twenty to fifty million more people sustain non-fatal injuries from a crash. These injuries are an important cause of disabilities worldwide. Ninety percent of road traffic deaths occur in low and middle-income countries, which claim less than half the world's registered vehicle fleet. Unless immediate and effective action is taken, road traffic deaths are predicted to become the fifth leading cause of death in the world, resulting in an estimated 2.4 million deaths each year[1].

The United Nations General Assembly (GA), in resolution 64/255 'Improving global road safety,' declared 2011–2020 as the Decade of Action for Road Safety with the goal to stabilize and reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels.
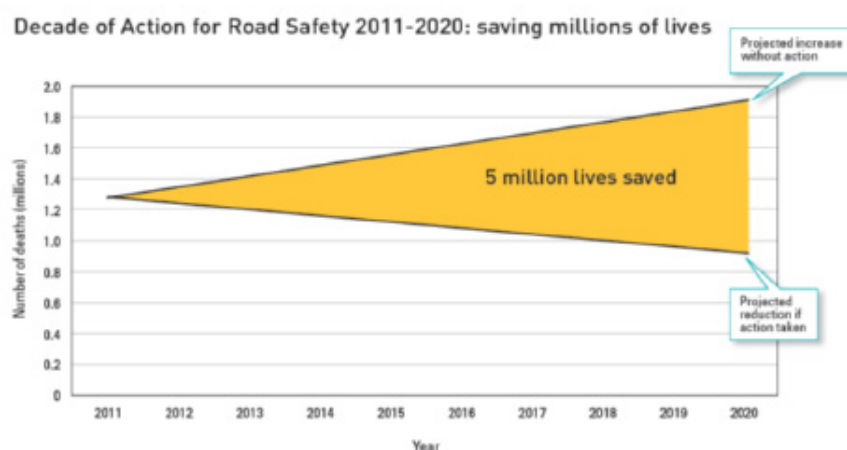
Source: Decade of Action for Road Safety; 2011-2020 (WHO, 2011)

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1   World Health Organization, Global Plan for the Decade of Action on Road Safety, 2011-2020: http://www.who.int/roadsafety/decade_of_action/plan/plan_english.pdf?ua=1

In resolution 70/1 'Transforming our world: the 2030 Agenda for Sustainable Development,' the GA adopted a set of universal and transformative Sustainable Development Goals of which two are related to road safety. Target 3.6 reiterates the aim of halving, by 2020, the number of global deaths and injuries from road traffic accidents, while Target 11.2 aims to provide by 2030 access to safe, affordable, accessible and sustainable transport systems for all; and 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.

ROAD SAFETY-RELATED SUSTAINABLE DEVELOPMENT GOALS AND TARGETS

SDG GOAL 3: Ensure healthy lives and promote well-being for all at all ages

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

SDG GOAL 11: Make cities and human settlements inclusive, safe, resilient and sustainable

TARGET 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

In line with these ambitious targets, the United Nations has undertaken a leadership role by providing norms, advocacy and technical assistance to Member States through its agencies, regional commissions and international partnerships. In order to further mobilize sustained political commitment towards road safety, the Secretary-General appointed a Special Envoy for Road Safety in April 2015.

Road traffic crashes[2] have been a leading cause of death and serious injury to United Nations personnel[3]. Between 2009 and 2015, 91 United Nations personnel were killed in

2   Data Systems: A Road-Safety manual for Decision-makers and Practitioners, Geneva: World Health Organization, 2010, p. 4. Motor vehicle 'crash' is used in this strategy instead of 'accident.'

3   United Nations personnel means: (a) persons engaged or deployed by the Secretary-General of the United Nations as members of the military, police or civilian components of a United Nations operation; and (b) other officials and experts on mission of the United Nations or its specialized agencies who are present in an official capacity in the area where a United Nations operation is being conducted. See UNSMS Security Policy Manual, Chapter III, 'Applicability of the United Nations Security Management System, 8 April 2011.

road traffic crashes – more than twice the amount of personnel killed by acts of terrorism[4]. In the last two years, an average of 30 non-United Nations personnel was killed and 238 injured in crashes involving United Nations vehicles[5]. As a result, the United Nations system suffers serious losses, primarily with the loss of many dedicated staff members, but also losses through human resources, operational and financial cost. This includes medically related and insurance- related costs, operational disruptions, material damage as well as damages to the reputation of the organizations.

A United Nations Security Management System[6] (UNSMS) policy on Road Safety was promulgated in 2011, setting safe practices for operating United Nations vehicles and identifying requirements for United Nations organizations and personnel[7]. A survey conducted in 2016 by the Inter-Agency Security Management Network (IASMN) Working Group on Road Safety Strategy demonstrated that some organizations have made significant strides by developing road safety strategies and policies, awareness campaigns and fleet management guidelines; however, such progress has been isolated to a few organizations.

Further, it has not been sufficient to curb road safety-related deaths or injuries system-wide, which remain constant with an average of 15 fatalities per year.

As an international organization, the United Nations has a responsibility to live by the universal goals it has set for the global community. It must establish an internal strategy across the United Nations system to achieve these goals. Before the end of the Decade of Action on Road Safety in 2020, it is critical that the system embraces and develops a comprehensive and consistent organizational response to road safety. It is also imperative that entities within the United Nations system lead by example by reducing the number of road crashes and related losses incurred or caused by United Nations personnel.

The strategy, developed by the IASMN Working Group, is endorsed by the High Level Committee on Management (HLCM) and the Chief Executives Board for Coordination (CEB). It is supported by the Special Envoy for Road Safety and the World Health Organization (WHO) who has a special role, in close cooperation with the UN regional commissions, to coordinate road safety issues within the United Nations System, in accordance with resolution 58/289. The strategy applies to all organizations of the UNSMS. They will be referred to as United Nations organizations throughout this document.

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4   According to DPKO-DFS statistics, it is the second leading cause of fatalities. Between 1948 and 2016, 585 United Nations personnel were killed and 2,254 were injured in vehicle crashes. This information comes from the United Nations Operations and Crisis Centre and the Peacekeeping Situation Centre.

5   From the Secretary-General Report A/71/395: in 2015, 29 non-United Nations personnel were killed and 202 were injured in accidents involving United Nations vehicles.

6   The United Nations Security Management System (UNSMS) is composed of the organizations of the UN system, members of the Chief Executives Board for Coordination and international organizations that have signed an MOU with the United Nations for security purposes.

7   UNSMS Security Policy Manual, Chapter VII: Provision on Safety Matters, Section D: Road Safety, 31 October 2011.

Vision

The aim of the strategy is to provide a commitment from all United Nations organizations to a single vision and an agreed set of objectives and actions to reduce the number of road traffic crashes involving United Nations personnel and vehicles and associated losses in a systematic and comprehensive manner.

The strategy embraces the ethical imperative that 'no road users, including pedestrians, should be killed or seriously injured in road crashes involving United Nations vehicles.' The United Nations organizations hereby commit to "Vision Zero." The United Nations is engaged in developing a pro-active, forward-looking approach to road safety, which requires managing the interaction between speed, vehicles, road infrastructures and road user behaviours in a holistic manner.

In addition, the strategy supports a paradigm shift in the way road safety is viewed and the strategies used to address it. This shift involves moving from traditional road safety policies to an **integrated approach**, in which road safety management becomes a "**safe-system**"[8] and serious outcomes from crashes are reduced and eventually eliminated. The goal of a safe system is to ensure that crashes do not result in serious human injury.

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8   The concept of "safe systems" for road safety originated in the 1980's in Scandinavian countries. See: International Transport Forum (2016) "Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System." OECD Publishing, Paris.

Objectives

In line with the Sustainable Development Goals and the United Nations Global Plan of Action for the Decade on Road Safety, the Road Safety Strategy for the United Nations system aims at reducing the level of road traffic fatalities and injuries caused by the United Nations vehicles through managing the interaction between speed, vehicles, road infrastructure and road-user behaviour in a holistic manner.

PILLARS OF THE GLOBAL PLAN FOR THE DECADE OF ACTION FOR ROAD SAFETY 2011–2020[9]

National Activities				
Pillar 1 Road safety management	**Pillar 2** Safer road and mobility	**Pillar 3** Safer vehicles	**Pillar 4** Safer road users	**Pillar 5** Post-crash response
International Coordination of Activities				

This strategy is based on a renewed partnership within organizations of the United Nations system; between organizations as employers and their personnel as road users; between organizations and their interlocutors in local governments; and, finally, collaboration with the private sector. Collaboration and partnerships will be essential to leverage knowledge, existing initiatives and ultimately benefit from economies of scale.

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9   Global Plan for the Decade of Action for Road Safety, 2011–2020. Geneva, World Health Organization, 2011.

The action plan is built on the following five main pillars:

1. Road Safety Management
2. Safer Vehicles
3. Safer Road Users
4. Post-crash Response
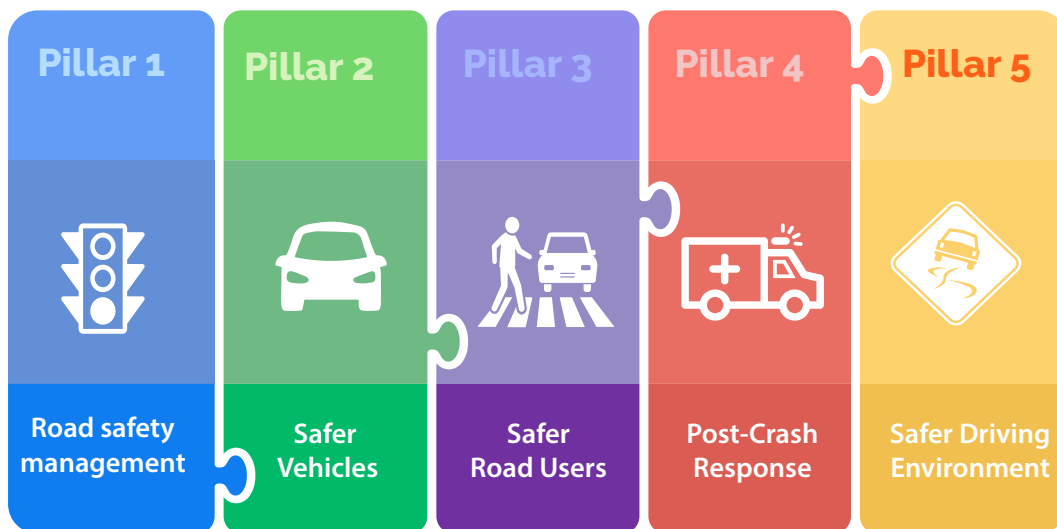5. Safer Road Environments

The strategy will be achieved by adhering to the ambitious yet feasible target for reduction of road fatalities identified in the Sustainable Development Goals. The number of United Nations personnel or other road users killed or seriously injured as a result of road crashes involving United Nations vehicles should be reduced by 50 percent by 2020.

The action plan, defined within the five key areas, will provide a global road safety programme for the United Nations system-wide, and will take into account existing organizations' initiatives and road safety programmes. All organizations of the United Nations system should develop or review their internal action plan, to make sure it is aligned with the Strategy.

Action Plan

Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
Road safety management	Safer Vehicles	Safer Road Users	Post-Crash Response	Safer Driving Environment

Road safety management

Pillar 1

Road safety management

This strategy requires the implementation of road safety management across the United Nations system comprising the following steps:

1.1 Strengthening the policy framework

As a first step, the UNSMS Policy on road safety[10] should be reviewed to ensure it covers all major aspects of road safety management. Road safety policies and procedures of individual missions, United Nations offices, agencies, funds and programmes should also be aligned to this system-wide road safety policy.

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10   UNSMS Security Policy Manual, Chapter VII, Section D: "Road Safety," October 2011.

Action 1 : Establish a comprensive road safety policy addressing all pillars

The policy should, at minimum, cover the following:

• Clearly-defined roles, responsibilities and accountabilities;

• Standard minimum requirements for operating a United Nations vehicle, including health, background checks, licensing, driver authorization and training;

• Minimum organizational, managerial and technical measures to improve attitudes and behaviours towards road safety, including training, enforcement, incentive and disincentive programs, journey preparation, and driver's time-management;

• Requirements for collecting and reporting crash data;

• Investigation and/or fact-finding protocols and procedures;

• Ensure that drivers of vehicles are fully aware of the local rules applying to road traffic and road signs and signals, including customary habits in countries where proper legislation is not in place;

• Ensure that, as a minimum, local rules concerning vehicle construction requirements, vehicle inspection, transport of dangerous goods, and road crew work are complied with; when such rules do not exist in the country of operation, or do not meet the standard safety level of related United Nations legal instruments, ensure that vehicles used, and their operation, comply to the extent possible with the requirements of the following United Nations instruments; and

• References United Nations road traffic safety standards or core compliance requirements:

    - 1968 Convention of Road Traffic

    - 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions of Wheeled Vehicles, Equipment and Parts

    - 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles

    - 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts

    - 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

    - European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) – website link of the agreement and website link to a summary publication

1.2   Improving governance

To ensure a systematic and sustainable road safety approach, the strategy must be supported by a governance mechanism with the overall responsibility for oversight and coordination of road safety work within each United Nations organization. It should be supported by experienced personnel on all aspects of road safety identified for the United Nations.

Action 2 : Establish an organizational governance mechanism

- Confirm UNDSS' leading and coordinating roles within the United Nations system
- Create a dedicated capacity within UNDSS to develop components of the road safety strategy and oversee the implementation of the action plan
- Develop efficient working coordination methods through the establishment of a working group composed of all concerned streams of work: Medical, Human Resources, Fleet Management, Security, etc.
- Assign individuals from the relevant streams of work as representatives of their UNSMS organization, who are acting as focal points on road safety and are responsible for internal advice and development of internal guidance within his or her organization.
- Develop competence of United Nations staff through specific courses related to road safety approaches.

1.3   Improving road safety management

Vehicle crash data play a vital role in the identification of road safety problems, selection of countermeasures, and evaluation of the effectiveness of the related policy, programmes and interventions. There is an absolute requirement for the collection of system-wide reliable vehicle crash data.

Action 3 : Improve the collection and management of system-wide road crash data

- Strengthen the reporting and recording of vehicle crashes across the system as follows:
    - Develop a standard crash reporting form based on the agreed taxonomy;
    - Develop a standard investigative and/or fact-finding protocol and procedure;
    - Establish a centralized road crash database, by either amending the SSIRS or developing a new, simple online/application-based reporting tool under the responsibility of UNDSS; and
    - Develop Standard Operating Procedures for reporting, recording and managing vehicle crashes and establish a chain of responsibility to achieve strong compliance with the requirements in line with each organization's Occupational Health and Safety Strategy and the duty of care for the individuals involved in the crash.
- Conduct periodic crash analyses and continuously inform all involved organizations about road safety situations as well as the actions taken and the results.
- Establish a lessons learned mechanism providing evidence-based information to support training and awareness campaign.

1.4   Funding

Some of the interventions proposed in this strategy require funding. Although some organizations have established their own funding mechanisms to support their road safety strategies and campaigns, currently there is no cross-organizational funding dedicated to improving road safety in the United Nations system.

Action 4 : Review funding for road safety

- Identify alternative and innovative sources of funding for the system-wide road safety strategy.

- Identify and review action plans for each organization; and draw guidance from their funding mechanisms.

- Build business case studies for sustained funding in each organization.

- Identify efficient and effective allocation of resources across safety programs.

- Explore options for adapting funding to the required activities through allocating funds from voluntary contributions from participating entities; or reallocating funds from other activities

Safer Vehicles

The effectiveness of any United Nations operation in the field is related to its mobility, which in turn correlates to the vehicle fleet. This includes the quantity, quality, condition and types of vehicles available in relation to the condition of the roads and the type of terrain in the operational area.

2.1   Strengthened fleet management

Primarily, United Nations organizations must establish an adequate fleet management capacity to ensure effective fleet safety.

Action 5:   Encourage United Nations organizations to ensure adequate investments in fleet management

- Encourage United Nations organizations to establish adequate fleet management capacity to:
  - Ensure that all vehicles and parts are operationally serviceable, able to perform and of sufficient quality for the intended task with due regard for safety; and
  - Verify systematically that all vehicle safety equipment is present in the vehicle and in good working condition
- Encourage UN organizations to adopt in-vehicle monitoring systems and telematics

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2.2.   Improving United Nations fleet safety through better vehicle technology

On 15 April 2016, the GA adopted A/RES/70/260 on "Improving Global Road Safety" which includes strong commitments on vehicle safety. It is imperative that the United Nations organizations implement minimum safety standards defined by its own normative organs such as the United Nations Economic Commission for Europe (UNECE).

United Nations organizations are responsible for the acquisition, use and maintenance of vehicles that provide the best standards of road safety technology, as follows.

Action 6: Encourage the acquisition and use of safer vehicles

- Encourage acquisition of vehicles approved to all applicable United Nations Regulations annexed to the United Nations 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions of Wheeled Vehicles, Equipment and Parts or applied in accordance with corresponding UN Global Technical Regulations annexed to the United Nations 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts, or, in case of incompatibility with legal requirements applicable in the country of application, meeting the national requirements applicable in the country of use.

- Ensure vehicles in use are periodically inspected in accordance with the rules applicable in the country of use; and if these requirements are less stringent than those established in rule 1 and rule 2 annexed to the United Nations 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles as covered in Res R.E.6, ensure that they are also inspected in accordance with these rules by competent staff or inspection bodies.

- Encourage managers of United Nations fleets to purchase, operate and maintain vehicles that offer advanced safety technologies, high levels of occupant and road-user protection and that are compatible with local traffic conditions to reduce negative consequences of United Nations fleet operations, including speed limit monitoring devices.

- Encourage deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti-Lock Braking Systems in motor vehicles.

- Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.

- Ensure that all United Nations vehicles, including leased or rented vehicles, are equipped with safety belts and anchorages that meet safety tests, child restraint systems, first aid kit, fire extinguisher, warning triangle, spare tire, jack and appropriate tools; and other required equipment required at the location.

- Ensure that the numbers of persons in a vehicle correspond to the number of functioning seat belts.

- Encourage the acquisition and use of devices that actively measures fatigue, physical strain or stress and substances which may help United Nations personnel to safely operate vehicles.

- Ensure that vehicles used for transporting dangerous goods meet, to the extent possible, the requirements of the 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), taking account of national mandatory requirements that may have to be applied in the country of use.

Safer Road Users

Many road crashes are attributable to a broad range of human behaviours such as perceptual error, inattention and failure to choose correct response; lack of knowledge, skill, coordination or planning; lack of safety awareness; and improper attitudes towards safety.

United Nations personnel are at the core of the success of the organizations' mandates, programmes and operations, sometimes in difficult conditions. The organizations of the United Nations system are committed to provide their personnel with awareness programmes and training to ensure the establishment of a road safety culture throughout the system.

3.1 Awareness-raising and training

Due to the nature of the Organization, United Nations personnel come from a wide range of societies with different cultures and varying driving skills, experience and habits. In many cases, United Nations personnel work and drive in terrains or conditions that may not be familiar to them.

It is, therefore, extremely important that all personnel and drivers of mission vehicles are properly briefed and provided with necessary familiarization training both on their entry-on-duty and at specific times during their service to the Organization. Equally important are the mission initiatives to ensure that drivers are continually reminded of their obligations with respect to the use and physical safety of United Nations vehicles.

Action 7 : Develop standard training and awareness-raising methods and materials

- Oversee that all organisations are responsible for ensuring that their drivers are assessed and trained appropriately. Special attention should be paid to ensuring that:
  - All personnel systematically receive standard basic road safety awareness training, regardless of whether they are expected to operate a United Nations vehicle;
  - All personnel receive a proper road safety and familiarization briefing, including on proper driving techniques for the prevailing road and weather conditions in the area of operation before they are authorized or allowed to operate a United Nations vehicle; and
  - All drivers are properly trained and prepared for the vehicles they are expected to drive. Organizations should provide training for operation and maintenance of armoured vehicles. Defensive-driving training in particular should be a mandatory and standard requirement for drivers of all types of vehicles, including adapted defensive training for armoured vehicles.
- Ensure that journey planners in their route planning have included planned rest breaks for drivers on trips over two hours in duration in accordance with the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)
- Ensure that all drivers are regularly reminded of their obligations with respect to the use and physical safety of United Nations vehicles, including armoured vehicles.
- Develop a strategic communications campaign to inform all staff, managers and organizations of the launching of this strategy.
- Develop a communications plan to ensure a consistent dissemination of road safety information and education to United Nations personnel and provide an effective information resource by utilising modern information technology.
- Design training and awareness campaigns that are supported by a lessons-learned system providing evidence-based information, data analysis, and periodic review of accident analysis.
- Ensure that all organizations or missions that handle or carry dangerous goods (such as fuel, explosives, infectious substances, toxic or corrosive substances, etc.) have a Transport Officer appropriately trained and appointed as a Dangerous Goods Safety Adviser (DGSA) for the transport of dangerous goods by road in accordance with the provisions of the 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). Once trained, the appointed person should be in a position to provide specific advice to mission chiefs and personnel involved in transport operations, including drivers, staff preparing dangerous goods for shipment, staff responsible for storage, stowage in vehicles and receipt of dangerous goods, and to act as interface with security personnel.
- Ensure that all drivers of vehicles carrying dangerous goods possess a valid ADR training certificate when and as required by ADR. When the certificate is not required by ADR, they should be trained in accordance with Chapter 1.3 of ADR. If different or additional training is required by law in the country where the vehicle is driven, they should also comply with the training requirements for that country.

3.2. Driver authorization

In some organizations, being in possession of any valid driver's license automatically qualifies the holder to operate a United Nations vehicle. Drivers are not tested to verify whether they are qualified to operate a vehicle in a safe manner. Personnel with poor driving skills should not be allowed to operate a United Nations vehicle as the risks of operating a vehicle may outweigh the possible benefits to the organization.

Action 8: Develop driver-authorization standards

- Establish minimum standard requirements for operating a United Nations vehicle including the health, background checks, licensing and training requirements

- Establish standard procedures to ensure that the driver license holder is suitable and safe to drive for the United Nations, or if feasible, to ensure that United Nations vehicles are operated only by personnel who have been tested by qualified United Nations personnel and duly authorized (by issuing a United Nations Driving Permit issued to their names).

- Ensure that driving tests are conducted by qualified personnel.

- Ensure that driving permits are issued based on the vehicle category as outlined in the United Nations 1968 Convention of Road Traffic (Chapter IV and annex 6,7)

- Ensure that all personnel engaged with the organization as a 'driver' are medically cleared. All organizations will ensure that medical examinations are performed annually (or at least biennially) including eyesight testing.

3.3 Enforcement

United Nations organizations are responsible for ensuring compliance with the provisions of the UNSMS Policy on Road Safety for each location where they manage vehicle fleets. There is a need to strengthen enforcement of the rules governing the use of United Nations vehicles as well as establishing or reviewing existing mechanisms to recognize United Nations personnel safe-driving behaviours and initiatives.

Action 9: Develop a standard minimum enforcement mechanism

- Establish mechanisms to monitor compliance with the UNSMS policy governing the safe use of United Nations vehicles. Pay particular attention to all aspects of a safe road transport system, including vehicles, roads, speed, road users and the general road safety environment.

- Establish mechanisms where safe drivers are recognized and supported and where drivers, passengers and supervisors who violate the organizational road safety rules and/or local traffic safety laws are held accountable.

- Establish performance indicators including all relevant aspects of vehicle, speed management and behaviour for a comprehensive assessment of road safety performance.

- Establish mechanisms to ensure that the regulations applicable to transport of dangerous goods by road in the country of operation are fully complied with, and when such regulations do not exist or are obviously obsolete or inadequate, that the provisions of the ADR (1957 Agreement concerning the International Carriage of Dangerous Goods by Road) are complied as best practice standards.

Post-crash response

4.1   Increase preparation and response to road crashes

Recognizing that despite all efforts road crashes may occur, the United Nations organizations should exercise their duty of care towards their personnel to ensure that efficient plans and procedures are in place in cases of emergencies. United Nations organizations should also work with host Government authorities to increase responsiveness to post-crash emergencies.

Action 10: Increase responsiveness to post-crash emergencies

- Ensure Standard Operating Procedures are in place for response and immediate actions to take if there is a crash, with particular attention to potential security risks incurred.

- Ensure medical plans/evacuation plans are in place. Ensure that first aid kits are in place and United Nations personnel has training on immediate actions to take to provide first aid in case of a crash.

- Provide psychosocial follow-up support to personnel involved in a crash.

- Ensure organizational, medical and administrative protocols are followed to ensure a duty of care including support for filing an Appendix D service incurred injury form.

- Develop road safety guidance for each duty station with respect to cultural and local conditions that should be adhered to with respect to the United Nations being involved in a crash impacting a third party.

- Ensure that the cargo is properly documented when dangerous goods are carried and that the vehicle is marked in accordance with applicable regulations in order to facilitate appropriate emergency response in case of an incident.

- Ensure that emergency response teams under supervision of United Nations organizations are well aware of emergency response guides and databases that are available in relation to transport of dangerous goods accidents, such as the North America Emergency Response Guidebook or ERICards (Emergency Response Intervention Cards), and are provided with appropriate emergency response equipment and training.

- Ensure that drivers of vehicles carrying dangerous goods have been provided with the instructions in writing of section 5.4.3 of ADR (1957 Agreement concerning the International Carriage of Dangerous Goods by Road) in a language that they can read and understand before the commencement of the journey.

Safer Driving Environment

5.1 Promote safe operation, maintenance and improvements of public roads

Although United Nations field operations have no direct control over the construction, operation and maintenance of public roads in host countries, United Nations organizations are encouraged to work with local governments to help and support them to increase the safety of road networks for the benefit of all road users, including pedestrians, bicyclists and motorcyclists.

Action 11: Promote safe operation, maintenance and improvement of roads in local communities
Advocate with the host Governments where possible to promote safe operation, maintenance and improvement of existing road networks as well as road safety awareness in local communities where United Nations personnel deliver their programmes and activities

5.2 Promote safe operation, maintenance and improvement of roads under the control of the United Nations

Action 12: Improve the driving conditions in areas under the control of the United Nations

- Promote the development of new or improvement of existing road infrastructure in areas under the control of United Nations

- Conduct safety audits in all United Nations compounds and parking lots with a view to identifying problem areas and improving conditions in those areas. Some of the physical improvements include but are not limited to the following:

  - Re-aligning the parking lines as to avoid perpendicular parking (90-degree parking). Angled parking lines with sufficient width have the great potential to reduce accidents caused by vehicles reversing or manoeuvring into or out of parking;

  - Improving the conditions at the compound main gates, such as eliminating the hazards posed by the security barriers; delineating any irremovable fixed objects such as walls, utility poles, trees, pillars, raised pavements, etc., and installing safety mirrors at the exits of main compounds where driver's vision is blocked by fixed objects;

  - Planning traffic routes so that drivers do not need to reverse, for example by using one-way systems;

  - Planning traffic routes so that vehicle and pedestrian traffic are physically separated and clearly marked;

  - Providing clear guidance for drivers by route markings, signs and signals;

  - Installing lighting in areas of concern; and

  - Installing speed bumps in areas where lowering the speed is required, provided that it does not hinder the operation of emergency services.

- Support such engineering solutions with administrative measures, by employing full-time personnel to facilitate the entrance and exit through the compound gates and the parking of vehicles at the parking lots, depending on the traffic volume and identified risks.

Conclusion

While there are roles and actions United Nations organizations will take to make the Road-Safety Strategy work, ultimately the responsibility for the strategy lies with all United Nations personnel. This safe-system approach requires everyone to do their part to make vehicles and road use safer.

The strategy's goal is that death and injury will in the future no longer be an inevitable part of road-use by United Nations personnel. To achieve this, the strategy has outlined a safe-system approach with 12 key actions spread across five pillars that will address major road safety issues for United Nations personnel.

The strategy seeks to demonstrate a balance between the inputs received, resources available and what research shows can have an impact. United Nations organizations will work to introduce the strategy and to improve road safety, but all personnel are urged to make safety a top priority when using roads. This will allow United Nations personnel to have safer journeys and deliver programmes and activities through a safe road system.