



SICUREZZA STRADALE

obiettivo zero  vittime

con il patrocinio di

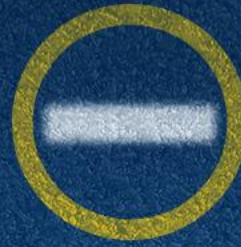


Agenda 2030 : costruire la mobilità sicura , sostenibile, ed inclusiva.



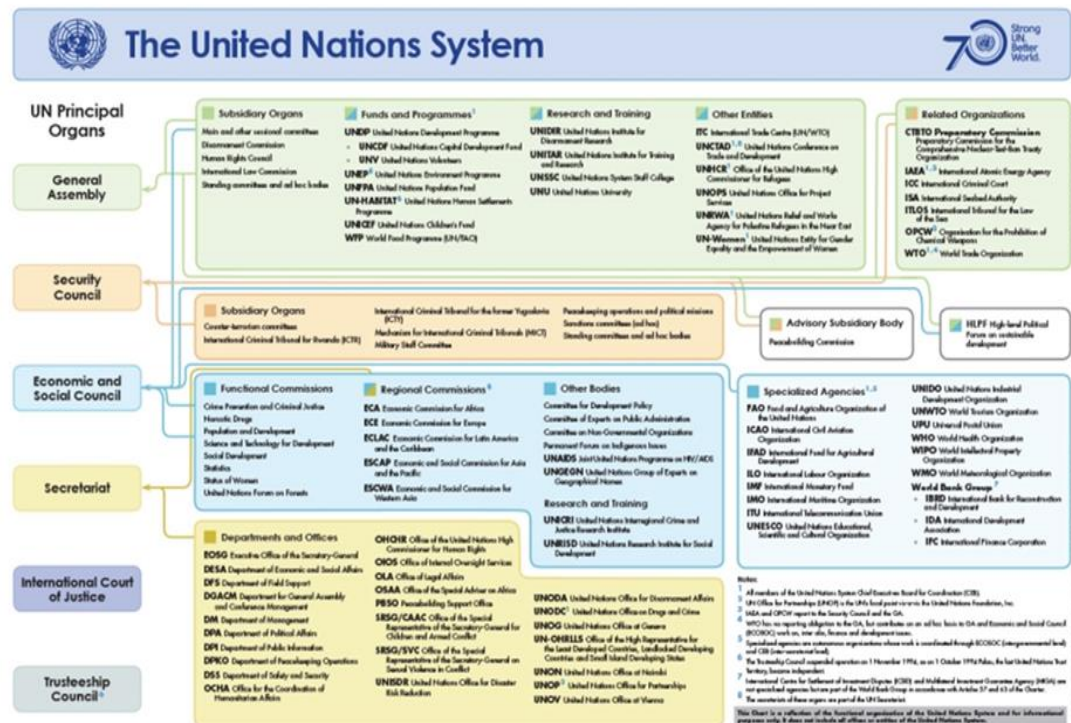
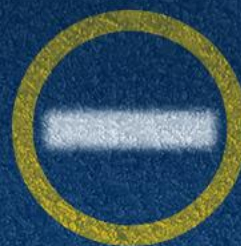
Global Forum for Road Traffic Safety (WP.1)





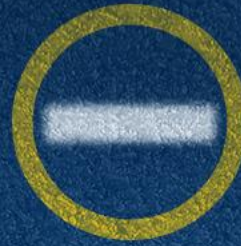
EVERY 24 SECONDS, SOMEONE DIES ON THE ROADS OF THE WORLD





GLOBAL FORUM FOR ROAD TRAFFIC SAFETY (WP1) AGENDA





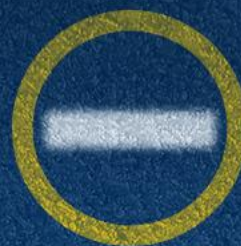
**SUSTAINABLE
DEVELOPMENT**  **GOALS**
17 GOALS TO TRANSFORM OUR WORLD

**MOSCOW DECLARATION
–DECADE 2009
BRASILIA DECLARATION -
2015
STOCKHOLM
DECLARATION - 2020**

A/ RES/ 74 /299

• 17 Goals, 169 Targets, 247 Indicators (231 in fact)

- Goal 3 - Ensure healthy lives and promote well-being for all at all ages
- 3.6 : By 2020, halve the number of global deaths and injuries from road traffic accidents
- Goal 11- Make cities and human settlements inclusive, safe, resilient and sustainable
- 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



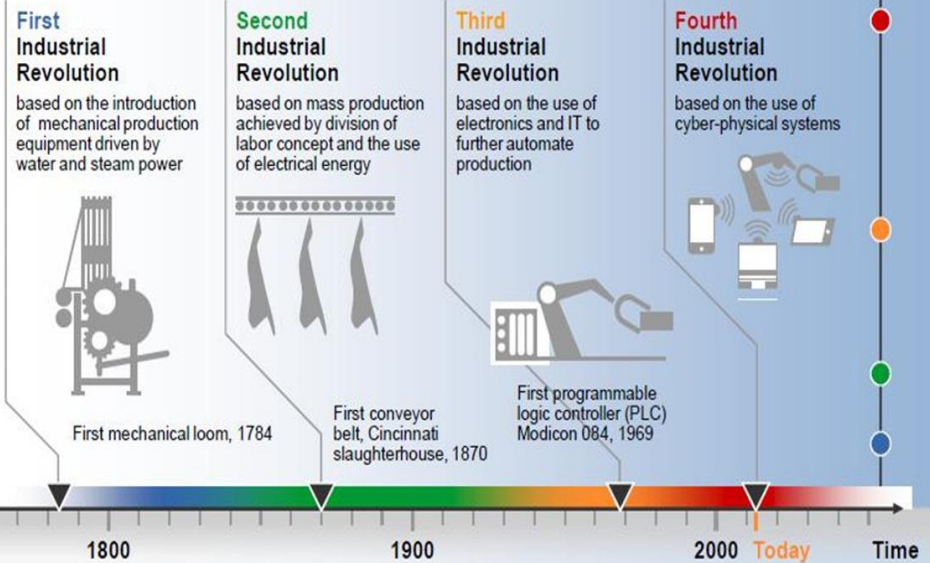
UNECE GLOBAL FORUM for ROAD TRAFFIC SAFETY (WP1) AGENDA

<https://unece.org/info/events/unece-meetings-and-events/global-forum-for-road-traffic-safety>

- ✓ Geneva and Vienna Convention Updating
- ✓ Lights and Light Signalling ; Driving Permits;
- ✓ Safe System Approach
- ✓ Distracted Driving
- ✓ Autonomous Driving & HMI
- ✓ GE on Road Signs and Signals / RS at Level Crossing
- ✓ Present and Future Challenges : from static administration to dynamic rule maker
- ✓ Focus on Road Safety Policies in SEAsia
- ✓ EUROMED

La quarta Rivoluzione industriale : verso il veicolo SAPIENS SAPIENS

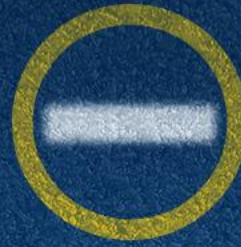
From Industry 1.0 to Industry 4.0



SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) AUTOMATION LEVELS

0 No Autonomy	1 Driver Assistance	2 Partial Autonomy	3 Conditional Automation	4 High Automation	5 Full Automation
Zero autonomy; the driver performs all driving tasks.	Vehicle is controlled by the driver, but some driving assist features may be included in the vehicle design	Vehicle has combined automated functions, like acceleration and steering but the driver must remain engaged with the driving task and monitor the environment at all times.	Driver is a necessity but is not required to monitor the environment. The driver must be ready to take control of the vehicle at all times with notice.	The vehicle is capable of performing all driving functions under certain conditions. The driver may have the option to control the vehicle.	The vehicle is capable of performing all driving functions under all conditions. The driver may have the option to control the vehicle.





Advanced Automotive technology

NEW DRIVER ROLE

Traditional approach : Perception, Risk Hazard ,Awareness , Skills, Knowledge

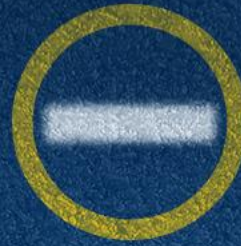
Human Centric approach- Enforcement (Regulatory and deontological approach
[Promoting positive behaviour and Repressing negative behaviour] vs Human
machine interaction—Machine -machine /AI Interaction

International frame : shared values and principles fostering the concept of governance
both at National and International level (Conventions)

From Skills requirements to skills depletion

Ruling Liability / reliability of Complex system





SCOOTER ERGO SUM

Personal Mobility Devices (e-scooters and other small electric mobility devices) are attracting more attention as a mode of transport, offering energy-efficient low-speed and short-distance mobility, with the potential of replacing short car journeys and bridging the “last mile” to and from public transit connections.

However, personal mobility devices have also raised several concerns including their safety when mixing with motor vehicle traffic on the street, and when mixing with pedestrian traffic on the sidewalk.

Other safety concerns include their stability over rough surfaces or with inexperienced riders, and hazards that inappropriately parked personal mobility devices may pose to pedestrians, especially the elderly or those with disabilities.



Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

Eighty-second session

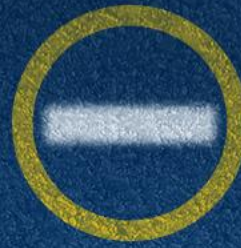
Geneva, 8-12 March 2021

Item 5 (c) of the provisional agenda

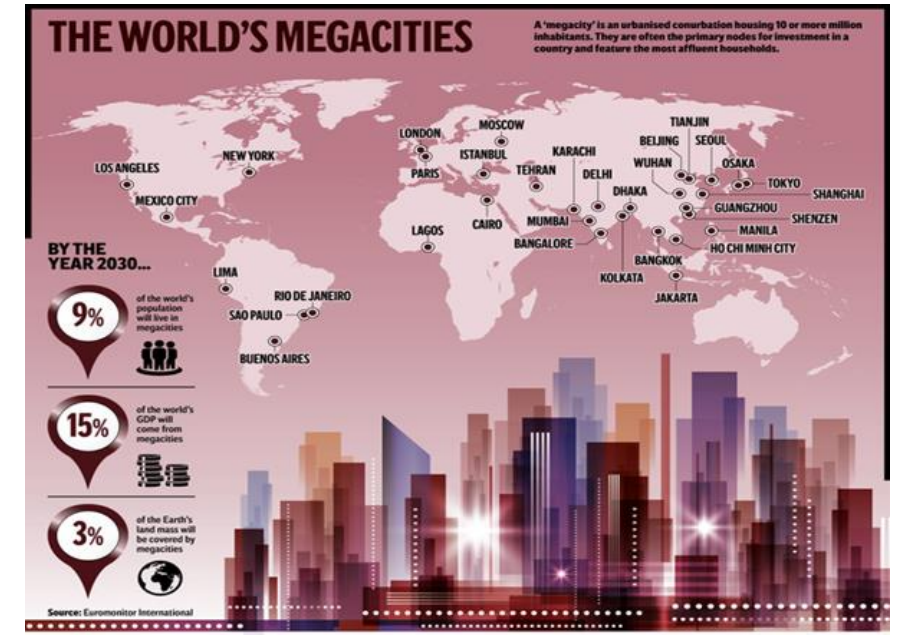
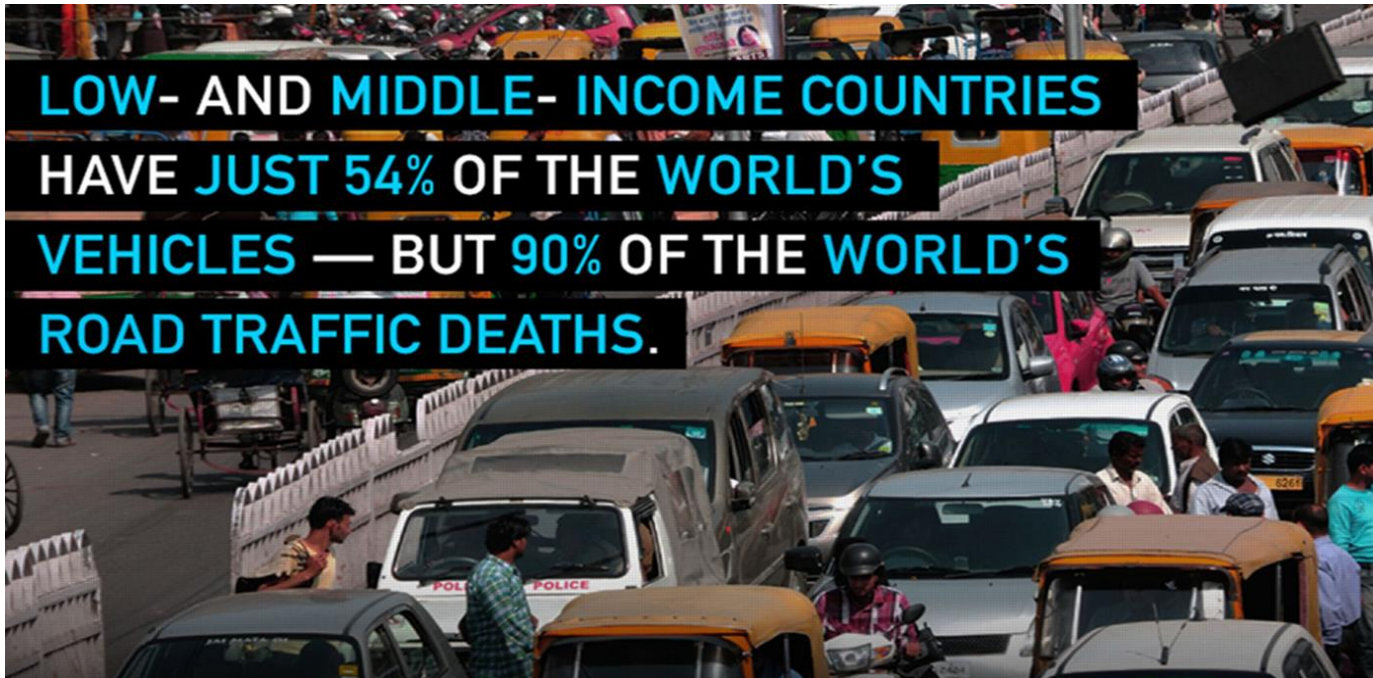
**Consolidated Resolution on Road Traffic (R.E.1):
Personal mobility devices**

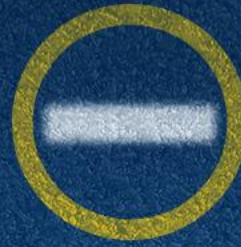
Submitted by the WP.1 Chair

This informal document, prepared by the WP.1 Chair with assistance of New Zealand Ministry of Transport, Johns Hopkins University and South Carolina University, is submitted as response to an initial discussion of the challenges and potential benefits of introducing micro-mobility devices in a complex traffic environment. WP.1 is invited to continue the discussion on the basis of the issues identified in this concept note, as well as the existing initiatives as indicated in Informal document no. 2 (September 2020).



KNOWLEDGE SHARING AND REPLICABLE ROAD SAFETY SOLUTIONS FOR THE GLOBAL GOOD: NO ONE LEFT BEHIND





GLOBAL GOOD : NON REGULATED TRANSPORT MODE- SOUTH EAST ASIA PROJECT

Capacity-building to assist in collaborative cross-sector road safety work in LMICs

Non-regulated -transport modes commonly used in South-East Asia
and other regions and discussed both their social necessity and implications for safety



Global Forum for Road Traffic Safety

Eighty-first session

Geneva, 21-25 September 2020

Item 5 (b) of the provisional agenda

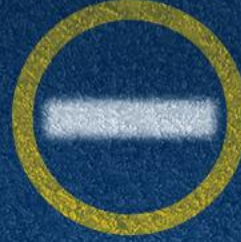
Policies for Vulnerable Road Users:

Focus on road safety challenges in South-East Asia

The case of non-conforming road transport modes: An initiative to provide innovative policy to improve the safety of mobility in the Global South

Submitted by the Chair, IRTE, University of Birmingham (UK) and John Hopkins University

A presentation highlighting the importance and neglect of the informal transport modes used in South-East Asia was made by IRTE at the special session convened by the Global Forum during the Ministerial meeting in Stockholm. For the current session, this document has been prepared by the informal group of experts aiming to trigger future work on the complex issues of "non-conforming road transport modes" and the eventual role that WP.1 could have in shaping them into mobility tools and enabling safe socio-economic growth in the Global South. WP.1 is invited to discuss this topic.

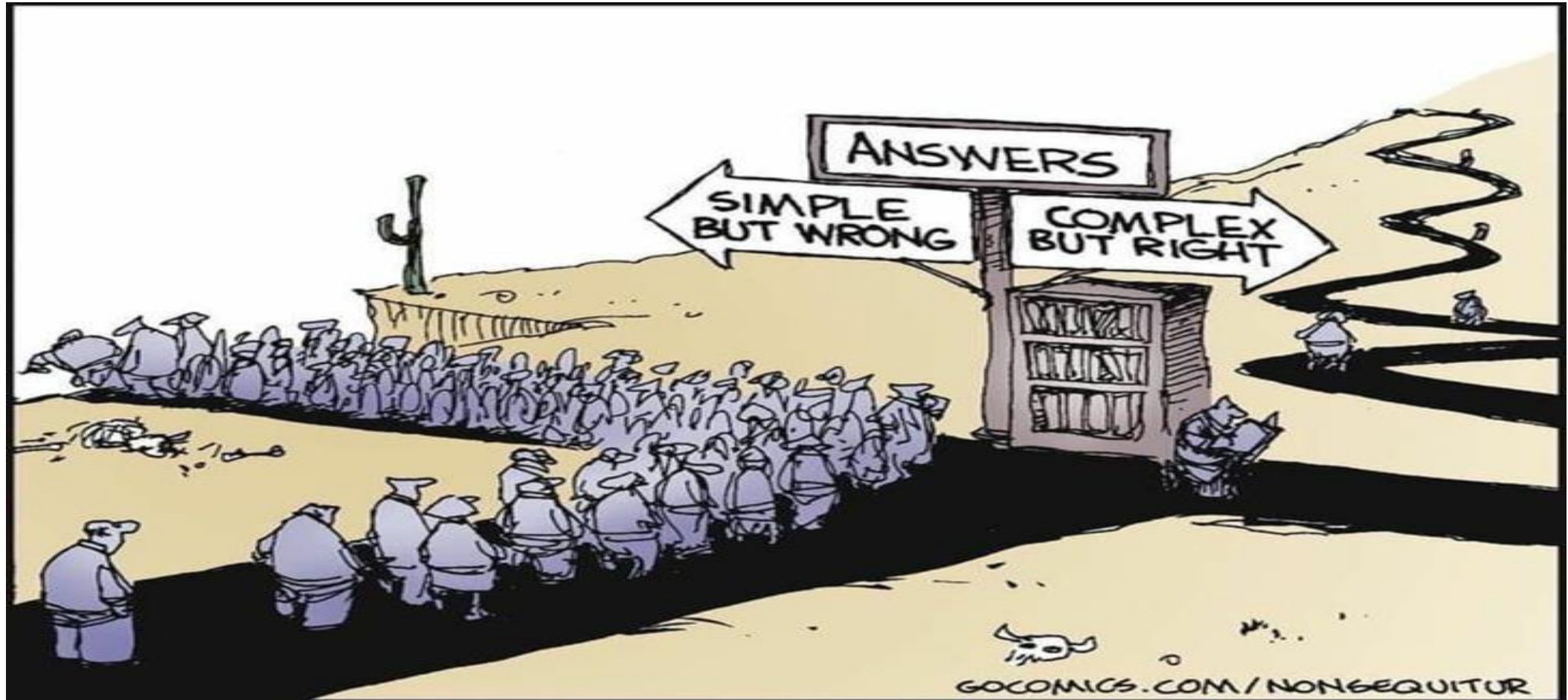


ENVIRONMENT – ECONOMY – POPULATION

5 P- People – Planet – Partnership- Peace- Prosperity

If we really believe in Agenda 2030, we must acknowledge that there is only one option for sustainability, and this relies on a systemic approach. Concerted transformative actions – with sustainable mobility shaping new dimension of sustainable togetherness” – which is a broader, cohesive, game-each and every one of the parties involved that results in overall strength and transformative sustainability for the benefit of all players.

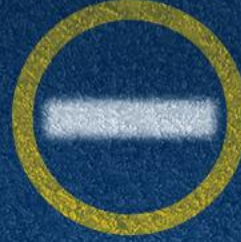






GRAZIE
PER L'ATTENZIONE

**SICUREZZA
STRADALE**
obiettivo zero  **vittime**



Dott.ssa Luciana Iorio
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UN75
2020 AND BEYOND