

**Proceedings of the  
second United Nations  
Road Safety  
Collaboration Meeting -  
16 and 17 March 2005**



World Health Organization  
Geneva, Switzerland

## Proceedings of the second United Nations road safety collaboration meeting



World Health Organization  
June 2005

This document was prepared at a United Nations Road Safety Collaboration Meeting, held on the 16<sup>th</sup> and 17<sup>th</sup> March 2005 at the United Nations Palais, Geneva. The following participants were present:

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## Introduction

On 14<sup>th</sup> April 2004, the United Nations General Assembly passed a resolution which called for increased attention and resources to be directed towards road safety efforts, in addition to specifying particular actions that can be taken towards reducing road traffic injuries. Resolution 58/289 on "Improving global road safety" recognises that developing countries and countries with economies in transition have limited capabilities to address road safety, and stresses the importance of international cooperation in the field of road safety. In this resolution, the UN General Assembly also invited WHO, in collaboration with UN regional commissions, to coordinate road safety efforts across the United Nations system. For more information on the resolution and speakers at the General Assembly please see:

[http://www.who.int/violence\\_injury\\_prevention/media/news/14\\_04\\_2004/en/](http://www.who.int/violence_injury_prevention/media/news/14_04_2004/en/). The following month the World Health Assembly passed resolution WHA 57.10, in which it accepted the General Assembly's invitation for WHO to act as the coordinator on road safety issues in collaboration with the United Nations regional commissions.

In accordance with the coordination mandate conferred upon it by the General Assembly, over the last year WHO, working closely with the United Nations Economic Commission for Europe (UNECE) and the other regional commissions, has facilitated the development of a group of UN and other international road safety organizations – now referred to as the "United Nations road safety collaboration".

The first meeting of the UN road safety collaboration took place at WHO headquarters in Geneva on 1<sup>st</sup> October 2004. This meetings allowed participants to share their experiences and expertise in road safety, to articulate a goal and to identify a number of objectives to meet this goal. The second UN road safety collaboration meeting was held at the UN Palais in Geneva, on the 16<sup>th</sup> and 17<sup>th</sup> March 2005 at the invitation of the Transport Division of UNECE. This report presents the proceedings of this meeting.

### Proceedings: The second UN road safety collaboration meeting

The programme for the meeting is shown in Appendix A. The objectives for the meeting were:

1. To update on achievements since the 1<sup>st</sup> October 2004 meeting
  - By participating organizations
  - On products previously agreed to - specifically, good practice manuals, a global legislative database on road safety, a road safety advocacy meeting, a World Day of Remembrance
2. To further refine the objectives of the Collaboration
3. To discuss and agree on possible new products for collaboration
4. To discuss the process of developing a report on the implementation of UN resolution 58/289 for submission to the 60<sup>th</sup> session of the UN General Assembly.

A total of 42 international delegates from government and nongovernment organisations, from the health, transport, and safety sectors, and representing road victims, attended the meeting (See Appendix B for a list of participants and the organizations they represent). Some additional observers also attended the meeting.

The meeting was opened by Catherine Le Galès-Camus, Assistant Director General, Non-communicable Diseases and Mental Health, World Health Organization, by José Capel Ferrer, Director of the Transport Division at the United Nations Economic Commission for Europe on behalf of all the United Nations regional commissions, and by Ambassador Fuad Al-Hinai, Ambassador Extraordinary and Plenipotentiary Permanent Representative of the Sultanate of Oman to the United Nations. Ambassador Al-Hinai also launched *The United Nations road safety collaboration: a handbook of partner profiles*, a document that reflects the road safety profiles of partner organizations who participated in the first meeting in October 2004.

The sessions of the day were structured around the above-mentioned objectives. On the first day of the meeting participating organizations gave an update of their road safety profiles. This was followed by a discussion to refine the draft objectives of the Collaboration. On the second day participants reported back on the progress of the products that were presented at the October 2004

meeting, while some new products were proposed. The final session was used to discuss an outline for the report on the implementation of the General Assembly resolution that is to be submitted for the Assembly's 60<sup>th</sup> session.

## Objective 1:

### *Presentation of road safety profiles*

The following 14 organizations were new to the Collaboration and presented a brief overview of their activities:

- Associations des Constructeurs Européens d'Automobiles (ACEA) represents 13 major European car, truck and bus manufacturers in the European Union, and is a key interlocutor to the EU Institutions in Brussels and Strasbourg. It provides a number of services for its members and for society as a whole and is responsible for areas such as mobility, safety and environmental protection.  
URL: [http://www.acea.be/ASB/ASBv1\\_1\\_new.nsf](http://www.acea.be/ASB/ASBv1_1_new.nsf)
- The Bone and Joint Decade seeks to raise awareness about all musculoskeletal problems and their prevention. Injuries are an important cause of these problems, and road traffic crashes are a leading cause of injuries, making road safety a concern to the organization. The organization sees the need to expand its road safety activities to include the entire medical community and all segments of the medical response to road crashes.
- The European Commission's Road Safety Action Programme aims to halve the number of road crash victims in the European Union by 2010. To ensure a sharing of responsibilities, and in accordance with the competences of each party involved (EU, Member States, regional and local authorities, industry, transport companies and private users), this programme aims to encourage road users to improve their behaviour, to make vehicle safer, and to improve road infrastructure. In April 2004, the EC also organized the first official signing event of the Road Safety Charter in Ireland, in Dublin. The purpose of this Charter is to integrate civil society in the endeavour to reach the EU target of halving the number of road deaths by 2010. The European Road Safety Charter is an invitation by the European Commission to continue taking concrete actions, assess results and further

- heighten awareness about the need to reduce road accident fatalities. The EC also finances or cofinances research in the field of road safety.
- The French government is taking many steps to improve the country's road safety, both at a legislative level and in implementing prevention programmes. These have been backed by a high level of political will, resulting in a positive effect on the country's road safety record in the last few years.
  - Global Impact works on corporate social responsibility by creating and implementing initiatives that seek to enhance social responsibility of companies. Road safety is an important subject that this organization is now tackling.  
URL: <http://www.global-impact.biz/>
  - The International Federation of the Red Cross and Red Crescent Societies (IFRC,) seeks to improve the lives of vulnerable people, who are often victims of natural disasters, or poverty brought about by socio-economic crises, and may be refugees, or other victims of health emergencies. IFRC declared road safety a global disaster in 1998 and is committed to prevention and first aid with regard to road crashes. It has tremendous opportunities to work on road safety through regional and country organizations with which it is affiliated.  
URL: <http://www.ifrc.org>
  - The International Organization of Motor Vehicle Manufacturers (OICA) represents the interests of the vehicle manufacturers, assemblers and importers. In particular, it provides a forum for linking national automobile associations, and examines issues of mutual interest relating to the development and future of the automobile industry. It collects and distributes useful information among member associations, establishes policies and positions on issues of mutual interest to the members, represents the automobile industry at the international level, and disseminates and promotes industry policies and positions among international bodies and the general public.  
URL: <http://www.oica.net/>
  - Laser Europe (L'Action de Sécurité Routière) is a network of nongovernmental organizations committed to improving road safety through the design and implementation of innovative road safety programmes. It organizes international road safety film festivals (4 since 1998) and will organize the second summer university on road safety in Paris in July 2005.



URL: <http://www.lasereurope.org>

- The Ministry of Transport, Public Works and Water, The Netherlands. This ministry is a member of the UNECE Working Party on Road Safety (WP1). With strong political commitment to this issue, the Netherlands is one of the top performing European countries with respect to road safety.
- La Prévention Routière Internationale" (PRI) is a non-profit association. It consists of about 80 members, about forty of them representing officially their country. PRI is a non-governmental organisation with consultative status at the Economic and Social Council of the United Nations Organisation (category II), the Council of Europe and the European Conference of Ministers of Transport. It co-operates closely with other international organisations. PRI is mainly focussed on educational measures for traffic safety, such as teaching children, training young drivers and influencing road users. (<http://www.lapri.org/>).
- Swedish International Development Agency (SIDA) is a government agency that reports to the Ministry for Foreign Affairs. The goal of SIDA's work is to improve the standard of living of poor people, in support of the longer term goal of poverty eradication. It has a number of road safety projects at global, regional and local levels. Although SIDA's involvement in road safety thus far has been ad hoc in nature, it is now moving towards the development of a strategy for supporting road safety.

URL: [www.sida.gov.se](http://www.sida.gov.se)

- Swedish National Road Administration (SNRA) is the national authority assigned the overall sectoral responsibility for the entire road transport system in the country. It is responsible for drawing up and applying road transport regulations as well as for planning, construction, operation and maintenance of state roads. It represents the state at a national level in issues relating to the environmental impact of the road transport system, road traffic safety, accessibility, level of service, efficiency and contributions to regional balance, as well as in issues relating to intelligent transport systems, vehicles, public transport, modifications for the disabled, and commercial traffic. Lastly, it conducts applied research, and is involved in demonstration activities within the road transport system.

URL: <http://www.vv.se/templates/page3954.aspx>

- Transport Research Laboratory (TRL) is an independent UK organization conducting research and providing advice and solutions to issues relating to land transport. Road safety is one of the core areas of work for TRL.  
URL: <http://www.trl.co.uk/>
- United Nations Human Settlement Programme (UN-HABITAT) is the UN agency for human settlements, mandated by the UN General Assembly to promote socially and environmentally sustainable towns and cities with the goal of providing adequate shelter for all. The Urban and Energy Unit of UN-HABITAT works on transport and is currently developing a road safety programme with a focus on protecting vulnerable road users.  
URL: <http://www.unhabitat.org>
- United Nations High Commissioner for Refugees (UNHCR) leads and co-ordinates international action to protect refugees and resolve refugee problems worldwide. To date its work in field safety has concentrated its efforts on hostile actions towards the staff, but the threat of road traffic injuries to staff is increasingly being noticed and the organization is beginning to focus on this issue.  
URL: <http://www.unhcr.ch>

The road safety profiles of the remaining participating organizations who attended the October 2004 meeting can be found in the proceedings of the last meeting [http://www.who.int/violence\\_injury\\_prevention/road\\_traffic/en/unrs\\_collab\\_proceedings.pdf](http://www.who.int/violence_injury_prevention/road_traffic/en/unrs_collab_proceedings.pdf) or in the *UN Handbook of partner profiles* (see below).

### ***Update on progress on the development of the products presented at the last meeting***

#### **1. Good practice manuals - Andrew Downing (Global Road Safety Partnership, GRSP)**

An informal consortium consisting of WHO, World Bank, FIA Foundation and GRSP is developing a series of 'good practice' manuals to tackle the key risk factors and issues identified in the *World report on road traffic injury prevention* and continue the momentum of World Health Day. The specific objectives of the manuals are to:

- provide up-to-date guides on **how to** deliver an effective set of multi-sectoral road safety actions;

- provide advocacy tools to mobilise support for effective interventions;
- provide a reference source on the principal actions required for effective road safety interventions; and
- support training programmes for professionals and students.

The target audience is policymakers. A common content template has been completed and a cover design that will be used for all the manuals is currently being developed. The technical sections of the manual will include justification of the intervention, setting targets and priorities, designing and implementing an action programme, managing and communicating with stakeholders, and assessing the impact of the programme.

Five manuals have been identified for production for 2005/early 2006. These manuals and the lead organisation(s) are:

- Organising road safety – World Bank
- Occupant restraints – FIA-F and GRSP (this will involve updating and converting the current FIA-F toolkit on seat-belts using the new template)
- Drinking and driving/riding - GRSP
- Motorcycle and bicycle helmets - WHO
- Crash and traffic injury data systems - WHO

There will be other manuals produced within the same series, and training programmes will be developed around their use.

## **2. Global road safety legislation database - Margie Peden, WHO**

This on-line database on road safety legislation is being developed and will be live within the next few months. So far, the information for developing this database has come primarily from a questionnaire developed by WHO (based on a UNECE template), that was sent to 60 pilot countries. Further information on countries' road safety legislation will be collected using data from the UNECE questionnaires disseminated through the regional commissions, from information provided by health and transport experts in countries, and by reviewing published documents and searching on the Internet.

There are three levels to entering, managing and accessing the data within the database. Partners will be given password access to the database to allow them to enter country data directly (they will also be able to submit documents electronically that will be made available on the database); all data submitted will be verified and approved by WHO Administrators before the data "goes live" (Administrators will also be able to add data directly to the database); lastly, the general public will be able to access and search the database. Data from the pilot countries that have already received and completed a hard copy of the questionnaire are being used to test the database. The database will be in English only. The database will be found at the following website:

[http://www.who.int/violence\\_injury\\_prevention/roadsafety/](http://www.who.int/violence_injury_prevention/roadsafety/)

### **3. Revised Consolidated Resolutions on Road Traffic and on Road Signs and Signals - Bernard Périsset, WP. 1**

WP.1 administers two Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2) which present a range of measures and practices that should be implemented by member states on issues such as traffic rules, technical inspections for vehicles, alcohol, speed, communication, education, training, infrastructure development, and on specific target groups, such as pedestrians, persons with restricted mobility, cyclists, motorcyclists and children.

Although the recommendations are not binding, countries are expected to make a political commitment to implementing them. The work ongoing at WP.1 on the resolutions is aimed at streamlining, modernising and adapting them to the needs of other countries by 2007.

### **4. Global Road Safety Collaborative - Mark Rosenberg**

This campaign builds on the first Stakeholders' Forum, held in New York after the UN General Assembly meeting in April 2004. This advocacy group is currently assisting in developing a response to the road safety crisis in Latin America and the Caribbean, and will also be working closely with Sultanate of Oman in the Middle East/Asia.

### **5. World Day of Remembrance for Road Crash Victims - Brigitte Chaudhry, FEVR**

A World Day of Remembrance was observed on 21<sup>st</sup> November 2004 in a number of countries around the world. A common press release was issued internationally to mark the day, and in many countries there was extensive national coverage of events held for the occasion. For example, in London a special concert was held in memory of road crash victims at the renowned Wigmore Hall, as well as a seminar on the need for trauma care and research for road crash victims. Other events around the world included:

- a tree planting ceremony in a Remembrance Garden in Lenasia, an Indian district of Johannesburg, South Africa
- a conference entitled 'The day after a road crash', and a cathedral service in Rhodes, Greece
- a 'march in white' of people dressed in white representing those killed and injured over a year's period in Luxembourg
- the launch of an internet memorial by the Luxemburg victim's association
- highlighting the epidemic of road casualties through the formation of '*Estrada Viva*' - a coalition against trauma, and a civic ceremony held in Evora, Portugal

There has been interest from organizations in Australia and in the US in supporting this day. In discussion following the presentation it was stressed that planning for the World Day of Remembrance in 2005 needs to start soon. There was further discussion about the potential role of the collaborating organizations in supporting this day and making it an annual global event.

## **Objective 2: Refining the objectives of the Collaboration**

Participants discussed and further refined the Collaboration objectives that had been developed at the last meeting in October 2004. This draft shows the objectives that were agreed upon at the meeting. Since then a number of suggested amendments have been suggested. These are shown below the agreed objectives, in blue. A revised draft that incorporates these suggestions will be circulated for comment before the next meeting. The objectives will then be finalised at the next meeting in November 2005.

## OBJECTIVES FOR UN COLLABORATION ON ROAD SAFETY

### *Vision*

Morbidity and mortality should not be the price of mobility.

### *Goal*

To facilitate international cooperation (including at a regional level) among UN agencies and other international partners to implement UN General Assembly Resolution 58/289 and the recommendations of the *World report on road traffic injury prevention* and thereby support country programmes.

### *Objectives*

1. To assess the road safety problem /achievements of particular situations or locations
  - To develop the assessment system
  - To collect and harmonise data collected on road traffic injuries, based on existing standards that have been developed
  - To identify risk factors to road traffic crashes (those pertaining to vehicle, road user, and road infrastructure)
2. To develop guidance and support for effective road safety interventions
  - To identify and implement good practices in road traffic crash prevention, risk management, and limitation of consequences of crashes, including care and rehabilitation
  - To conduct rigorous impact assessments or evaluations
3. To provide capacity development on road safety issues
  - To strengthen the institutional settings involved in road safety in particular countries
  - To develop human resources

- To conduct trainings related to various aspects of road safety
  - To assist in improving the financial management of road safety efforts
4. To advocate for and encourage demand for road safety
    - To set targets and articulate ways of measuring progress towards meeting these targets
    - To raise and sustain political will
    - To mobilize financial resources through multisectoral partnerships
    - To raise public awareness
  5. To strengthen global and regional coordination on road safety
    - To promote WHO's/ regional commissions coordination process
    - To encourage multi-stakeholder cooperation
    - To support the organization of global and regional meetings and fora
    - To facilitate the exchange of information regarding good practices
  6. To improve the safety of UN fleets (for all road users)
    - To create a culture of road safety within the UN
    - To incorporate road safety within the UN fleet forum

#### Suggested amendments:

##### *Vision*

This needs to be stated simply and as a positive vision, for example, promote safe mobility, or safe mobility or health mobility. Other suggestions include: (1) To make mobility using roads significantly safer than it is today (2) Road safety is part of

civil society, and a necessary ingredient for achieving health and mobility goals (3) UN agencies will actively embrace road safety as a critical element in achieving health for all (4) Global collaborations that will help achieve reductions in road traffic deaths and injuries (5) Collaborations that will reduce the threat of traffic injuries and achieve both public health and mobility goals, globally.

#### *Goal*

It was suggested that prevention be included in the introduction.

#### *Objective 1*

- Add encouragement of countries to develop indicators
- Add the need for research component and adoption of best practices

#### *Objective 2*

- Add "Address trauma care, victims of road traffic injuries, and transport infrastructure"
- Add "Address trauma care, impact on injured victims and bereaved families and the deterrent effect of a more serious legal response"
- Add need to address transport infrastructure
- Add the need to address the question of encouraging authorities in establishing sustainable management of road infrastructure and safety equipment.

#### *Objective 3*

- *Change to:* To conduct trainings related to various aspects of road safety and the post crash stage

#### *Objective 4*

4. To advocate for and encourage demand for road safety  
(*Suggested addition* "and a more serious response to road death and injury")
  - Add an objective that defines government in a broad sense and includes its responsibility to be aware, active and accountable with regards to road safety issues.



- Add: To identify and acknowledge the true scale of road deaths and injuries, their impact on individuals and society and the huge cost borne by all - and take responsibility by addressing this major public health and human rights issue through all relevant government departments working in partnership - with an honest long term objective to make road use no more risky than other daily activities

#### *Objective 5*

- To encourage multi-stakeholder cooperation (add the need to encourage cooperation between sectors within countries) /(add "and partnerships between relevant statutory agencies and institutions in individual countries")

#### **Objective 3: To discuss and agree on possible new products for collaboration**

##### ***A framework for Collaboration - Bernard Périsset, WP.1***

A framework was presented whereby the objectives of the Collaboration could be matched against the tasks required to achieve them. Specifically, the objectives can be categorised into five groups: policy strategy action plan; statistics; legislation; resolutions and guidelines; targeted actions. To create the framework, which appears on the following page, these actions are set against the tasks to be fulfilled, specifically: definition and elaboration and procedure for implementation; promotion advocacy; help in implementation, including training and technical assistance; follow-up evaluation; financial support for tasks 3 (help in implementation) and 4 (follow up evaluation). This matrix was presented as a way of identifying areas of work and processes for implementing them.

Cooperation framework for implementation of UN General Assembly Resolution 58/289  
DRAFT for discussion

ACTIONS  TASKS to be fulfilled	Policy Strategy Action plan	Statistics	Legislation (Transport/health)	Resolutions and guidelines	Targeted actions
1) Definition and elaboration of procedure for implementation	WHO, RCs, WB, ECMT, EC	OECD, CDC, RCs, WHO, EC	ECE, WHO (if need be for the health side)	ECE, WHO, WB	WHO, RCs, WB, FIA Foundation, GRSP, PRI
2) Promotion/ Advocacy	RCs, WHO, WB, FIA Foundation, ECMT, NGOs, (all participants)	WHO, RCs, OECD, EC, WB	ECE, other RCs, WHO, FIA Foundation	RCs, WB, WHO, FIA Foundation, NGOs	RCs, FIA Foundation, GRSP, PRI, NGOs
3) Help in implementation	WHO, RCs, WB, GRSP	WHO, RCs, OECD, EC	ECE, other RCs, WHO	RCs, WHO, WB, FIA Foundation, GRSP	GRSP, PRI, NGOs, RCs FIA Foundation
- Training	ECE, WHO, WB	WHO, OECD	ECE, WHO	ECE, WB	ECE, GRSP, PRI, NGOs
- Technical assistance	WHO, ECE, GRSP, WB	ECE, RCs	ECE;WHO, other RCs	GRSP, NGOs, RCs, FIA Foundation	GRSP, WB, PRI, NGOs, FIA Foundation
4) Follow-up, Evaluation	WHO, RCs, WB, ECMT	WHO, RCs, WB, EC	ECE, other RCs, WHO	WHO, RCs, WB	RCs, WHO, FIA Foundation, GRSP, PRI
5) Financial support for tasks 3 and 4	WB, GRSP, EC, FIA Foundation, NGOs	WB, FIA Foundation	WB, FIA Foundation, RCs	FIA Foundation, WB, RCs	FIA Foundation, WB, NGOs, private sector, PRI

CDC = Centre for Disease Control, ECE = Economic Commission for Europe, EC = European Commission, ECMT = European Conference of Ministers of Transport, GRSP = Global Road Safety Partnership, OECD = Organisation for Economic Co-operation and Development, PRI = International Road Safety Organization/Prévention routière internationale, RCs = United Nations Regional Commissions, WB = World Bank, WHO = World Health Organization.

Following the presentation, discussion around the framework suggested that it might be important to prioritise which areas of the matrix are addressed first, given limited resources. The framework was suggested as a way of involving all stakeholders and a way of managing and coordinating all the participants activities.

### ***Focusing on specific risk factors - Etienne Krug, WHO***

This presentation focused on the need for concrete actions and interventions to reduce road traffic injuries. It was suggested that the Collaboration refer to the World Report, which suggests that efforts to increase the use of safety belts and helmets, reduce drink driving, excess speed are specific interventions known to be effective. As first steps, the Collaboration could put its collective effort into addressing these areas, where there would be a different role for each organization - for example, advocacy, best practice, providing funding.

Discussion following the presentation was supportive of this proposal, noting that having political will behind such efforts would enable these "quick wins". Participants discussed whether it was necessary to add the development of safe infrastructure to this list as a separate category, as such interventions can also provide benefits within short time periods, or whether addressing infrastructure was implicit within the issues already identified. Consensus was that the "quick wins" in safe infrastructure be included as a priority and treated as a separate category.

### ***Ways of collaborating with and supporting the regional commissions***

There was a submeeting on the ways of assisting regional commissions in their road safety activities. The group discussed different ways of collaborating with and supporting the regional commissions and the key observations were:

- a) regional commissions have an important role to play in road safety.
- b) regional commissions should assess, prioritize and present their needs at the next meeting of the commissions.
- c) regional commission representatives agreed to develop concrete ideas and contact partners for assistance.
- d) technical assistance needs to be given to regions and countries.

- e) the need for regional commissions to seize opportunities to request that road safety activities be included within official development assistance and Millennium Development Goals initiatives.
- f) the need to promote collaboration among health and transport sectors in regional road safety initiatives.

***Global Road Safety Initiative - Tayce Wakefield, Global Road Safety Initiative***

From 2000-2003, twelve automotive, oil and auto-parts companies worked together on the World Business Council on Sustainable Development Sustainable Mobility Project. This initiative identified the challenges to mobility becoming truly sustainable by 2030 in both developed and developing economies. It looked at a range of issues such as access to mobility, environmental issues, congestion and safety, and identified the reduction of road traffic injuries as an important concern in this regard. Accordingly, seven of the companies (Ford, GM, Honda, Michelin, Renault, Shell and Toyota) decided to collaborate on addressing road safety in developing countries. This group of companies have dedicated financial support (USD 10 million) to road safety activities over a period of five years. All the companies are members of the Global Road Safety Partnership (GRSP) and the initiative will be implemented by GRSP, which is currently in discussions with several countries and regional groups for this purpose. The Global Road Safety Initiative was launched in December 2004 and is open to participation by other partners.

***Proposal for joint campaigns - Marie-Noelle Poirier, UNECE***

Since 1990, the UNECE Transport Division has launched "Road Safety Weeks in the UNECE region" once every five years, with a common theme and slogan for its 55 member countries. In response to General Assembly Resolution 58/289, WP.1 has proposed that the scope of the Fifth Road Safety Week be widened to the global level. It was also proposed that this Week be held in 2007 instead of in 2008 on the theme of young road users, including young drivers. The Fifth Road Safety Week would be organized by the UNECE in cooperation with WHO and the other regional commissions, as well as with the involvement of all interested partners. Each regional commission would be responsible for encouraging the countries in its region to organize national road safety campaigns related to the theme selected and could promote the goals of the campaign at the

regional level by issuing press releases, brochures, posters, etc. and also by organizing press conferences, seminars or workshops if appropriate.

There was unanimous support for the holding of a United Nations Global Road Safety Week in 2007 and for the proposed theme. Discussion following the presentation addressed the possibility of linking this week to the World Day of Remembrance for victims of road traffic injuries. However, there was a lack of a consensus as to the benefits of combining these events. The need to broaden this week to include a range of events and activities was discussed, as well as how to modify the theme to suit different countries.

#### **OECD/ECMT Working Group on ambitious road safety targets - Margie Peden on behalf of John White, OECD/ECMT**

Many countries have set road safety targets for 2010 – 2012. The Joint Transport Research Centre (JTRC) Programme (2004-2006) - approved by the Transport Ministers of OECD and ECMT countries - includes a research Working Group project on *“Achieving Ambitious Road Safety Targets”*. This project - which began in 2005 - is focussing on research that can assist high level decision making and contribute to achieving national road safety targets. The tasks include: a) identifying the road safety priorities; b) considering the strategies being pursued; c) researching the additional measures required to meet national safety targets; and d) analysing funding and resource allocation issues and identifying possible improved arrangements. Analysis undertaken to date indicates that in many cases simply continuing current strategies will not be sufficient to achieve the targets that have been set. The study will build on other current and recent work (e.g., Speed Management, Young Drivers; Road Safety - What's the Vision), consider other higher risk groups (e.g., the elderly, pedestrians, motorcyclists) and research areas resistant to fatality reductions in identifying the innovative approaches that will be needed. The study will then draw research-based conclusions on the best future approaches to achieving the further reductions in fatalities required, as well as on road safety funding and resource allocation between crash prevention and dealing with the consequences.

The JTRC project work is being undertaken in consultation with the ECMT's road safety group which reports annually to Ministers on progress towards the safety targets set. The project's

findings will be considered for submission to ECMT Transport Ministers, whose next meeting will be held in May 2006.

***Creation of a global road safety facility - Richard Scurfield, World Bank***

This presentation outlined an on-going effort to create a Facility hosted at the World Bank to provide funding support to those areas of global road safety for which there are currently limited resources. Globally, these areas include coordination, advocacy, knowledge management and research activities and the development of tools and products; nationally, they include the development of institutional capacities, road safety strategies, and national projects. As currently conceived, the Facility will disburse funding through two separate streams, one for global activities and one for country activities. Anticipated sources of funds include the World Bank Development Grant Facility, Foundations, and bi-lateral and multi-lateral donors. The Facility will initially be managed by the World Bank, with advisory input from partner, stakeholder and donor organizations. Global funds will be disbursed via grants to a limited number of agencies. Country funds will be allocated to country partners (upon application) for studies, capacity building, project preparation and projects, and where appropriate will be supervised by staff from the Facility and partner agencies.

**Objective 4: Progress report to the 60<sup>th</sup> session of the UN General Assembly on the implementation of UN Resolution A/Res/58/289**

General Assembly resolution 58/289 invited the World Health Organization, working in close cooperation with the United Nations regional commissions, to act as coordinator on road safety issues within the United Nations system. The resolution also requested that the Secretary-General, in submitting his report to the General Assembly at the sixtieth session, draw upon the expertise of the United Nations regional commissions as well as the World Health Organization and the World Bank. To articulate what should be included in the Secretary General's report back to the UN, the discussion was structured around the following 4 questions. The bulleted points are elements that were suggested by participants

1. **What is the objective of the report?**
  - Report from SG to the UN

- Include activities of all members of the collaboration
- Need to show the progress that has been made since the resolution was passed
- Inform about process and progress
- Acknowledge the progress made and reaffirm WHO's coordinating role for road safety in the United Nations, working in close cooperation with the regional commissions
- Indicate that support is needed for regional commissioners who have stepped up work on road safety despite under-funding
- Include activities that the Collaboration needs to be doing to legitimize its work
- Indicate that there is much more that still needs to be done – we have just scratched the surface
- The objective was to develop a process

## 2. **What main messages should be included?**

- Emphasize the momentum generated and gained by partners last year
- Document the types and number of breakthroughs by partners
- Emphasize the importance of dialogue in giving rise to opportunities
- Road traffic injuries are a serious global health problem
- Recognition of more work that is being done by a number of other UN organizations which are now coordinating with WHO and the regional commissions
- Encourage member states to work with ambassadors in UN to develop work programmes in this area
- Relate road traffic injuries to the achievement of the Millennium Development Goals
- Indicate how countries have leveraged World Health Day and the World Report
- Indicate that there is work going on in the UN system and request the UN to encourage work programmes in this area.
- Mention the participants in the meetings, indicating the specific roles that each of these play.

- Mention that the regional commissions should be able to obtain financial, political and technical support to continue their work in this area
- Governments should be made aware that they have responsibilities – safety should be a priority in transport policies
- Any investment in road safety is very profitable in the long term and it brings in real gains.
- Developed a framework

### 3. **What should be included?**

- Highlight the global road safety week to be held in 2007
- Highlight the World Day of Remembrance for victims of road traffic collisions
- Mention that the request from the UN came without any funding
- Note that the regional commissions have work plans in place for a 4 year period, and it is difficult to add unfunded (road safety) additions
- Describe how the process of collaborating takes place, the products and players
- For many years UNECE and WP1 have been very active in road safety. Accumulated experience is now being made global; UNECE experience is being availed to other parts of the world
- Highlight special needs and problems of developing countries, and indicate that developing world may have different approach.
- Summarize or include outcomes following WHD 2004.
- Frame road safety as a human rights issue in the resolution
- Develop the content of the report according to objectives of Collaboration.

### 4. **What should the report call for?**

- Call for another resolution – Ambassador Al-Hinai will start this activity
- Report back at 62<sup>nd</sup> session
- Continue existing coordination mechanism

### **New resolution**



- Once the SG report has been written, each participant will need to lobby with governments to get support to help Ambassador Al-Hinai who will develop a new resolution
- Include the Millennium Development Goals angle
- Include the development of infrastructure to address road safety
- Should a global target be added?
- Regional commissions can lobby their governments

This report was circulated among participants in April 2005 for comment. The final version will be sent to the UN in July 2005 for submission to the 60<sup>th</sup> session of the UN general assembly.

### **Closing and next steps**

- a) Dr. Krug gave a summary of issues that had been discussed and the decisions that had been reached. In particular, he noted the consensus reached on the objectives of the collaboration, ongoing and proposed new products, the decision to jointly address five of the major risk factors, and content for progress report to the 60<sup>th</sup> session of the UN General Assembly on resolution 58/289. He thanked Ambassador Fuad Mubarak Al-Hinai for his presence, commitment and support, WHO staff for preparing the meeting, UNECE for hosting and co-preparing the meeting, the translators and all participants for their input.
- b) The next coordination meeting has been scheduled for the 14<sup>th</sup> and 15<sup>th</sup> November 2005.