



Proceedings of the  
4th United Nations Road Safety Collaboration meeting  
held in Bangkok, Thailand,  
10-11 May 2006



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This document was prepared after the 4th United Nations Road Safety Collaboration Meeting, held on 10 and 11 May 2006 at UNESCAP in Bangkok, Thailand.

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## 1. INTRODUCTION

On 14 April 2004, the United Nations General Assembly (GA) adopted a resolution that 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" recognized that developing countries and countries with economies in transition have limited resources to address road safety, and stressed the importance of international cooperation in the field of road safety. In this resolution, the UN General Assembly also invited the World Health Organization (WHO), in collaboration with the 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 adopted resolution WHA 57.10, in which it accepted the General Assembly's invitation to WHO to act as coordinator on road safety issues. Over the last year WHO has worked closely with the United Nations Economic Commission for Europe (UNECE) and the other UN regional commissions to facilitate 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 in October 2004. A further two meetings were held in 2005. The activities resulting from the first year of the UN Collaboration were summarized in a report from the UN Secretary General entitled *The global road safety crisis—Progress on implementation of General Assembly resolution 58/289*, which was published in August 2005. The report was followed by the adoption of UN General Assembly Resolution A/RES/60/5 in October 2005, which welcomed the UN Secretary General's report and, in essence, reinforced the UN Collaboration's mandate and past decisions. The fourth meeting of the UN Road Safety Collaboration took place on 10 and 11 May 2006, hosted by UNESCAP at the UN conference centre in Bangkok, Thailand. This report presents the proceedings of this meeting.

## 2. PROCEEDINGS: THE 4TH 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 November 2005 meeting
2. To plan for the First United Nations Global Road Safety Week (April 2007)
3. To define activities required to achieve the objectives relating to improving data collection, addressing risk factors, and improving fleet safety.

The meeting was attended by 47 delegates of member organizations of the UN Road Safety Collaboration. They represented governments and nongovernmental organizations, from the health, transport, and safety sectors, and representing road victims (See Appendix B for a list of participants and the organizations they represent). An additional 55 delegates of ESCAP member countries and associate members, who were attending the “Expert Group Meeting on the Development of the Asian Highway Network: Regional Experiences and Lessons in Financing Highway Infrastructure and Improving Road Safety” from 8-10 May 2006, joined the 4th UN Road Safety Collaboration meeting on the first morning (see Appendix C).

### 2.1 WELCOME AND OPENING

Welcome by WHO: The meeting was opened by Etienne Krug (WHO). He welcomed participants to the 4th UN Road Safety Collaboration meeting in Bangkok, including members of the Asian Highway Network meeting. He went on to say that this was the first time that the UN Road Safety Collaboration meeting was being held in a low-income/middle-income country, and that although some people could not attend because of the travel distance, it did allow a better participation from people from that part of the world.

On behalf of WHO, Dr Krug, thanked Barry Cable (Director, Transport and Tourism) and his team for their excellent preparation of the meeting and for hosting the meeting. He then thanked everyone for attending - including those members of the Asian Highway Network group. For the benefit of the Asian Highway Network group and new UN Road Safety collaborators, Dr Krug gave a brief history of how the UN Road Safety Collaboration came into being following World Health Day in 2004, and the subsequent UN and World Health Assembly resolutions. He noted that there were now more than 50 regular members who attended this meeting every six months and collaborated on joint projects. He briefly discussed the objectives of the meeting.

Welcome by UNESCAP: Mr Barry Cable (UNESCAP) welcomed everyone on behalf of all the Regional Commissions, and said how pleased he was to be able to host this meeting concurrently with the Asian Highway Network meeting hosted by UNESCAP. He mentioned how delighted he was with the high level of participation from organizations from all around the world to this meeting and hoped that this meeting would enhance dialogue around road safety in Asian countries. The sharing of knowledge and expertise during the meeting was very important and he expressed his optimism that there would be very concrete outcomes from the meeting that could be taken up by collaborators.

Mr Cable welcomed everyone to Bangkok and expressed his hope that participants would enjoy their Asian experience. Participants introduced themselves. Representatives of ESCAP member countries and associate members also introduced themselves, their official functions and selected road safety programmes in their respective countries.

The agenda was adopted without any changes.

## **2.2 ROAD SAFETY EFFORTS BY PARTICIPATING ORGANIZATIONS**

### **2.2.1 Updates from the Regional Commissions**

#### ***UNECE***

*Reported by Jose Capel-Ferrer*

For decades, the UNECE has the standard setting body in the field of transport, with a particular emphasis on road safety. Recent developments in this area include the entry into force on 28 March 2006 of the amendments to the UN Conventions on Road Traffic and on Road Signs and Signals of 1968, and to the European Agreements supplementing them, which were adopted in 2003-4. The UNECE secretariat intends to issue a publication of the consolidated versions of these legal instruments in all UN official languages for the First UN Road Safety Week.

The Working Party on Road Traffic Safety (WP1) continued its work on the updating of the Consolidated Resolution on Road Traffic (RE1). RE1 is a compilation of best practice recommendations for Governments on a number of road safety issues including driving under the influence of alcohol, speed, motorcycle safety - including helmets, safety belts and safety of pedestrians. UNECE also expects to publish RE1 for the UN Road Safety Week.

The UNECE World Forum for Harmonization of Vehicle Regulations (WP29) continued the development of regulations aimed at improving the active and passive safety of vehicles in the framework of the 1958 and 1998 Agreements. A recent improvement has been the introduction of retro-reflecting contour markings for heavy-duty vehicles, which will make them more visible, thus avoiding collisions. There are an increasing number of countries around the world implementing these agreements,. Recent accessions include Thailand and Malaysia (to the 1958 Agreement), and India and Malaysia (to the 1998 Agreement).

The UNECE Inland Transport Committee, the highest decision-making body on transport, adopted a Resolution (on 9 February 2006) inviting Governments to participate actively in the First UN Global Road Safety week.

### ***UNESCWA***

*Reported by Bassam Anani*

A special session during the meeting of the ESCWA Transport Committee was conducted to brief all 70 participants from the 13 ESCWA countries about the UNGA resolution passed in October 2005 calling for the First UN Global Road Safety week. It was agreed to establish local committees to organise activities in countries. In addition, a recommendation about the need to establish permanent traffic safety councils in countries was adopted. These recommendations will be put forward to the 24th session of ESCWA.

Work is underway to complete the ESCWA report on road safety by finalising information from the five remaining countries in the study.

A road safety workshop was recently held in Oman. The next workshop is scheduled for November 2006 and will include selected good practices from the United Arab Emirates, Bahrain and Jordan. The focus for this workshop will be on seatbelt wearing practices and a questionnaire on seatbelt campaigns has been prepared for all 13 countries.

ESCWA has prepared letters to all ministers of interior and transport in member states to inform them about the UN global road safety week. They have received requests from Oman, Syria and other member countries to help in traffic safety, and in particular to help them develop activities for the First

UN global road safety week. They have requested all countries to coordinate their regular road safety weeks to coincide with the UN week and to use the same slogan.

A webpage dedicated to road safety activities in the region and the road safety week is currently being constructed and should be live from 20 May 2006.

### ***CEPAL***

*Reported by Ricardo Sanchez*

There is strong collaboration between PAHO and CEPAL. A joint proposal has been made for Latin American activities related to the UN Road Safety Collaboration and the First UN global road safety week in particular. Six areas of work have been identified as priorities, these are:

- Road safety public policies and legislation
- Education in schools, universities and among staff
- Infrastructure towards road safety
- Financial sector needs to enforce the current road safety requirement in the infrastructure projects
- Health sector involvement
- Alcohol public policies

In addition, CEPAL is focusing on data issues for South America.

### ***ESCAP***

*Reported by Barry Cable*

The Asian Highway Network expert meeting was held in Bangkok on the two days before this meeting, and had focused on financing and road safety. Delegates were happy to join this first day of the UN Road Safety Collaboration meeting. During the Asian Highway meeting, delegates discussed best practices, and as a result of the meeting, some special initiatives will be taken up. In addition, substantive content of a proposed Ministerial Declaration to be considered at the Ministerial Conference on Transport in Pusan, the Republic of Korea, in November 2006 was discussed. (Documents of the Asian Highway meeting are available at

[http://www.unescap.org/ttdw/common/tis/ah/egm\\_may06.asp](http://www.unescap.org/ttdw/common/tis/ah/egm_may06.asp)). At the Ministerial Conference a special road safety exhibition is planned for which all interested parties are invited to contribute to. In particular, support for participation of government officials from the developing and the least developed countries in the Conference would contribute to its success.



Mr Cable emphasized that road safety is addressed differently in Asia to Europe. Asia needs strong political support – the success stories in the region are those that have had support at the highest political level, including from prime ministers. It is difficult for road safety to be coordinated by health, interior or transport - inter-ministerial coordination is difficult so the lead agency needs to be higher than these ministries.

Asia is looking forward to the "how to" manuals currently being prepared by the UN Road Safety Collaboration. These will be implemented in a number of countries.

ESCAP is working towards the UN Road Safety week in 2007. There will be a road safety exhibition in the UN building in Bangkok. Many ESCAP member countries and associate members have indicated that they are already having a regular national road safety event and will consider planning something special for the UN Road Safety Week. In addition, it would be useful, if ADB and subregional organizations would consider joining hands in developing special activities. For example, the recent ASEAN road safety programme, supported by ADB, would serve as a good starting point. ESCAP will continue discussions with these and other banks/donors to explore the feasibility of developing similar initiatives in other subregion of Asia and the Pacific.

### ***UNECA***

*Reported by Etienne Krug*

Unfortunately ECA were not able to join us at this meeting because it clashed with another important engagement they had. Dr Krug reported in their absence based on recent conversations that they are beginning to plan a number of activities for the UN Road Safety week. Most notably, together with the WHO African regional office, they are preparing for the 4th African road safety congress planned for later this year.

Dr Krug congratulated all the Regional Commissions on their achievements in the short time since the UN Road Safety Collaboration was started in 2004.

## 2.2.2 Other participating organizations

### ***Government of Oman***

*Reported by Wahid Al Kharusi*

Dr Al Kharusi thanked WHO for all its coordination efforts since the last UN resolution. He reported the following:

- A number of road safety meetings had been held in Oman to raise awareness and advocacy directed to governmental, nongovernmental agencies and the private sector
- In September 2006 there will be a meeting of 18 member states of the Asian Community Dialogue (ACD) Foreign Ministry group
- A subgroup is to be formed to study and develop capacity building formed by six Gulf Countries (Oman, Saudi Arabia, UAE, Bahrain, Qatar, Kuwait). In addition they will invite Iran, Jordan and Yemen.
- The trauma registry for hospitals had been finalised.
- The Foreign Ministry is beginning to prepare the 5th UN resolution which will ask for an inter-ministerial meeting on road safety for 2008 and the development of a road safety charter.
- They are preparing for the World Day of Road Traffic Victims in November
- They will send a youth to Geneva to represent Oman at the Youth Assembly during the UN road safety week.

### ***Bone and Joint Decade***

*Reported by Wahid Al Kharusi*

Dr Al Kharusi, on behalf of the Bone and Joint Decade, reported that they had had a meeting in Sweden where road safety was put at the top of the "orthopaedic" agenda displacing arthritis and other bone diseases. The Bone and Joint Decade look forward to working with WHO in the future.

### ***World Bank***

*Reported by Tony Bliss*

The World Bank remains focused on road safety and is increasing its priority in both the transport and health sectors. The Bank has recently released its draft transport sector strategy for comment. This is entitled "Safe, clean and affordable transportation", and emphasizes safety as a priority.

The Bank is moving from smaller scale "First Generation" investments in road safety to larger multisectoral "Second Generation" investments. The project in Viet Nam is a good example of this. Similar projects are being developed in a number of other countries including Iran.

Support for road safety is being given by the highest level of management in the World Bank.

### ***Transport Canada***

*Reported by Brian Jonah*

Transport Canada hosted a workshop on 21 March 2006 in Ottawa, where leaders in global road safety discussed Canada's future role in promoting global road safety, particularly in low- and middle-income countries. Participants included representatives of federal and provincial transportation and public health departments, industry, universities and nongovernmental organizations. International participants included Tayce Wakefield (GRSI), Margie Peden (WHO), Saul Billingsley (FIA-F), Tony Bliss (World Bank) and Michael Crothers (Shell).

Following presentations by the international delegates, a number of locals presented on the current state of road safety in Canada, and why Canada should share its successes with developing countries. During the afternoon, there were breakout group discussions on: the opportunities for Canada to play a role in global road safety, what some of the barriers are in pursuing these opportunities and what might be the necessary steps to take to overcome these barriers. Some of the suggestions included: becoming a member of GRSP; creating a senior level inter-departmental committee to develop a strategy for Canadian representation of federal/provincial/territorial governments, private sector, academia, and nongovernmental organizations to develop a private/public partnership; make the Canadian Council of Motor Transport Administrators (an inter-governmental coordinating body) aware of the global road safety problem; and encourage the Canadian government to support placing road safety on the agenda of the G8 meeting.

The final part of the meeting was devoted to a presentation on the First UN Global Road Safety week. This was followed by a discussion on what role Canada could play during this week. It was proposed that since there is a Canadian Road Safety week from 14-18 May 2007, Canada might create a road safety month with these two weeks serving as the beginning and end of the month. Discussions on this are continuing and an organizing committee is being created.

### ***Scania***

*Reported by Lars Gunner Tannefors*

Scania is a truck and bus company from Sweden which encourages good practice with respect to road safety. The company has financially supported the UN Road Safety Collaboration and is also implementing road safety in each country in which they work as well as among their employees. Scania will be involved in the UN Global Road Safety week through training and competitions for young truck drivers around the world.

### ***Rotary International***

*Reported by Praphan Hutasingh*

Rotary International has 168 clubs all over the world. This is the first UN Road Safety Collaboration meeting they have attended, but road safety is an important issue and they are interested in promoting the road safety week through their clubs.

### ***Laser Europe***

*Reported by Robert Trotter*

Laser Europe, a non profit association, jointly organized the 1st Global Road Safety film festival in Geneva on 23 March 2006 (in cooperation with UNECE). Films that were shown came from over 30 countries, representing all regions of the world. They were selected by an international jury and classified into five categories: communication and campaigns, education for road safety and driver training, risk prevention for professional drivers, road safety innovations, TV broadcasts. The Festival is the first step in building a global road safety multimedia resource centre, as a tool for the preparation of the UN road safety week.

Laser Europe will also organize, the European Road Safety Summer University, which will be held in France, from 28-31 August 2006. Its summer university, EUROSUN, aims to promote international cooperation between managers of different regions, involving political, administrative and technical persons in charge of road safety from all European countries. Sixty young ambassadors are invited to present their initiatives, to prepare the first global road safety week and to build with Laser Europe a

European road safety young partners network. Laser Europe is the nongovernmental organisation which organised the first road safety film festival.

Laser Europe will host jointly the Euro-Latin-American congress of road safety and the international road safety film festival on 22-25 November 2006 in Montevideo, Uruguay.

### ***International Road Safety (PRI)***

*Reported by José Trigos*

Two projects, financed by the European Union, are being conducted:

- CAST - this project looks at road safety campaigns in Europe, best practices and dissemination processes.
- VAMOS or "Volunteers always on the move for better road safety in Europe" project looks at how to build and maintain networks of road safety volunteers, and is based on a Dutch model. It will include courses on road safety management which might be of interest to other regions.

PRI will also organise road safety management courses in Tunisia that are aimed at other Arab countries.

### ***International Road Federation***

*Reported by Sibylle Rupprecht*

IRF has organised two major conferences:

- Abu Dhabi, March 2006, on the theme "Roads for the future - smart and safe", examining the latest developments in building "forgiving" roads
- Amsterdam, April 2006, on the theme "Road safety through innovation", which discussed the implication of public-private partnerships on road safety.

IRF has been given the first European road safety award. This award is given within the European road safety charter of which IRF is a signatory.

IRF has published a brochure called "Maintenance of road signs, markings and other safety assets" looking at cost effective means of optimising road safety. This publication is distributed free of charge. IRF is also preparing further publications on best practices according to ISO-CEN norms addressing road infrastructure safety.

IRF published the World Road Statistics supported by the World Bank. In this document, statistics including road traffic collisions are compiled through different partners such as IRTAD, OECD and Eurostat.

### ***TRIPP***

*Report by Dinesh Mohan*

The Indian Institute of Technology, Delhi, has established a dedicated Transportation Research and Injury Prevention Programme (TRIPP) which includes professionals from the departments of applied mechanics, biomedical engineering, computer science, mechanical engineering, humanities and orthopaedics.

TRIPP is recognised as a WHO Collaborating Centre for research and training in road safety and as an international centre of excellence for research in future urban transport. Faculty members at TRIPP work on optimisation of traffic flow with special reference to safety, crash simulation modelling for motorcycles, three-wheelers, cars, buses and trucks. TRIPP is also advising the Delhi government in the development of its first bus rapid transport corridor with special emphasis on safety of non-motorised transport.

TRIPP organises an annual international road safety course in Delhi in December. To date, about 500 individuals have been trained in these courses. The 16th course will be held at the end of 2006. TRIPP faculty also helps organise courses in South Africa, Pakistan, and Sri Lanka.

### ***Indian Institute of Road Traffic Education (IRTE)***

*Reported by Rohit Baluja*

Since the meeting held at London, the IRTE has conducted two international programmes aimed at enhancing global road safety:

- International Workshop "Traffic Engineering as Scientific Approach Towards Safety Traffic Management in Developing Countries" was held in New Delhi on 6&7 January 2007. The meeting was held in partnership of global partners: GRSP, gTKP, FIA Foundation, World Bank, IRF, ITE, RoSPA etc.

- Coinciding with this occasion an "Indian Road Safety Stakeholders Forum" was held in New Delhi on January 7, with Dr. Mark Rosenberg in chair. The objective of the meeting was to bring together key stakeholders from the government, private sector and the civil society, and involve them in the global efforts to reduce road safety crisis.

The IRTE & Prince Michael International Road Safety Awards were presented in New Delhi to nine National & International Awardees. Details are on [www.irte.com](http://www.irte.com)

IRTE will hold an International Workshop on "Road Safety Education for Developing Countries " to be held in New Delhi from 11 to 13 January 2007, together in partnership with many members of the Road Safety Collaboration, including FIA, Laser Europe, GRSP, gTKP, IRF etc. In addition, on 19 November 2006, IRTE is organizing a National Programme in New Delhi to commemorate the World Day for the Remembrance of Road Traffic Victims.

IRTE is planning a commemorative ceremony for victims of road traffic crashes on the 18 November 2006. The President of India has been approached for his support for this event.

The first Indian Road Safety education workshop is planned for 11-13 January 2007. In addition, IRTE are preparing for the First UN global road safety week in April 2007.

### ***International Federation of Pedestrians***

*Reported by Amy Aeron-Thomas*

The International Federation of Pedestrians' recent focus has been on contributing to the UN Working Group on Road Safety on a resolution on safety of pedestrians. We are recommending the use of safety audits to ensure that the needs of vulnerable road users are considered, and not just those of motor vehicle users.

### ***Handicap International***

*Reported by Sann Socheata*

Handicap International (HI) is a non governmental organization. Its mission is to contribute to the prevention of disabilities and to support the improvement of the life of disabled people in all related areas (medical, social and economic).

In 2003, following the dramatic increase of the number of road traffic accidents and injuries in Southeast Asia, HI started to implement road safety programs in **Cambodia, Laos and Vietnam**, in close cooperation with local authorities and international organizations.

More recently, HI also initiated road safety projects in **Madagascar, Burkina Faso and Mozambique**.

The projects generally consist in the following components:

- Development and implementation of accident and casualty information systems (e.g. RTAVIS in Cambodia), combining data from health facilities, as well as from traffic police;
- Road Safety publicity and campaigns, mainly focusing on helmet use;
- Road Safety education in primary and secondary schools;
- Community-based road safety education along major national roads;
- Management and coordination;
- Lobby and advocacy.

### ***GRSP***

*Report by David Silcock*

Since the last collaboration meeting in London, GRSP has focussed on developing programmes for the delivery of good practice in road safety. GRSP was pleased to assist UN-ESCWA in its workshop in Oman (October) by preparing examples of good practice for use in the region, and with facilitation support. (copies are available from [www.grsproadsafety.org](http://www.grsproadsafety.org))

Work has progressed on the 'alcohol' good practice guide, led by GRSP with ARRB as the principle contractor, and this should be published by the end of the year.

GRSP is the implementing organisation for the Global Road Safety Initiative (GRSI), funded by seven GRSP member companies – *see report from GRSI*. Plans are well advanced for the first series of workshops in the ASEAN countries to be delivered by GRSP, building on the road safety action plans prepared under the ADB/ASEAN programme. These workshops are designed to put into practice the 'Helmet' good practice guide, through a set of country action plans to be developed during the workshops. This will be followed up by pilot projects, with GRSI seed-funding.



GRSP is also now active in China, with GRSI support. The intent is to implement the good practice guides in partnership with ADB and MPS (Ministry of Public Security- the traffic police). GRSP now has full time coordinators in Bangkok, for ASEAN, and in China, working to implement GRSI and the good practice guides being developed under the auspices of the UN Collaboration.

As a member of the governing board of the *global* Transport Knowledge Partnership (gTKP), an initiative of the UK Department for International Development (DFID), I also draw the meeting's attention to gTKP as a source of knowledge and exchange of good practice about road safety, and in particular vulnerable road users. Under its theme of Transport and Health, gTKP is developing a package of relevant reports and information, through workshops and its website. All are asked to contribute documents and reports they are willing to share, and to make free use of the information available. Under discussion, is the possibility that gTKP may develop a more general good practice guide about road safety interventions to help vulnerable road users. (see [www.gtkp.com](http://www.gtkp.com))

### ***Fleet Forum***

*Reported by Rob McConnell*

On 14 April 2004, the United Nations General Assembly (GA) passed resolution 58/289 that called for increased attention and resources to be directed towards road safety efforts. It also stressed the importance of international cooperation in the field of road safety and fostering road safety activities within UN organisations. In response to this resolution and to effect Objective 6 the 'United Nations Road Safety Collaboration' the Fleet Forum is specifically mentioned to encourage this culture of road safety within the UN agencies and international humanitarian organisations. Fleet Forum is now initiating a project on Fleet Safety which will be developed and piloted within the humanitarian community.

The goal of the project is to establish a culture of road safety and safety standards within international humanitarian organisations and to reduce the numbers of crashes causing death and injury to the public and employees.

The project deliverables will comprise a 'tool kit' which includes: tools for senior management and fleet managers targeting many of the major contributor factors to road crashes and road crash severity; training material to be used in workshops; a business case in which the impact of using the toolkit and

improvements in fleet safety are measured. The full tool kit will be piloted in Kenya as a communication platform for fleet safety. The project and tool kit will be launched in a high profile event during the Global Road Safety Week 2007.

The project will be funded by economic support from the Danish Government funding agency DANIDA under its Programme for Public Private Partnerships. Additional funding and in-kind contributions will be sought from a number of other project partners.

### ***FIA Foundation***

*Reported by Rita Cuypers*

The FIA Foundation has initiated the Commission for Global Road Safety with the objective to put global road safety on the development agenda of G8 countries. The Commission will launch a report with recommendations "Make Roads Safe" in London on 8 June 2006, and this will also mark the start of an awareness campaign.

The FIA Foundation supported a regional road safety workshop in Chile in January 2006 in preparation of the global road safety forum that will be held in Costa Rica in September. The FIA Foundation also funded a successful regional workshop for the Middle East in Oman last year, and has supported local road safety workshops in South Africa.

The FIA Foundation continues its support to vehicle safety crash test programmes and road assessment programmes – recently extended to iRAP which will benefit also low and middle income countries.

The *Think before you Drive* campaign which the FIA Foundation launched last year with the tyre company Bridgestone and its member automobile clubs, has started its second and final phase. There are now 60 automobile clubs in all the regions of the world that have signed up to the campaign, which consists of convincing motorists to always use seat belts and restrain their children properly, to adjust head restraints and check the condition of the tyres on a regular basis. It also warns of the dangers of drink driving, drugs and medication, mobile phone use while driving, and inappropriate speed.

## **FEVR**

*Report by Brigitte Chaudhry*

FEVR is the umbrella organization of more than 20 national road victim organizations in Europe, and collaborates with others around the world. These organizations work to provide immediate and long-term information and support to road crash victims, to highlight inadequacies in individual cases in the media and in parliament, and to campaign for a better post crash response in respect of the law and rehabilitation and support of victims. This represents vital road safety work, since an appropriate response to the consequences of crashes is interdependent with prevention work.

Since the last UN road safety meeting, road safety initiatives by some of FEVR's national organizations have included the following:

- The **Luxemburg** association AVR had campaigned for reducing the alcohol level from 80mg to 50, which was successful.
- The organization ACA-M in **Portugal** observed a National Day of Courtesy at the Wheel, travelling on a courtesy bus around Lisbon, with Government Ministers, with a media campaign publicizing the 15 Commandments of Courtesy at the Wheel. They laid flowers at the crash site where an 8-year old child was killed and proposed a number of measures to minimize crashes at that location. ACA-M had also won a court case against the government, who were found to have acted illegally when they favoured the Portuguese Prevention organization in a national road safety contest.
- In **France** the organization League Against Road Violence is pushing for cameras, together with the inter-ministerial council.
- In **Germany** the organization Dignitas had launched an initiative for young drivers, entitled 'Your first Car', with the slogan *Are you still driving or already dying?* Booklets are being distributed to all driving schools, region by region.
- In the **UK**, RoadPeace held their annual lecture on the topic 'Road Injury – the widening justice gap', and their next Parliamentary Group meeting will highlight that no charge exists for road injury, or is even proposed in the Road Safety Bill which is at present going through parliament. They responded to the consultation on the Highway Code, asking for more stress on road crash consequences, on speeding, hit & run and protection of children. RoadPeace is collaborating with the London Safety Camera Partnership in connection with the launch of some 70 digital speed cameras in London this summer.

At an international level, FEVR and RoadPeace are collaborating with WHO to develop a booklet which will guide organizations and countries around the world on how to conduct or organize a Remembrance Day. This document will be launched during the 2007 UN road safety week in April in Geneva.

As a member of UNECE Working Party 1, FEVR contributed to the proposals on child education, stressing that the legal responsibility for the well being of children must remain with adults according to the Convention of the Rights of the Child.

FEVR will participate in the 1st European Conference on Injury Prevention and Safety Promotion by EuroSafe in Vienna in June.

The next FEVR Assembly will be held in October 2006 in Zurich, Switzerland.

### ***ASIRT***

*Reported by Daniel Brod*

ASIRT is a US based NGO working on international road safety issues. ASIRT, now in its 11th year, began as a grassroots organization expressing the anguish of road traffic victims. It has expanded its board to include a number of professionals from the domains of health, engineering, law and economics. ASIRT continues its international activities through its offices in Turkey, Kenya and Israel, as well as through other NGOs, US embassies and US State Department contacts around the world. ASIRT has recently begun work with an NGO in Egypt and hopes to develop an active role in road safety there.

ASIRT continues to expand and maintain its Road Travel Reports (RTR), which are compilations of data from multiple sources describing the risks facing travellers and safe practices that can be adopted to minimize risk. ASIRT currently has RTRs for about 120 countries and these are made available to individual and corporate subscribers and "Study Abroad" participants.

ASIRT recently expanded its Study Abroad programme and is working directly with Study Abroad managers and university administrators to refine its programme. It aims to make the best resources available to students and to provide a forum for active information exchange that identifies and informs about the risks that students face.

ASIRT was central to the recent establishment of an International Road Safety Caucus in the US Congress. The caucus will be active in addressing international road safety concerns in new and in-process legislation. ASIRT has assisted in drafting a US House resolution recognizing the international road safety concern and giving Congressional support to USA observance of the World Day for road traffic victims.

ASIRT are preparing a document entitle "Faces behind the figures" for WHO which will chronicle the experiences of road crash victims and their families. It will include the narratives of at least 20 people from a wide spectrum of countries, economic strata and crash particulars. A draft should be available by September and all contributions are welcome. This book will be launched at the First UN global road safety week next year.

ASIRTs annual reception is planned for 23 May this year. The guest speaker will be the US Secretary of Transport, Mr Norman Minetta. The event will be held in the French Embassy, in honour of France's dramatic reduction in road cashes.

### ***Asia Injury Foundation***

*Report by Greg Craft*

Asia Injury Prevention Foundation, a US non profit organization, based in Viet Nam, is expanding its "Helmets for Kids" programme into Indonesia, Thailand, Laos and Cambodia. Commitment for 50 000 helmets has been secured from the private sector to start the expansion. To date, 5 000 child helmets have been distributed in VietNam using Asia Injury's child "tropical" helmet, designed and manufactured on a non profit basis by its Protec Tropical Helmet Company.

In June, Asia Injury will launch a "Helmet Wearing Day" in partnership with the local government of Ho Chi Minh City. This will include a parade, an outdoor concert, interviews with survivors, and the launch of a new helmet campaign "No Excuses", targeting teenagers. This Helmet Wearing Day will be the model for a similar rollout in other cities throughout the region.

## ***ARRB***

*Reported by Lori Mooren*

The Australian Road Research Board (ARRB) was established 40 years ago and operates as a company jointly owned by Australian Road Authorities. ARRB conducts engineering, social and behavioural research into all aspects of road management and road safety. It develops and produces road and vehicles technologies and provides consulting services. Many ARRB employees are former senior road authority managers and have a strong personal, as well as organizational commitment, to assisting governments, NGOs and the private sector agencies in improving road safety. ARRB shares the lessons they have learned in improving road safety in Australia.

## ***American Motorcycle Associations***

*Reported by Robert Rasor*

Mr Robert Rasor reported as a representative of a coalition of NGO Rider Advocacy organizations. Included in the coalition are: Fédération Internationale de Motorcycliste, American Motorcyclist Association, motorcycle Riders Foundations, Federation of European Motorcycle Associations. All these organisations are interested in a variety of road safety initiatives as they affect motorcyclists around the world including:

- Motorcycle rider training
- Alcohol involvement in motorcycle crashes
- Integrated approaches to protective equipment and apparel
- Effects of road infrastructure on motorcyclist injury and fatalities.

## ***Global Road Safety Initiative (GRSI)***

*Reported by Michael Crothers*

The Global Road Safety Initiative arose from the Sustainable Mobility Project, when seven companies (Ford, General Motors, Honda, Michelin, Renault, Toyota and Shell), agreed to continue work to promote Road Safety. These seven companies have committed a total of \$10 million over 5 years, in the focus regions of ASEAN, Brazil and China. The regions were chosen based on factors including current road safety issues, and the potential for progress to be made within the five year mandate of

GRSI. The GRSP organisation is the implementer in countries, as the Initiative targets key safety factors from the 2004 UN/WHO report such as alcohol, speed, and use of seat belts and helmets.

Coordinators have been appointed in each region. Progress to date includes:

- ASEAN - workshops based on the Helmet Good Practice Guide planned for Thailand, Lao, Viet Nam, Myanmar and Cambodia
- China - two projects are underway in partnership with the Asian Development Bank, one for training of the traffic police and the other to improve road design to protect vulnerable road users in Beijing, in advance of the Olympics
- Brazil - road safety partnerships launched with many towns and small cities in several provinces based on the GRSP model of partnerships, with close involvement of schools, local police and political leaders in the municipalities

GRSI looks forward to working with the members of the UN Collaboration on Road Safety.

### ***Asian Development Bank***

*Reported by Charles Melhuish*

For many years ADB has recognised that road safety is a major problem and has been allocating funds at a country and regional level. ADB has developed road safety guidelines aimed at policy makers - with a traffic engineering focus. Recently, ADB produced a road safety tool kit to ensure that road safety audits are included in every loan that is given by the Bank.

The ADB-ASEAN programme has put out a bid for a proposal on the economic impact of road crashes on the poor in 4 ASEAN countries.

### ***WHO - WPRO***

*Reported by Hisashi Ogawa*

The WHO Western Pacific Regional Office is organizing a Meeting of National Focal Points on Injury and Violence Prevention from 15 to 17 May 2006, and road safety will be one of the main issues to be discussed in the meeting. WHO has been involved in the ADB-ASEAN road safety programme at both the country and regional levels, and has supported the health sector of the countries to actively participate in the development of multisectoral national action plans for road safety. Over a half of the global road traffic deaths occur in the Asia-Pacific region, and both the WHO Regional Offices for

South-East Asia and Western Pacific have worked closely with regional partners to reduce the impacts of road crashes.

### ***WHO - SEARO***

*Reported by Dr Than Sein*

WHO SEARO are making injury prevention a priority programme, since it is a major disease in top five leading causes of deaths and disability in our region. WHO SEARO has a programme to initiate and strengthen injury surveillance. We also work with teaching institutions to integrate TEACH-VIP, and have developed Medical and Nursing Curricula for injury prevention that will soon be implemented. We are happy to be part of the global campaign and collaboration. SEARO will begin working with member countries to start addressing road safety, and will collaborate closely with the Ministry of Transport. We also work closely with the Western pacific region.

### ***WHO - Headquarters***

*Reported by Etienne Krug*

Dr Krug reported that WHO headquarters are working with the health sector across the world in injury and violence prevention. Last month a Global Ministry of Health Focal Person meeting was held in Durban in conjunction with the 8th World Injury Prevention Conference. A document on who focal persons can assist Ministries on injury and violence prevention will be forthcoming.

In addition, WHO has launched its TEACH-VIP programme, which is a curriculum for injury and violence prevention designed for Masters of Public Health university students. It is currently being implemented in some 60 universities around the world.

WHO has launched several new documents on prehospital care, emergency services and policy development. All parts of the organization continue to work with countries to strengthen their data systems.

### **Summary of welcome and opening session**

Dr Krug noted the huge shift in the number of international efforts being conducted and the collaboration which is taking place in road safety around the world. He thanked all participants for their dedication and support.



UNESCAP members who are observers to the morning session briefly introduced themselves. Countries represented were: Afghanistan, Armenia, Azerbaijan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Democratic republic of Korea, Georgia, India, Indonesia, Iran, Japan, Kazakhstan, Kyrgyzstan, Lao People's Republic, Malaysia, Myanmar, Nepal, Pakistan, Russian Federation, Singapore, Sri Lanka, Tajikistan, Thailand, Uzbekistan, Viet Nam.

## **2.3 UPDATES ON COLLABORATIVE EVENTS AND PRODUCTS**

### ***2.3.1 UN Road Safety Collaboration website***

Margie Peden presented the recently launched website dedicated to the UN Road Safety Collaboration. The website was identified as a need during the 3rd meeting of the UN Road Safety Collaboration. The website was prepared based on comments from several members of the Collaboration. WHO is open to further suggestions for improvement, and would be willing to include additional links to organizations at various points of the website as appropriate. The web address is [www.who.int/roadsafety/](http://www.who.int/roadsafety/).

### ***2.3.2 Global road safety facility***

Tony Bliss presented the Global Road Safety Facility which aims to catalyse a rapid increase in road safety investment, both at a country level and globally, as well as facilitating the transfer of knowledge in low- and middle-income countries. It was launched in London at 3rd UNRSC meeting. Founding members are the FIA Foundation, the Netherlands and the World Bank. Slow but steady progress has been made. The global "arm" (from development grant from the World Bank) has dispersed money to GRSP and The Global Road Safety Forum and is finalising the paperwork with WHO. Country level funding will be linked to "second generation" road safety projects, like road safety training in China. Other developments include a website and sorting out application procedures, putting together an advisory board, strategic plan, and approaching other donors. Signs are encouraging from many prospective partners.

The country "arm" will be ready within a few months after the application procedures and the website have been finalised. Guidance on how to apply will be found on the web. Mr Bliss cautioned that at this time there is not a lot of funding, but from next year they hope to be able to meet expectations. What

will be important is to be able to show the donor community how the facility works, and then hopefully there will be more donors.

Mr Bliss reiterated that with regard to country projects, the Bank will look favourably on those projects which are government endorsed and feed into a country strategic plan, as well as larger projects. The Bank is moving away from funding small, piece-meal projects, to second generation projects with greater scope.

### **2.3.3 "How to" manuals**

#### *Seat-belt manual*

The FIA Foundation produced a seat-belt kit for the launch of the Costa Rica seat belt campaign in 2004. This document is currently being update and rewritten in the format of the other "how to" manuals and to include a wider spectrum of good practices from around the world. It should be available for review after the summer.

#### *Drinking and driving*

GRSP have taken the lead on developing this manual and engaged ARRB in Australia to write the manual. Two drafts have been developed - the second draft is currently with a few experts for external peer review. Since this document could be contentious in its content, discussions are afoot to first pilot the draft in a number of countries and then amend and finalise based on feedback received. The document currently includes issues on drinking and driving, and drinking and walking - the document does not include other impaired driving issues such as fatigue or medical drug usage. GRSP are still looking for good case studies not printed in the traditional literature and requested participants to send them information if they had any.

#### *Helmet manual*

WHO is developing the helmet manual, together with many participants in the UN Road Safety Collaboration, in particular those with expertise in this area. The document has been extensively reviewed. It is currently ready for final clearance through the four organizations. It should be ready for piloting in five countries in the ASEAN region by GRSP in the summer.

#### *Lead agency*

A draft of this manual has been written by Jeanne Breen. She has tried to follow the template format but it is somewhat different to the other manuals, which are on specific interventions. Tony Bliss will review

the first draft in the summer. He is hopeful that it can be out for review by September and should be finalised by the end of the year.

#### *Road safety training manual*

TRIPP, New Delhi and WHO are finalising the production of a road safety training manual. It is currently being typeset and will go to print in June 2006. It is based on the international road safety course which is run by TRIPP and INRETS every year in December.

All these documents will be translated into multiple UN languages as funding becomes available. We encourage governments and organizations to translate into local dialects. All that is required is a request to WHO ([pubrights@who.int](mailto:pubrights@who.int)) if WHO holds the copyright or send a letter to the appropriate lead agency for copyright permission and this will be granted.

#### **2.3.4 Lord Robertson report**

Rita Cuypers presented on behalf of the FIA-Foundation. The official name for this report is The Commission for Global Road Safety but has been shortened to the "Lord Robertson Commission" because Lord Robertson, ex NATO secretary general, is the lead commissioner of this document. Lord Robertson had a car crash some years ago and attests to the use of a seat-belt which saved his life.

Ms Cuypers gave an overview of the document and focused on the key recommendation of the report which are:

1. at a minimum 10% of all road infrastructure projects should be committed to road safety
2. A 300 million dollar, 10 year action plan to catalyse multisectoral national road safety capacity building in LMICs should be funded
3. A ministerial conference in 2008
4. A global road safety charter

This report is will be launched in London on the 8 June 2006. It calls on the St Petersburg summit at the G8 to address road safety but it might be too late for this so it will lobby for road safety to get onto the next G8 summit in Germany. The report may be downloaded after 8 June from [www.commissionforglobalroadsafety.org](http://www.commissionforglobalroadsafety.org). Ms Cuypers asked the UN Road Safety Collaboration to endorse the report. A copy of the powerpoint presentation presented by Ms Cuypers can be found in Appendix D.

### ***2.3.5 World day of remembrance***

Ms Chaudhry gave a short history leading up to the adoption of the UN resolution and the call for governments to commemorate the third Sunday in November as a World Day for road traffic victims. She gave examples of some of the events which were held last year to encourage countries to hold events this year. Ms Chaudhry encouraged as many countries as possible to join in this event. FEVR and RoadPeace are currently developing a booklet which will guide other organizations that wish to hold events. This document, which will be published by WHO, will be launched at the UN road safety week next year.

### ***2.3.6 Report back from conferences***

#### ***8th World Injury Prevention and Control Conference***

The 8th World Injury Prevention and Control conference was held in Durban, South Africa in April 2006. Approximately 1200 delegates attended the meeting which was opened by Queen Rania of Jordan and the South African ministers of health and transport. Although the meeting was on all injuries, there was a large focus on road safety. The conference called for interventions to be based on strong scientific evidence. In addition to the main conference there were a number of side meetings including one hosted by the South African minister of health for all African ministers of health to discuss injuries and violence prevention in general. They developed a declaration which encouraged all countries in Africa to address the problem, and highlighted the extent of the problem of road traffic collisions in the region.. In addition, a 2 day meeting of focal persons from ministries of health from around the world was held to discuss how they can better assist their countries address the problem of injuries and violence.

#### ***The 10th PRI World Safety Congress***

The 10th PRI World Safety Congress on "Traffic Safety Strategies: Think Global and Act Local" was held in Abu Dhabi (United Arab Emirates) from 27 - 29th March, 2006. The overall goals of the meeting were to:

- Shed light on the traffic safety strategies
- Exchange traffic safety information, research and studies results.
- Present different international experiences within the concept of "Think Global and Act Local".
- Introduce latest developments in traffic safety technology and devices.

The conference highlighted the need for political will, good data, and policies for road safety to be developed in countries around the world.

## 2.4 BREAKOUT MEETINGS

### 2.4.1 *Road safety in Asia and the Pacific*

The session was chaired by Mr Barry Cable. It was attended by Asian government delegates, road safety experts as well as interested delegates of organizations participating in the UN road safety collaboration. In this session, road safety related follow-up actions from the previous two days of the “Expert Group Meeting on the Development of the Asian Highway Network: Regional Experiences and Lessons in Financing Highway Infrastructure and Improving Road Safety” of 8-10 May 2006 were confirmed, a detailed account of which can be found in the report of that meeting.

Inter alia, in order to create a regional road safety awareness and commitment at the highest level, a proposal to prepare a draft ministerial declaration on road safety was supported, for consideration by member States with a view to possible signing at the Ministerial Conference on Transport, to be held from 6 to 11 November 2006 in Pusan, Republic of Korea. The need and desirability was discussed for the proposed ministerial declaration to contain a set of goals and targets that are challenging, yet achievable and balanced. Delegates were requested to provide written comments in their expert capacity regarding the proposed goals and targets, and the ESCAP Secretariat was asked to prepare a background document on the proposal for consideration of the Advisory Committee of Permanent Representatives and Other Representatives Designated by Members of the Commission (ACPR) at its session in June 2006, with a view to seeking further guidance on how to proceed.

In addition, the ESCAP secretariat provided a brief account of the preparations being made for the United Nations Road Safety Week in April 2007, as called for by the United Nations General Assembly resolution A/RES/60/5 of 26 October 2005 on improving global road safety. The Meeting was informed of the various road safety day, week or months, which had been or were being put in place in most of the countries represented at the Meeting. Possibilities of collaboration in the organization of such events and possible road safety activities were discussed. In particular, the Meeting noted the effectiveness of ADB-ASEAN Road Safety Programme and considered that such programme could be beneficial to the other sub regions of ESCAP. In this regard, the Meeting requested the member States to consult with respective subregional organization such as SAARC, SCO, ECO and others with a view to initiating subregional road safety programmes. In this regard, the Meeting requested the secretariat to approach interested international organizations for their support to the subregional road safety initiatives.

#### 2.4.2 *Fleet safety*

The working group sought to discuss how the UN Road Safety Collaboration can foster fleet safety activities within UN organizations and among UN staff, including those activities being led by the UN Fleet Forum.

The working group recognized that:

- Fleet crashes are a major part of the road traffic injury problem.
- There is good experience to draw from within organizations that are actively pursuing fleet safety.
- The UN Road Safety Collaboration can make a contribution to facilitating development of good fleet safety practices.

The working group would like to recommend that objective 6 be revised to include encouraging a culture of road safety within other organizations and private companies, in addition to UN agencies.

The working group established a sub-group which will work to advance the UN Road Safety Collaboration's efforts in fleet safety. The sub-group will:

- Approach the UN Under-Secretary General for Safety and Security to get the support of his office for this interagency effort.
- Survey UN agencies and others on their fleet safety initiatives.
- Based on a review of good fleet safety practices, develop a basic code of conduct for UN agencies and others responsible for fleet safety.
- Members of the subgroup are:
  - Rob McConnell, Fleet Forum
  - Lori Mooren, ARRB
  - Rikke Ryksgaard, GRSP
  - Rohit Baluja, IRTE
  - Michael Crothers, GRSI
  - Lars Gunnar-Tannefors, Scania
  - Marc Shotten, World Bank
  - Etienne Krug, WHO

The working group agreed that what this organization could do was:

- Provide forums for discussion
- Compile best practices
- Conduct a policy audit of what is happening in our agencies
- Ask all UN collaborators to comply with a "minimum compliance template" or code of conduct (go through safety and security at the UN)
  - Seat belt use
  - Helmet use
  - Alcohol and drug use
  - Mobile phone use
  - Fatigue (policies related to hours of service - maximum 10 hours driving limit)
- Many agencies could help with developing such a code of conduct.
- Consultation will be required to develop these standards, particularly hours of service

The small group will develop a concept paper on what was discussed during this meeting and present it back to the 5th UN Road Safety Collaboration meeting in Geneva in October 2006.

Etienne Krug thanked Lori Mooren for her summary, and noted that this is a very good example of how the UN Road Safety Collaboration can make a contribution to road safety globally, not only through its individual members, but also under the banner of the Collaboration. This is an important model of how we may be able to work together on other initiatives.

## **2.5 FIRST UN GLOBAL ROAD SAFETY WEEK**

### **Preparations for the First United Nations Global Road Safety Week (April 2007)**

Etienne Krug provided some background to the Week. Upon request from the UN General Assembly, through resolution A/RES/60/5 on *Improving global road safety*, the First United Nations Global Road Safety Week will be organized from 23-29 April 2007. It is envisioned that as part of this Week, a large number of international, national and local events will be hosted all over the world. The Week will serve to:

1. increase awareness about the societal impact and costs of road traffic injuries, highlighting in particular the risks for young road users; and

2. promote action around key factors which have a major impact on preventing road traffic injuries: helmets, seat-belts, drinking and driving, speeding and infrastructure.

The theme of the Week will be "young road users" because young road users constitute a major group at risk of death, injury and disability on the road. The actions resulting from the Week will benefit road users of all ages.

The UN General Assembly resolution notes that there should be a global event to mark the Week, but highlights to a greater extent the potential value of national and local events in terms of long-term improvements for road safety in countries. Etienne Krug noted that he is pleased to learn that there are so many Member States in the room poised to begin developing concrete plans for the Week.

At global level, there are two key events currently being planned, a World Youth Assembly and the Second Global Road Safety Stakeholders Forum. Both events will take place at the Palais des Nations in Geneva, Switzerland.

### **World Youth Assembly for Road Safety**

The World Youth Assembly will be hosted from 23-24 April 2007, and will be modeled on the format of the UN General Assembly, involving delegations of young people from all regions of the world, representing as many countries as possible. The objectives of the World Youth Assembly are to:

1. give a voice to young people,
2. contribute to a shift in attitudes and behavior among young people with regard to road safety,
3. encourage and support a cadre of national leaders for road safety, and
4. identify through a resolution on road safety specific actions which could be taken by governments, civil society, the private sector, the media and young people to prevent road traffic injuries.

Each Member State will nominate at least one young person, based on established selection criteria, including the following:

1. Aged 18-25 years
2. Articulate, fluent in at least one United Nations language (Arabic, Chinese, English, French, Russian, Spanish)
3. Personal interest or connection to the issue of road safety as:



- Member of an organization which advocates for and/or supports projects related to road safety at national or community level
- Victim or family of victim of a road traffic crash
- Junior government representative (parliamentarian, mayor, etc.)
- Professional and/or student in health, transport, law, journalism, education, driver training, police or related fields

4. Proof of strong commitment to conduct future activities

Other desirable qualifications include:

1. Public speaking and/or debating skills
2. Membership in youth or other community-based organizations
3. Experience as junior government representative (parliamentarian, junior mayor, etc.)

## **Second Global Road Safety Stakeholders Forum**

This event would follow on from the First Global Road Safety Stakeholders Forum, that was hosted immediately following World Health Day 2004, and will bring together many nongovernmental organizations, private sector companies and foundations, as well as governmental institutions involved in road safety. The specific objectives of this event are:

1. to provide a platform to bring together a broad coalition of people,
2. to develop and launch an advocacy campaign,
3. to promote the adoption of national, regional and global road safety targets,
4. to share knowledge and lessons learned,
5. to launch a Global Road Safety Charter,
6. to advocate for the mobilization of resources, and
7. to support a Ministerial Conference on Global Road Safety in 2008, designed to bring together Ministers of Transport, Health and Interior.

This event would begin late in the day on 24 April 2007, with a ceremony at which delegates to the World Youth Assembly would hand over the resolution they have prepared to key officials participating in the Forum.

In addition to the World Youth Assembly and the Second Global Road Safety Stakeholders Forum, other events are being considered, including a ceremony to remember victims of road traffic injuries, a global drawing competition, a global short film competition, a "road safety village" of exhibits, road safety site visits, road safety campaigns around schools and a concert.

The Week will serve as an unique opportunity for leaders from government, civil society and the private sector to share experience and make plans for furthering the road safety agenda.

Etienne Krug clarified that the activities currently being planned as part of the Week are being planned with very modest resources at this stage. Additional funds are currently being sought by WHO and UNECE for the global events. It is hoped that, at the very least, governments will be able to sponsor their delegate to the World Youth Assembly, in terms of travel and per diem.

### **Strategies and updates on preparations for national (and possible regional) events**

*UNECA:* There was no representation from UNECA at the meeting. Etienne Krug informed participants that there is a joint letter from UNECA and the WHO Regional Office for Africa inviting Member States to develop a national multisectoral committee to plan for the Week. Preparations are also being made for the 4th African Road Safety Congress planned for November 2006. The Congress, which is likely to be held in West Africa, will provide an opportunity for countries to share their plans for the Week.

*UNECE:* UNECE has taken initial steps to prepare the World Youth Assembly and the Second Global Road Safety Stakeholders Forum, and has to date hosted three meetings of the ROC for Europe. The Inland Transport Committee of UNECE adopted a resolution which requests participation of UNECE Member States in events that will be hosted as part of the Week. UNECE is working to translate the Vienna convention on road traffic signs and signals from English into the other five United Nations languages, and hopes to launch these various language versions of the convention during the Week. UNECE stressed the need for urgency in terms of sending letters of announcement about the Week to the Permanent Missions in Geneva, so that countries have time to establish their national organizing committees and plan events.

*UNECLAC:* UNECLAC continues to promote the recommendations of the *World report on road traffic injury prevention*, and is working closely with WHO's Regional Office for the Americas on road safety-related initiatives, including preparations for the Week. The UNECLAC representative noted that

Member States in the region will require resources in order to host events as part of the Week.

UNECLAC will work to ensure that the national events are connected with the global events in some way, and will encourage Member States to focus on:

1. responses such as those relating to licensing, helmets and seat-belts,
2. the inclusion of the education sector to ensure education and training for students of engineering, urban development, communications, etc. as leaders in road safety, and
3. alcohol and public policies.

A regional road safety meeting will be held in San Jose, Costa Rica following the regional meetings held in Santiago, Chile and Brasilia, Brazil. The Week and the progress nations have made in terms of planning the Week will be on the agenda of this meeting.

*UNESCAP:* UNESCAP is presently convening a meeting of its Member States, and many have updated on the progress they are making towards planning national events for the Week. Although modest financial support has been made to some of these initiatives, more could be done if additional funding were available. However, beyond financial resources, it is acknowledged that political support from the global and regional levels will assist to ensure the success of national events. At its headquarters in Bangkok, UNESCAP plans to host an exhibit to which groups from the region working on road safety will be invited to submit materials. UNESCAP will host a Ministerial Meeting in November 2006, during which a resolution is likely to be adopted. The resolution will be structured along the lines of the Millennium Development Goals, with 2-3 targets and 5-6 indicators for each goal. Adoption of such a resolution would set the basis for future work in road safety at regional and national levels, possibly including the setting of targets. The Week will be featured during the Ministerial Meeting. Formal letters of announcement about the Week are currently being prepared. The UNESCAP representative called upon donors such as the World Bank, the Asian Development Bank, the FIA Foundation for the Automobile and Society and others to consider a fund for road safety, in particular for road infrastructure.

*UNESCWA:* A meeting was held last week for UNESCWA Member States during which they were briefed about the Week. Joint letters of announcement and funding proposals are being prepared for all Member States in the region. These will be issued by UNESCWA and the WHO Regional Office for the Eastern Mediterranean. The letters will be sent to several Ministries: Health, Transport, Information and Education. The 24th Ministerial Session of UNESCWA is currently under way. Countries will be considering adoption of a resolution asking Member States to mark the Week. The next regional conference will have the same theme as the Week: young road users. A workshop will be held in Dubai

in November 2006, and there will be discussions on what countries are planning to do to mark the Week. This meeting will be a good opportunity to learn about the needs that countries are likely to have in terms of preparing related events. A web page has been developed on the UNESCWA web site dedicated to the Week. Etienne Krug provided a few additional comments on preparations for the Week:

- The WHO-hosted web site dedicated to the Week will continue to expand and develop in the months ahead, and will eventually have all the related advocacy materials, a section featuring activities being planned around the world, an audio-visual gallery, etc.
- A toolkit for organizers is currently being prepared to assist national and local organizations wishing to plan events and develop materials. In addition, posters and other advocacy materials will be developed.
- The creation of a slogan and logo for such advocacy campaigns is always a challenge. The slogan needs to be short, memorable and appropriate to all the target audiences. It must also be easily translatable from English into the five other UN languages. The members of the GOC took the decision to continue to use *Road Safety is No Accident* in order to show continuity with the events initiated since World Health Day 2004. *Road Safety is No Accident* conveys the notion that political will is a vital ingredient to the success of road safety initiatives. This is also the message of the Commission for Global Road Safety report *Make Roads Safe: A New Priority for Sustainable Development*. Make Roads Safe and Together for Safe(r) Roads could be used in connection with *Road Safety is No Accident* when appropriate.

#### *Discussion:*

A question was raised about the possible short film competition for young people. It was clarified that Laser Europe will organize this competition, which will have two purposes:

1. to involve young people in the activities of the Week as producers, directors, actors, etc. in short films, and
2. to contribute to the expansion of the global road safety multimedia resource center.

The two or three most highly prized short films would be featured during the World Youth Assembly. Criteria for submission of the films are currently being prepared.

Jose Capel-Ferrer of UNECE noted for the record that he is still of the opinion that Together for Safe(r) Roads would be a powerful slogan for the Week, as it conveys the notion of needing to act together to prevent road traffic injuries.

A query was raised as to plans for subsequent UN Global Road Safety Weeks, given that many countries already host road safety weeks on an annual basis, and the dates for these may not correspond with those of the UN Global Road Safety Weeks. Etienne Krug responded that there are no plans at present for future road safety weeks, but this possibility certainly exists. In the end it will be the Member States who decide if there should be future road safety weeks.

An issue was raised that there is a need to be sensitive about how candidates are selected for participation in the World Youth Assembly. The process must be open and fair to all young people in the countries, and should involve government and civil society. It might be worth considering international youth conferences as a mechanism for identifying delegates. It was also noted that the next session of the UN General Assembly has about ten days in which it will focus on youth issues, road safety being one of them. The national youth representative to the UN General Assembly may be a good person to include in the World Youth Assembly.

Much of the talk has been focused on the target audience, and the group was reminded that many of the pedestrians killed on the roads are young people who are killed by drivers of private vehicles. This should be reflected in the messages of the Week.

## **2.6 WORKING GROUP DISCUSSIONS**

### **2.6.1 Data collection and indicators**

This small group was chaired by Margie Peden from WHO.

The Group discussed the following four issues:

- The data manual and the development of a minimum data set for police data collection
- Helmet and seat-belt wearing surveys
- Target setting

#### ***Data manual and minimum data set***

A subgroup met in Geneva earlier in the year to discuss the feasibility of a data manual and to come up with a draft table of contents which was tabled for the participants at this Working Group for discussion. Participants acknowledged the work put into this process by TRL, OECD, the European consumer safety council, PAHO and WHO.

The following suggestions were made to improve the manual:

- It should focus on the optimum use of imperfect data guiding the reader on how to conduct surveys, quick analyses, etc all the while beginning to put a long term surveillance system into operation (rather than focusing on the latter as the major option)
- It should offer the reader a minimum data set to construct a police or traffic based questionnaire drawing on good practices from around the world – in particular the IRTAD database supported by OECD/ECMT and APRAD, supported by UNESCAP. This small working group will work together to come up with these questions and present them to the next UN road safety meeting.
- It should present good practices on various types of information gathering from around the world including surveys, surveillance systems, rapid assessments, risk analysis, in depth-crash analysis, etc.
- It should also include advice on monitoring exposure to risk, as well as crash/injury data.
- It should show how data can be used
- It should discuss who should collect data (government versus researchers)

An update on progress on the manual will be presented at the next UN road safety meeting.

### *Helmet and seat-belt surveys*

The Working Group agreed that developing a standardised methodology for conducting relatively cheap and quick surveys in countries was an excellent idea. There are many examples that have been used around the world (many Highway Authorities in developed countries do these surveys annually) and these would need to be reviewed and a template developed. Conducting such surveys would give countries quick and invaluable information about their seat-belt, helmet, drinking and driving and other rates ahead of implementing a law, or post law implementation as an evaluation tool. This type of information could also be used for advocacy purposes to get road safety higher onto politicians agendas and also possibly be used for funding applications. Such a data set should also be linked to the “baseline surveys” advocated as part as the assessment process in the Good Practice Guides.

The Working Group agreed that a smaller subgroup comprising of:

- David Silcock, GRSP
- Brian Jonah, Transport Canada
- Dinesh Mohan, TRIPP
- Margie Peden, WHO

This small Working Group, lead by Margie Peden, will develop four-page concept piece on developing such surveys and present this back to the group in October 2006.

### ***Setting targets***

There was a brief discussion on the feasibility of this group setting or proposing global or regional road safety targets. The mechanism the UN road safety collaboration could use would be to include such a target in the 5th UN road safety resolution, which is currently being drafted in New York. Wahid Al-Kharusi agreed to go back to Ambassador Fuad Al-Hinai and ask him to lobby some countries to see whether there would be support from countries for the inclusion of such targets. Dr Al-Kharusi will report back to the 5th UN road safety meeting on this issue.

## **2.6.2 Implementing “How to” Manuals – Helmets, Seatbelts, Alcohol**

This small group was chaired by Rob Klein from GRSP.

Discussions of the Group centred on the content, process of implementation, training implications and methods of gaining buy-in from governments to use the manuals. Using the example of implementing the Helmets manual, the group discussed the key challenges and issues involved in introducing these “how to” manuals. The basic plan is to launch the manuals, arrange 3-day workshops in each country (focusing initially in ASEAN countries), forming action plans and carrying out necessary support activities such as training.

### ***Gaining Buy-in and Active Support***

While it was acknowledged that work has been done towards gaining the commitment of Transport Ministers in the ASEAN Region and elsewhere, successful implementation of the manuals needs support from the most senior levels of Government. There needs to be a broad base of ministerial commitment as effective programmes call for the involvement of a range of ministries, including finance, health, police, education, transport and others. Therefore commitment at prime ministerial level to implementing the manuals should be sought. Moreover, governments should be encouraged to organise the workshops with broad sectoral representation. Ideas for gaining this commitment included the use of UN Collaborating agencies, such as the WHO, World Bank, GRSP, GRSI and others to use country based representatives to find best ways to approach government and analyse and gain their support. It was also suggested that an open letter be drafted, to be signed by government leaders for a visible show of support.

The need for gaining support and understanding among a number of specific sectors beyond elected government leaders is also important. Specifically it is especially important to engage with law enforcement agencies as they will play a key role in implementing the actions prescribed in the manuals. The World Bank's current initiative to develop a network of traffic enforcement professionals can assist this process.

The consumer advocate sector should also be engaged to ensure that the quality and availability of helmets and other safety devices will be of a consistent standard. Specific road user group associations, such as motorcyclists, moped riders, bicyclists and others should be engaged to ensure that the safety focus and objectives are mutually understood and supported.

Communications about the focus and intentions of the Manuals need to convey a clarification of what they will and will not do. For example, while in some jurisdictions, carrying small children on motorcycles is not permitted at all, in others where motorcycles are routinely used for family transport, the helmets manual advocates a harm minimisation approach through the provision of head protection.

### ***Process of Implementation***

Turning to the process of implementing the manuals, it is intended that launches of the manuals will be supported by 3-day workshops. In the first day, the workshops will undertake a situational analysis and set the stage for introducing initiatives contained in the manuals. In the second day the content of the Manuals will be examined in detail. On the third day, an action plan will be drawn up for implementation. It is important that the workshops are owned and facilitated by in-country leaders and that they be conducted in local languages. It was noted that the Manuals would be progressively translated into local languages, beginning with Thai, Vietnamese, and Cambodian.

The objective of the Workshops will be to produce action plans for introducing initiatives. The actions will include identifying and addressing training needs.

### ***Training and Resourcing***

Having people and resources needed to carry out the road safety actions contained in the Manuals will necessitate capacity building and specific training. The gaps in skills should be analysed in the 3-day workshops, and by other means. It is vital that training that is given in a consistent way to ensure the integrity and efficacy of practices proscribed in the Manuals.



## 2.7 NEXT STEPS

The 5th Meeting of the UN Road Safety Collaboration will be held in Geneva. WHO will provide the members of the Collaboration with some proposals for dates in October 2006. It was later decided to hold the 5th UN Road Safety Collaboration meeting on 31-31 October 2006.

The 6th Meeting of the UN Road Safety Collaboration will likely be hosted by UNESCWA and the government of Oman in February 2007 in Oman. This meeting will focus primarily on finalizing plans for the First UN Global Road Safety Week.

Etienne Krug summarized the meeting by noting that good progress has been made on a number of topics. He is pleased with the outcomes of the three working groups. He stated that the creation of two sub-groups, one on fleet safety and one on data collection and indicators, is a good example of the direction in which the Collaboration should be moving. The Collaboration needs to yield deliverables, in order to achieve its objectives.

With regard to the First UN Global Road Safety Week, it was agreed by the members of the Global Organizing Committee that by the end of June, the following will be completed:

- Logo developed
- Letters of announcement issued
- Information on regional events included on the Week's web site
- Final list of public figures to be invited to the global event decided upon
- Role of UNICEF and UNESCO clarified
- Funding secured for the global event
- Revised concept for Second Global Road Safety Stakeholders Forum prepared

It was agreed by the members of the Global Organizing Committee that by the end of September, the following will be completed:

- Toolkit for organizers finalized
- Draft agenda for the World Youth Assembly and Second Global Road Safety Stakeholders Forum prepared
- Meeting with committee of delegates to the World Youth Assembly held

- Logistical aspects of events defined

In terms of other key upcoming events, Etienne Krug referred to the upcoming launch of the Commission for Global Road Safety report *Make Roads Safe: A New Priority for Sustainable Development*. This will be a key report in terms of elevating the attention of the issue among the leaders of the G8 countries. Another upcoming event is the formal launch of the World Bank facility for funding road safety projects. The final touches are currently being made on this funding mechanism. The World Day of Remembrance for Road Traffic Victims is another important initiative, and all members of the UN Road Safety Collaboration are encouraged to lend their support to events which will take place to mark this day in November.

### 3. CLOSING

Etienne Krug thanked all the colleagues at UNESCAP, his colleagues at WHO, and the donors which are supporting the UN Road Safety Collaboration including the Swedish International Development Agency, the FIA Foundation for the Automobile and Society, the National Highway Traffic Safety Administration, and Scania.

Barry Cable closed the meeting, stating that he and his colleagues were delighted to host the event, and noted the importance of hosting some of the meetings of the Collaboration in developing countries where road traffic injuries kill and injure the most people. He noted that if we really want to save lives, we must begin by doing so in developing countries.