

Proceedings of the
5th United Nations Road Safety Collaboration meeting
held in Geneva, Switzerland
30-31 October 2006



**World Health
Organization**

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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/. 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 two years 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 and one in May 2006 in Bangkok. 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 fifth meeting of the UN Road Safety Collaboration took place on 30 and 31 October 2006, hosted at WHO's Headquarters in Geneva. This report presents the proceedings of this meeting.

2. PROCEEDINGS: THE 5TH 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 May 2006 meeting
2. To continue preparations for the First United Nations Global Road Safety Week (April 2007)
3. To update on specific regional activities and discuss future regional work
4. To define future activities for the working groups.

2.1 WELCOME AND OPENING

Welcome by WHO: Etienne Krug welcomed participants and thanked them for their attendance, noting that this meeting provides the opportunity to review progress since the previous meeting in Bangkok last May. He also thanked participants for their joint collaboration and the progress that has been made over the last 2 years, since the inception of the Collaboration. He thanked the financial supporters, SIDA, the FIA Foundation, SCANIA and NHTSA. Finally, he invited Ambassador Fuad Mubarak Al Hinai, Permanent Representative of the Sultanate of Oman to the UN, who has been instrumental in advancing road safety in the UN General Assembly, to open the meeting.

Welcome by Ambassador Fuad Mubarak Al Hinai, Permanent Representative of the Sultanate of Oman to the UN

Ambassador Al Hinai promised to make the necessary efforts to keep road safety on the new UN Secretary General's agenda. He explained that road safety comes up every second year at the General Assembly, so will be on the agenda again next year. He looks forward to hearing new ideas and suggestions for the resolution to be presented to the General Assembly.

Welcome by UNECA

Marie-Therèse Guibo spoke on behalf of the UN regional commissions. She outlined the importance of road safety to Africa, highlighting how the collaboration is assisting efforts to further road safety in the region. In particular, she noted the upcoming regional road safety conference to be held in February 2007 in Accra, Ghana.

The agenda was adopted without any changes (Appendix A). A list of participants is provided in Appendix B.

2.2 ROAD SAFETY EFFORTS BY PARTICIPATING ORGANIZATIONS

2.2.1 Updates from the Regional Commissions

UNESCAP

Reported by Richard Alexander Roehrl

UNESCAP's recent work in the area of road safety has focused on preparations for the *Ministerial Conference on Transport* which was convened in the Republic of Korea from 6 to 11 November 2006. At this Conference, the *Ministerial Declaration on Improving Road Safety in Asia and the Pacific* was adopted that includes the overall goal to "Save 600,000 lives and to prevent a commensurable number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015".

The Ministerial Declaration also requests the development of a "set of road safety goals, targets and indicators, to be achieved by 2015... in order to assess and evaluate road safety progress" in the region. The Conference endorsed such a set of goals, targets and indicators, together with other recommendations as contained in the UNESCAP paper entitled "Road Safety in Asia and the Pacific"¹. It should also be noted that the set includes measurable targets that specifically pertain to the Asian Highway, thus contributing to the road safety commitments under the *Intergovernmental Agreement on the Asian Highway Network*.

The Declaration will support building high-level political commitment which has proven key for successful road safety actions in developing countries and especially in Asia and the Pacific. UNESCAP is looking forward to continue sharing experience from the region. In particular, it is suggested that possible road safety goals and targets to be included in a future United Nations General Assembly resolution might follow the structure used by UNESCAP. UNESCAP also welcomes the recent UNDA project proposal by UNECE and the other Regional Commissions that would support the development of road safety targets. It should also be noted that a road safety exhibition was organized as a side event to the UNESCAP Ministerial Conference on Transport.

As mandated by the Ministerial Conference, UNESCAP road safety work until 2011 will focus on providing support for the implementation of the Ministerial Declaration. To this end, UNESCAP is interested in building partnerships with all relevant organizations.

¹ See document E/ESCAP/MCT/SGO/9 available at:
http://www.unescap.org/ttdw/MCT2006/Documents/English/MCT_SGO_9E.pdf

Two recent CDs produced by the UNESCAP Secretariat may be of interest²: (a) CD collection of all 75 issues of the its *Transport and Communication Bulletin* since 1950³; and (b) new Asian Highway database with basic sectional data on the number of fatalities and accidents.

UNECLAC

Reported by Ricardo Sanchez

Following the PAHO meeting in Brazil, ECLAC held a meeting in Santiago in January 2006 and then a meeting in Costa Rica. There were 180 participants from a number of countries. The declaration of San Jose was signed, and there was multisectoral support for this, as well as the endorsement from the President of Costa Rica. It has been a very productive year for road safety in Latin America, and ECLAC has produced 2 publications on road safety research for the region.

UNESCWA

Reported by Bassam Anani,

ESCWA has had increasing demand from all member states for road safety. In particular they have had demands for road safety audits, driver education, and data collection.

There will be a regional meeting in held in December 2006 in Cairo, with GRSP and WHO's regional office. ESCWA is working to establish a regional road safety programme, and a draft paper for this is being prepared to be discussed in March 2007.

UNECE

Reported by Jose Capel Ferrer,

Working Party on Road Traffic Safety (WP.1), 49th session, 27-30 June 2006

The Working Party on Road Traffic Safety (WP.1) held its 49th session on 27-30 June 2006. It focused on the revision of the Consolidated Resolution on Road Traffic (R.E.1). R.E.1 aims at enhancing road safety with recommendations to Governments on issues on which legally binding consensus cannot be achieved or with a greater level of detail than in the Vienna Convention on Road Traffic or in the European Agreement supplementing it. In this context, WP.1 adopted new provisions on driving under the influence of alcohol, improving bicycle, motorcycle and moped safety, increasing seat-belt usage, safety of pedestrians and driving at night. Work continued on driving permits, communication and road safety campaigns, daytime running lamps, speed, mobile phones, safety of children, contents of the first-aid kit, special rules concerning certain categories of vehicles and driving instruction.

² The CDs are available on request from TTD division, e-mail: escap-ttd@un.org or roehrl.unescap@un.org.

³ Road safety is mentioned in 37 Bulletin issues since No. 2 in 1951.

Vienna Conventions on Road Traffic and on Road Signs and Signals

Since May, two more countries, Kyrgyzstan and Peru, have adhered to the Vienna Convention on Road Traffic, bringing to 65 the total number of States Parties to this Convention. Kyrgyzstan has also adhered to the Vienna Convention on Road Signs and Signals, which brings the total number of Parties to this Convention to 54.

The UNECE Transport Division is preparing consolidated versions of the Vienna Conventions and the European Agreements supplementing them to be published as a UNECE contribution to the FUNRSW. The publication will be in English, French and Russian. Spanish, Chinese and Arabic versions of the Conventions will be published if funds are available.

Vehicle safety

At its session in June 2006, the World Forum for Harmonization of Vehicle Regulations (WP.29) adopted a new UNECE regulation on Adaptive front lighting systems, which will improve vision, particularly under adverse climatic conditions. It also adopted amendments to an existing UNECE regulation on improved adhesion performance of tires on wet surfaces. At its forthcoming session in November, it is expected that WP.29 will adopt a global regulation on Motorcycle braking, and an amendment to an existing UNECE regulation that will introduce the mandatory installation in all new motor vehicles of daytime running lamps.

UNECA

Reported by Marie-Therese Guibo

Road safety has not received enough importance in Africa at a policy level. ECA are organizing a conference in February 2007. This will take place in Accra, Ghana from 5-7 February. The objectives for the conference are to:

- Review progress in improving road safety in the continent
- Advance development of national road safety action plans
- Plan implementation of the recommendations of the World Report
- Identify ways of mobilizing resources for road safety
- Continue preparations for UN road safety week.

ECA has also hosted a road safety workshop of the Sub Saharan African Transport Policy Programme, in September 2006. Among other issues, the workshop discussed preparations for the Accra conference and adopted the key messages to be conveyed to the conference. These are:

- The health and poverty implications of road crashes are as serious as that of HIV/AIDS and therefore governments should commit at the highest level to improve the safety situation in Africa.
- Governments should commit adequate and sustainable resources to finance road safety
- Governments should support and endorse the recommendations of the "Make roads safe" report.

In April 2005 ECA was part of a team that drafted the Declaration of the meeting of African Ministers Responsible for Transport and the Millenium Development Goals, which includes the target to reduce by half the rate of accident fatalities (from road and other transport means) by 2015.

2.2.2 Other participating organizations

ARRB

Reported by Lori Mooren

ARRB was established as the Australian Road Research Board in 1960. ARRB, while jointly owned by Australian and New Zealand Road and Transport Authorities, offers consulting services on a commercial basis.

ARRB is involved in a range of consulting projects for multi national companies, countries and international organizations. For companies, one example is the traffic management engineering work doing for BHP Billiton an other mining companies to assist the prevention of on site conflict of vehicles on sites. Another example is reviews and development of good fleet safety management practices for TNT and many other companies.

For Countries, ARRB is assisting with good practices in accident analysis and blackspot identification in Thailand, road safety management training for new national and state road safety departments in Malaysia and a number of other projects.

For international agencies they are involved in the FIA Foundations international road assessment programme (IRAP) pilot project in Malaysia. And most recently they have just undertaken with GRSP to write the speed management good practice manual.

ARRB has a strong commitment to knowledge transfer and capacity building. However, they are aware that conveying the results and policy implications of research is not enough to produce good practice. Rather, they recognise that sharing their successful Australian experience isn't enough, and need to develop processes to support the sustainable progression of good practice through mentoring, institutional "twinning", benchmarking programmes and on going coaching.

Asia Injury Prevention Foundation

Reported by Greig Craft

AIPF continues to expand their *Helmets for Kids* programme - using new lightweight 'tropical' helmets for children with support from Michelin, TNT, Total, and Johnson & Johnson. They have also developed education programmes, road safety campaigns and policies which will allow for a wider variety of helmets to be available in the tropics.

AIPF has built the world's first not-for-profit helmet manufacturing plant where they employ locals and the physically disabled. All 'profits' are fed back into community road safety activities. They have recently set up operations in Thailand where a 2nd helmet plant is planned to be operational by the end of 2007. Asia Injury is co organizing the 3rd GRSI Helmet Workshop which will be held 7-8 December 2006 in Hanoi. The Minister of Transportation will open the event.

At the 5th regional injury prevention conference recently held in Viet Nam, helmets were highlighted as a priority area of need for the country. UNICEF is also getting involved - the director of UNICEF VietNam was involved in a motorcycle crash but was wearing a helmet and was not badly injured. UNICEF staff must wear helmets at all times, and UNICEF has pledged to support introducing legislation mandating child helmet wearing in Viet Nam.

The World Bank has contributed to road safety in Viet Nam with the bank's first even road safety mega loan - a US\$ 25 million loan to improve road safety on 3 key corridors. The project is expected to begin in 2007.

ASIRT, Association for Safer International Road Travel

Reported by Rochelle Sobel

- *U.S. Congress:* ASIRT encouraged the Congressional Caucus on Global Road Safety, which it helped to create in 2004, to gain official Congressional designation of the third Sunday of November as World Remembrance Day for Road Crash Victims and their Families in the U.S.

Working with Caucus Chair, Congressman Robert Wexler, ASIRT gained the endorsement of 25 members of Congress to co-sponsor a bicameral resolution, (H.Con. Res.494) that “supports the goals and ideals of a world day of remembrance.” The resolution was introduced in September and has been referred to the House Committee on Government Reform for review. It is expected that once the new legislative session begins in January, the resolution will be re-introduced with additional co-sponsors and be officially adopted.

- The Congressional Caucus on Global Road Safety will continue to promote World Day of Remembrance Commemoration through official statements in the Congressional Record and letters to colleagues in Congress to raise awareness and galvanize support for new road safety legislation and appropriations.
- *U.S. Embassies:* ASIRT has reached out to U.S. Embassies to promote their involvement in World Remembrance Day in host countries. ASIRT developed a comprehensive list of initiatives for U.S. Embassy participation in host countries and directly distributed the list to U.S. embassies with which it has contact. ASIRT also sent this information to US State Department officials to distribute.
- *Egypt:* The U.S. Embassy in Egypt sponsored ASIRT’s visit to Egypt to share expertise with road safety stakeholders and support Rotary Club road safety initiatives. ASIRT met with members of the Egyptian government, corporations, local road safety NGOs and the media. The U.S. Embassy in Cairo has committed itself to monitor and coordinate future road safety efforts. The Embassy is working with WHO in Egypt to produce a newsletter that highlights the efforts of road safety partners there. It will be released in conjunction with World Day of Remembrance. The Embassy is also planning a briefing to commemorate the day.
- *Study Abroad Programmes:* ASIRT conducted a series of seminars to increase road safety awareness of university study abroad professionals and to train professionals in the use of ASIRT’s *Global Road Safety Toolbox for the Study Abroad Community*. ASIRT helped broker a partnership between seminar sponsor *Sara’s Wish Foundation* and the University of Massachusetts School of Engineering that led to the design and launching of portable seat belts for travelers.
- *ASIRT Annual Gala:* ASIRT’s annual event was held in the French Embassy in Washington, D.C. Hosted by the French Ambassador to Washington, D.C., the Honorable M. Jean-David Levitte, the evening included a key address by the Honorable Norman Mineta, United States Secretary of Transportation.
- *Faces Behind the Figures:* The World Health Organization and ASIRT have launched an initiative to collect first-hand accounts of road traffic victims and their families and friends in over 20 countries. The project attempts to capture the voices and stories of people of all ages and backgrounds who

have been involved personally or who have lost loved ones in a road crash. The book will put a face on the suffering behind the statistics and impress upon policy makers and activists the scale of the tragedy, challenging them to take further steps to reduce road traffic deaths and injuries around the world. *Faces Behind the Figures* will be launched during the 2007 UN Road Safety Week.

- *Road Travel Reports*: ASIRT continues to update and distribute detailed Road Travel Reports on 160 countries as a resource to travelers for business and pleasure.

Ambassador Fuad Al Hinai, Representative of the Sultanate of Oman to the UN

As the Representative of the Sultanate of Oman to the UN over the last 8 years, Ambassador Al Hinai has been actively involved in road safety over the last 4 years. The Omani government sought and successfully made a strong case for inclusion of road safety as an item the General Assembly. The most important event last year that it was involved in was the adoption of the UNGA resolution, with 2 important paragraphs, one on holding of the first UN global road safety week in 2007, and secondly on the acceptance of the idea a World Day of Remembrance. The next step is to elevate this idea of a World Day to a permanent day of remembrance on the General Assembly's calendar. Ambassador Al Hinai intends to stay in active in the area of road safety as long as he is involved in this international arena.

European Commission

Reported by Joel Valmain

The representative of the European Commission (EC) reminds the target of the European Road Safety Action Programme to half the number of people killed on the EU roads by 2010. In this respect he stressed two aspects:

- during the last 12 months, the figures in the EU show a reduction ratio of 8% of persons killed on the EU roads which would allow it to reach the 2010-target;
- the situation regarding road safety improved in the new Member States (i.e. those which accessed the EC on 1st May 2004); it was not the case beforehand.

The group of motorcyclists is the only group of drivers which is not in the same trend. Today 1 person killed on the road out of 5 is a motorcyclist and if the situation remains unchanged in 2010, it will be 1 out of 3.

In this context the future adoption of the proposal for a third driving licence Directive has been pointed out. A staged access to the most engine-powerful motorcycles is foreseen in this text in order to

contribute to improve the motorcyclist's safety. Secondly the EC will propose a Directive on fitting all existing trucks with blind spot mirrors in order for the driver to be able to quicker detect vulnerable users (as two-wheel vehicles drivers) who could be on the side of the truck and therefore are at the moment less visible. Moreover EC is currently considering the opportunity of a Daytime running lights measure aiming at increasing the conspicuity of all vehicles, of course without reducing the visibility of vulnerable users.

Two other legislative proposals:

- currently, a proposal for a Directive on infrastructure road safety management: the item of road safety has to be better taken into account from the planning to the realisation of the infrastructure;
- after a public consultation which will run until the 19 January 2007, EC intends to propose a Directive on cross-border enforcement.

Two other actions:

- the research project DRUID (Driving under the influence of drugs, alcohol and medicines) started on 15th of October 2006 and it will run until October 2010. The EC contribution is around 19 million Euros for a total budget of about 24 million Euros. A number of outcomes are expected enabling decision makers to take right decisions in this area (more and more young people are concerned by the consumption of psychoactive substances);
- EC will organize in Brussels on 27th of April 2007, the European Road Safety Day, in the framework of the first Global Road Safety Week which could be the Regional event of the UN-ECE in the Region. It shows the will of the EC to work closely with other international institutions in the field of road safety.

FIA Foundation for the Automobile and Society

Reported by David Ward

Since the launch of the report of the Commission for Global Road Safety in June, Lord Robertson has been in dialogue with a number of G8 governments and with the major multilateral lending institutions. The main purpose of this contact has been to promote the Commission's proposed \$300 million action plan, the principle that 10% of road infrastructure funding should be earmarked for road safety (as recommended originally by the World Bank in 1980), and the possibility of a UN hosted Global Meeting of Road Safety Ministers in 2008 or 2009. There have been some encouraging responses with support for the concept of a Ministerial meeting from the UK and also Italy. President Prodi has suggested that a global Ministerial meeting could be developed from the current European Road Safety Ministers

Meeting that is held in Verona each November. There are also some signs that more donors will be willing to contribute to the World Bank Global Road Safety Facility with the UK's DFID looking promising at the moment. Responses from the Regional Development Banks have been very interesting and are succeeding in opening up an important debate about their combined road infrastructure investments which amount to over \$4 billion per annum. Some \$400 million of this should be allocated to road safety according to the 10% guideline, but is certainly not happening at the moment. The Commission, lead by Lord Robertson and its other members will continue over the next year to promote their report. To support this effort the 'Make Roads Safe' campaign has been launched by the FIA Foundation. The campaign seeks to generate popular interest in the recommendations of the Commission's report and will focus mainly on a global petition for the new UN Secretary General, Ban Ki-Moon. It is hoped that as many as 1.2 million people could sign the petition which would then be presented in New York at the time of the UN General Assembly's next scheduled debate on global road safety (probably in October 2007). The Make Roads Safe is open to all committed participants who are willing to support implementation of the Commission's recommendations. It is hoped that the campaign will raise public awareness of global road safety to a new level and attract new audiences to the issue. For example, a rock band in the UK 'Dirty Pretty Things' is supporting the campaign and has dedicated an Autumn tour to Make Roads Safe.

Fleet Forum

Reported by Rob McConnell

In pursuance of the UN Road Safety Collaboration Objective 6 the Fleet Forum is developing a fleet safety project aimed at reducing the number of road crashes and resulting injuries and fatalities caused by and involving the employees of international humanitarian organizations by establishing a culture of road safety and safety standards within these organizations. Improvements in road safety performance will result in fewer crashes causing death and injury to employees and the public, a reduction in the loss of investment in staff/employee training equipment and vehicles, and a reduction in time lost in the delivery of life-saving aid (food, supplies, etc.).

The project deliverables will comprise:

- a 'tool kit' which includes:
 - o Tools for senior management and fleet managers targeting many of the major contributor factors to road crashes and road crash severity.
 - o Training material to be used in workshops.

o A business case in which the impact of using the toolkit and improvements in fleet safety are measured

- Pilot of the full tool kit in Kenya.
- A communication platform for fleet safety
- Launch of the project and tool kit in a high profile event during the Global Road Safety Week 2005.

The project is being funded by economic support from the Danish Government funding agency DANIDA under its Programme for Public Private Partnerships with additional funding and in-kind contributions from a number of other project partners.

The Global Road Safety Forum, Task Force for Child Survival and Development (The Task Force)

Reported by Lisa Hayes

The Global Road Safety Forum is a program of The Task Force for Child Survival and Development (The Task Force), a nonprofit, public health organization based in Atlanta, Georgia. The work of The Task Force focuses on both international and domestic health and human development. Its mission is *fostering collaboration with partners globally to transform the practice of public health*. It does this by building coalitions, forging consensus and leveraging scarce resources to address complex global health issues.

THE GLOBAL ROAD SAFETY FORUM

In 2002, the Task Force formed the Global Road Safety Steering Committee to bring the crisis of road traffic injuries in developing countries to the attention of world leaders. In just 18 months, the Task Force succeeded in organizing two technical briefings, a General Assembly session, and a Stakeholders Forum at the United Nations. With the issue now placed on the UN's agenda, the Global Road Safety Forum is charged with taking the next steps needed to address this issue, focusing on advocacy and social mobilization.

The Global Road Safety Forum supports the Regional Road Safety Initiative for Latin America and the Caribbean; and is helping to organize the Second Global Road Safety Stakeholders' Forum in collaboration with UNECE, WHO, the World Bank, and the FIA Foundation, as part of Global Road Safety Week for April 2007. The Forum is also helping to support regional road safety stakeholder forums in Oman, India, and other areas where help is requested. The Forum is also helping to plan a UN General Assembly Session and a Global Facility Stakeholders' Forum for September 2007. In

addition to providing general advocacy support for regions, countries, and organizations, the Global Road Safety Forum is working with the US Academy of Sciences to assess the resources that the US might be able to bring to bear to alleviate and prevent the burden of road safety deaths and injuries in developing countries.

The Global Road Safety Initiative (GRSI)

Reported by Tayce Wakefield

The Global Road Safety Initiative (a joint initiative of Ford, GM, Honda, Michelin, Renault, Shell and Toyota through the GRSP) continues to make progress in its three target regions: ASEAN, China and Brazil, through the good work of the GRSP staff, advisors and coordinators now on the ground in Thailand and Beijing.

ASEAN - A workshop on the new Helmet Good Practice Guide was held in late August with strong engagement from the government and other stakeholders. Helmet workshops are scheduled for Laos, Viet Nam and Cambodia in the near term. Next steps will include sharing the workshop results with relevant government officials and working with other stakeholders on implementation.

China - Three initiatives are underway in China. Data analysis is almost complete for the Beijing Vulnerable Road User Project, and discussions are under way with the City of Beijing regarding selection of junctions for improvement in 2007. GRSP and ADB are working with the Ministry of Public Security on a technical assistance initiative, with training planned for the Public Security training center in Wuxi and work in Guangxi as a model province with a focus on seat belts and speed management. GRSP is working with the Ministry of Health and WHO on stage one of a drink-drive project which will gather data from hospital blood tests and road-side breath tests.

Brazil - With the assistance of the GRSI partners, the number of GRSP towns engaged in the Proactive Partnership Process in Brazil is expected to expand to 17 or 18 by year-end. Workshops are being planned for these towns on several of the Good Practice Guides in 2007.

The Global Road Safety Partnership (GRSP)

The Global Road Safety Partnership (GRSP) brings together governments, the private sector and civil society to address road safety issues in low and middle income countries. GRSP has three main areas of activity: like all members of UNRSC it engages in advocacy on road safety issues; it is a source of knowledge and good practice in road safety; and most importantly it is a delivery organization. Working

in partnership at the global and local levels GRSP supports the recommendations of the *World Report* and acts on them to deliver programmes and projects in regions and countries.

GRSP is one of the principal partners developing the UNRSC Good Practice Manuals, focusing on the critical risk factors identified in the *World Report*. GRSP is leading the production of the 'drinking and driving' manual (due in Spring 2007) and has recently commissioned the 'speed management' manual, scheduled for summer 2007. In the ASEAN region, GRSP has begun the roll-out of the 'Helmet' manual, under the GRSI programme, with the first of a series of country workshops to develop helmet action plans already conducted in Thailand.

Since the last UNRSC meeting, GRSP held its 2006 Annual meeting in Moscow. This was linked to the launch in Russia of the *Make Roads Safe* report of the Global Commission on road safety, which was presented personally by Lord Robertson. GRSP supports this campaign and many senior Russian politicians attended the meeting and expressed their support for action on road safety in Russia. One outcome was the formal launch of GRSP-Russia, at the federal level, to work with the government and GRSP members in Russia to roll out good practice in road safety in the Russian context.

Global Transport Knowledge Partnership (gTKP)

Reported by Kate McMahon

The global Transport Knowledge Partnership is an initiative to promote and disseminate sustainable transport knowledge, whilst encouraging greater participation from the developing world. The gTKP provides a mechanism to help developing and transitional countries achieve national goals within the context of the Millennium Development Goals. The gTKP is not a repository of knowledge, but provides a signpost to its location. The gTKP's strength is in supporting the work of existing organizations in the field of transport for development. gTKP is currently sponsored by the UK's Department of International Development.

The aims of the gTKP are:

- To become a broad platform for the sharing and application of knowledge and information to support initiatives for sustainable transport in developing and transition countries.
and more particularly:
- To facilitate improved knowledge exchange between countries

- To provide a resource to strengthen the work of 'Communities of Practitioners'
- To encourage implementation of good practice.
- To take good ideas and publicise them.

Initially, the gTKP's activities will be focused around three major themes:

- Rural Transport
- Governance in Transport
- Health, environment and road safety

These themes have been identified as areas where transport can make a significant contribution to the achievement of the Millennium Goals.

Within the Health, environment and road safety theme the primary focus at present is on the safety of vulnerable road users as this has been identified as the priority area.

Handicap International

Reported by Franck Flachenberg

Handicap International (HI) is a non governmental organization present in 60 countries. 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 programmes in Cambodia, Laos and Vietnam, in close cooperation with local authorities and international organizations. In implementing these projects, HI collaborates with other partners in the UN Road Safety Collaboration, for example with GRSP and WHO, in particular on helmet wearing projects in Cambodia and Laos. The helmet manual is about to be launched in Laos in a collaborative project between HI and GRSP, and will involve a workshop aiming to develop a plan of action for the country around this risk factor. In Cambodia, Laos and Vietnam, road safety programmes continue to develop and achieve tangible results.

HI will be actively involved in the organization of the UN Road Safety Week in Cambodia and Laos in April 2007.

In November/December HI will set up a road safety mission in order to identify road safety actions in Mozambique context. The HI team has been in contact with WHO with regard to this since 2004. At the same time, further meetings will be lead in Madagascar to complete the road safety project we have elaborated in Madagascar with a local NGO, Lalanna.

IFRC

Reported by Christopher Lamb

Offices in almost all countries in the world. Supportive of UNRSC - and will work with us to make the UNRS week as world wide as possible. The IFRC will work with their counterparts to spread the news. 30th International conference of IFRC in November next year here in Geneva. Information from the week will be fed into that conference. Hopefully they will be able to generate some serious commitment in the countries.

Institution of Highways & Transportation

Reported by John Smart

The Institution of Highways and Transportation is a UK based membership organization for transportation professionals. The IHT is known internationally for producing best practice guidelines on the subject of road safety. Two of the best know documents are the IHT's Accident Investigation and Prevention (AIP) guidelines and the Road Safety Audit guidelines. In 2007 a revised version of the AIP guidelines will be launched. The Guidelines have been built around a framework of five elements:

- **Data** - Element one deals with this hierarchy of data, from the national level down to the local, and how it is used to inform decision making. This section steps outside the confines of traditional 'STATS19' accident data and takes a look at other kinds of accident-related information in a wider context.
- **Structure** - Element Two shows how to have a strong, road safety oriented structure, calling on the best existing practice along with the results of important recent research into the structural characteristics of high performing local authorities.
- **Systems** - What Element Three shows is that an integrated approach to using these methods can make them even more productive in the early twenty-first century. After a brief overview of the traditional tools of the road safety engineer's trade, with appropriate references to more

detailed coverage, the section discusses building these methods into a context-sensitive system for bringing about safer travel.

- **Finance** - This section seeks to change the practitioner's position from being pushed about by the ebb and flow of finance, to skilfully surfing the crests and troughs in available money to bring about desired goals.

- **Monitoring** - Element Five shows road safety practitioners the importance and usefulness of meaningful monitoring.

These Guidelines will help everyone involved in managing and delivering road safety services develop that skill and apply it to bring about continual improvement in dealing with a global killer: avoidable road death and injury. This will be followed in 2008 with a new version of the RSA guidelines. There is clearly a need for the IHT to update the 1996 Guideline. The main justifications for this are as follows:

- The IHT is seen as the leading Institution in the Road Safety Engineering field with an international reputation for providing advice in this area. Practitioners are looking to the Institution for a lead;
- The previous Guidelines should be updated to reflect the implications of the 2003 HA Standard and in particular focus on the needs of local authorities;
- New guidelines would provide a new "benchmark" document for both UK local authorities and international highway authorities;
- New guidelines could investigate a more flexible approach to RSA for small local road schemes;
- New guidelines would allow issues regarding the Safety Audit of development control, streetscape, home zones, and sustainable transport schemes to be aired and appropriate advice given in these complex and often controversial areas;
- New Guidelines would allow legal implications and risk assessment within Safety Audit to be revisited and updated.
- New guidelines could provide advice on the issue of user audits
- The new guidelines could be seen as a complementary document to the Manual for Streets;

The IHT are also a signatory organization of the European Road Safety Charter.

Institute of Road Traffic Education (*IRTE*)

Reported by Rohit Baluja

1. Road Safety in India is becoming a matter of serious concern. Road Safety awareness is being initiated while it is estimated that road traffic fatalities have gone up to 1,10,000 in the current year from the 1,00,000 in the previous year.

2. Road Accidents in India are hardly investigated in a scientific manner. Evidence of accidents is lost due to various delays. To support the Police authorities IRTE launched the Second Mobile Crash Investigation Laboratory in India. This CrashLab developed by in-house research has received support from the Government of India.

The INTERCEPTOR programme which is the basis of CrashLab has become a National Programme promoted by the Government of India.

3. Using the CrashLab, IRTE with the support of BP/Castrol has done a Journey Risk Management (similar to the Eurorap) of over 9500 kms of the Indian Highways. This programme has opened the arena of safety audits of national highways for the drivers using the highways.

4. On 19 November '2006 'World Day for the Remembrance of Road Crash Victims'

IRTE is involving Youth (university students) from Indian mega cities. We are bringing awareness to the University Students that they have a major role not only in keeping themselves safe but also to assist accident victims and their families in getting compensation and justice.

A major event will be organized in Delhi .We have printed thousands of posters which are being sent to all cities through traffic police to observe 30 seconds silence at 11.30 am on 19 November

5. To share and learn from the successful practices world over, the IRTE in association with global partners: The Global Transport Knowledge Partnership, FIA Foundation, The Royal Society for the Prevention of Accidents UK, The International Road Federation, Road Safe UK, The Task Force for Child Survival & Department USA, University of Birmingham UK, Laser Europe France, Warwickshire Police UK, Asia Injury Prevention Foundation Vietnam and Delhi Traffic Police , is organizing a three day workshop. Supported by the Ministry of Shipping Road Transport & Highways, Government of India, this International Workshop on "Road Safety Education for Developing Countries", will be held from 11 to 13 January 2007 in New Delhi.

6. IRTE will start building the "College of Traffic Management" in the National Capital Region. This will be the largest available Research and Training Center in Asia totally dedicated to Road Safety & traffic management.

The Government of the State has in principle agreed that the College will use the 40kms of National Highway near the College as a functional lab.

7. The Government & World Bank have awarded a Road Safety Education Programme to IRTE to conduct road safety programmes on the National Highway 2- from Delhi to Calcutta.

gTKP will work closely with IRTE in highlighting the good practices so that all developing countries associated with safety problems can benefit from this research

International Road Assessment Programme

Reported by Steve Lawson

iRAP (International Road Assessment Programme) has been created to help improve road infrastructure safety in low and middle income countries in order to drive down the global road death toll. It brings together: a global team consisting of road safety specialists from low and middle-income countries; in-country teams led by the local automobile clubs with partners from research institutions and governments; and a substantial knowledge base from the established Road Assessment Programme (RAP) initiatives in Europe www.eurorap.org, Australia www.ausrap.org and usRAP www.aaafoundation.org/projects/index.cfm?ProjectID=4

iRAP is an enabling organization. Its role is to promote road assessment globally and allow assessment programmes in different parts of the world to remain compatible. iRAP provides a single global voice to whom supra-national bodies can speak. For more information, e-mail icanhelp@irap.net.

International Road Federation (IRF)

Reported by Michael Bernhard

1. Launch of the 2nd edition of the IRF European Road Safety Award

The 2nd edition of the IRF European Road Safety Award was launched in August 2006. It was decided to extend this award to organizations outside of Europe. The international jury of experts for the 2nd edition and its members include a number of participants of the Collaboration. Deadline for submission of projects is 30 October 2006. The award will be presented during the BSEC/Silk Road Conference in May 2007 in Istanbul.

2. IRF Participation in the road safety programmes of work at the UN-ECE Inland Transport Committee - Group of Experts on Road Traffic Safety (WP1) and World Forum on Vehicle Construction (WP.29). Michael Bernhard continues to assume the official representation of the IRF at the yearly

meetings of WP.1 (Group of experts on Road Traffic Safety within the UN ECE Inland Transport Committee). WP.1 is at the origin of a number of global recommendations which lead to norms and legislations and manages all the UN World Conventions and Agreements relative to road transport and its safety.

By also representing another NGO the meetings of WP29 (World Forum for Harmonisation of Vehicle Regulations) which elaborates and manages the Regional and Global Agreements on the type approval of road vehicle equipment and parts, Michael Bernhard provides information and expertise on matters of interest to IRF as well.

3. World Accident Data Collection and Statistics

Permanent Technical Committee on Road Safety (PTCRS) agreed to elaborate a proposal for the World Bank to organize the road accident data collection. To this aim, IRF Geneva has submitted an official expression of interest should be submitted to Maryvonne Plessis-Fraissard, Director transport and urban development department, at the World Bank. IRF is already collecting a number of road accident data and it would be a natural choice to expand it. The project will take into consideration the guidelines of the WHO for best practice in accident data collection.

4. Immediate upcoming activities:

During the last PTCRS meeting it was proposed to prepare a series of IRF documents containing global recommendations on how and when to use technical and performance standards, in particular those elaborated by the CEN (EN standards). By this activity IRF will thus encourage the global use of the highest performance and test methods, to enable decision makers to implement the most appropriate technical requirements. This would be presented as a compendium of IRF recommended practices on each subject discussed in the CEN Standards prepared by its TC 226.

Johnson & Johnson

Reported by Gabriel Kardos

In place worldwide for over 12 years, Johnson & Johnson's fleet safety program has been hailed as being a benchmark standard among private sector companies. With over 35 000 company cars globally, through their SAFE Fleet program, accidents have been reduced worldwide by 50% over the last 10 years, with an ultimate 2010 accidents per million miles goal of 3.00.

Recently J&J has sponsored a worldwide fleet safety benchmarking study completed this year with over 27 company participants from the pharmaceutical, medical, consumer and other industries. This forum will continue to meet regularly to address fleet safety related issues and concerns.

J&J are also a signatory of the road safety charter.

Laser Europe

Reported by Robert Trottein

In Latin America, we will organize from 23rd to 25th November 2006 the Montevideo Forum for Road Safety, a series of seminars, working groups and film festivals on road safety. In India, we work together with the New Delhi Institute of Traffic Education to organize the International Seminar on "Traffic Education in developing countries"; we also co-produce the 1st Road Safety Film Festival in India.

In the context of the Global road safety week, we organize for the United Nations and for WHO, the Global Road Safety Film Awards and we create the Youth Europe Tour for Road Safety which will start in Geneva on 24th April 2007 at the end of the World Youth Assembly and will reach Paris on Saturday, 28 April 2007 holding forums in symbolic cities of Europe: Strasburg on Wednesday 25th, Luxemburg on Thursday 26th, Brussels on Friday 27th, European Road Safety Day.

In Europe, we contribute to reach, within the next 10 years, the road safety objectives defined by the European Union and the European Conference of Ministers of Transport. Supporting the European Road Safety Charter, we organize each year the Road Safety European Summer University (EUROSUN) in order to increase the motivation and the expertise of public and private responsables involved in this area. During the 2006 University we published the Catalogue of innovative experiences in Europe. The Summer University's context has stimulated the creation of a young European representative's network for road safety, the EUROSAM network. For more information contact Robert Trottein, robert.trottein@lasereurope.org.

Michelin

Reported by Patrick Lepercq

For decades Michelin has been committed to design and propose safe products and services to customers. Michelin has undertaken the promotion of safe driving to all its employees, and a clear understanding of the tire contribution to road safety through campaign towards professional drivers and the general public. The Challenge Bibendum, sponsored by Michelin, is now a growing opportunity to have a yearly interdisciplinary review of the vehicle-user-environment impact on road safety.

Motorcycle organizations (a coalition of 5 organizations)

Reported by Bob Tomlins

The organizations have put a lot of effort into addressing infrastructure. There are national manuals for road traffic authorities to give advice in improving infrastructure, looking very closely at making crash barriers less damaging.

They are also looking at rider training, well advanced to develop model pre licence rider training programme, looking at contribution of e-learning to developing hazard awareness and avoidance.

Finally, they are looking at compulsory daytime running lights for all vehicles: in this regard they are concerned that the push to have standardization for all vehicles, motorcyclists will lose conspicuity - in two thirds of accidents involving motorcyclists, the driver has not seen the motorcyclist.

OECD/ECMT JOINT TRANSPORT RESEARCH CENTRE

Reported by John White

Road safety projects and PUBLICATIONS

1. *Young Drivers Report.*

The OECD/ECMT report *Young Drivers: the Road to Safety* was released in September 2006. Traffic crashes are the single greatest killer of those aged 15-24 in OECD, and many ECMT countries. In many countries, about 20% to 30% of total fatal crashes involve a young driver. For every 10 young drivers killed, more than 13 other people likely also die in the same crashes. Thus, young drivers pose a greater risk than other drivers to themselves, their passengers and other road users. The report provides policy-oriented advice on how to reduce young driver risk and the associated human and economic costs. For further detail: see

www.cemt.org/JTRC/WorkingGroups/YoungDrivers/index.htm

2. *Speed Management Report*

The OECD/ECMT report *Speed Management* was released in October 2006. Speeding is the number one road safety problem in a large number of OECD/ECMT countries. It is responsible for around one third of the current, unacceptably high levels of road fatalities. Reducing average speeds on the roads by only 5% will save around 20% of current fatalities. Reduced speeding is one guaranteed way to quickly improve road safety. For further details:

www.cemt.org/JTRC/WorkingGroups/SpeedManagement/index.htm

3. *Achieving Ambitious Road Safety Targets.*

Latest available results suggest that only a relatively small proportion of countries are on track to achieve the national/international road safety targets set. Consequently, *exceptional efforts* will be required in many countries over the next five years. The intention is for the final report to be published in 2007, in time to assist with preparations for the next UN debate and resolution on road safety, expected in October 2007.

- *Country Reports on Road Safety Performance*

The recently published JTRC Country Reports on Road Safety Performance in OECD/ECMT countries provide an overview of the road safety targets set, a synthesis of the main road safety problems identified by member countries and progress towards targets in 38 out of the 50 OECD/ECMT countries. For details, see www.cemt.org/JTRC/WorkingGroups/RoadSafety/Performance/TS3-report.pdf

UN Global Road Safety week

The JTRC Secretariat is co-ordinating with the WHO and UN ECE on their planning for UN Road Safety Week 2007 - which will focus on young road users (including young drivers) – where the Young Drivers and Speed Management reports should be useful resource documents.

Government of Oman

Reported by Wahid Al Kharusi

The Omani government hosted a regional meeting involving 13 countries, ESCWA and WHO. They have been involved with Sudan and Myanmar in discussions on road safety. The Omani Road Safety Institute has been inaugurated.

A committee has been set up to see how Oman can participate in UN Road Safety Week. The next meeting of this UNRSC will be Oman.

Finally, there has been a call from His Majesty the Sultan for a new disability centre for road traffic victims to be built.

La Prévention Routière Internationale

Reported by Jose Trigoso

Founded in 1959 to promote cooperation amongst national institutions dealing with road safety, PRI is a worldwide non-governmental and non-profitable road safety organization. PRI has a consultative status at the United Nations and the European Conference of Ministers of Transport (ECMT). PRI maintains close relations with the European Commission in Brussels and other international organizations. Active members of PRI are the national road safety associations. Passive and associated members are individuals, firms, companies, universities, specialised research centres etc.

- PRI devotes itself to place and to keep road safety high on the political and social agenda.

The key tasks of PRI are raising awareness for road safety, lobbying decision makers, transferring knowledge from its members on education and communication (best practices) and mobilizing societal support.

- Education in the broadest sense of the word is core business of PRI. The combination of vision (zero) and expertise (human factor) provides a unique selling point. By its vision, expertise, global networks and its members worldwide PRI is an influential organization.

- The focus is aimed at vulnerable road users and at providing within its activities special emphasis for developing countries and countries in transition.

On line information at: www.lapri.org

Road Cross

Reported by R Wiederkehr and M Bertholet

RoadCross (RC) is a Swiss NGO active in the field of road prevention for young people and has been created 17 years ago by a group of politicians, lawyers, traffic psychologists and victims of road accidents. RC is part of the European Federation of Road Traffic Victims (FEVR) and work with local and international institutions to make the roads safer. We lead a road safety national campaign in the school, for the young people between 15 and 20 years old and are part of the Swiss national council for road safety. Our other activities are: advocacy for road traffic victims, political lobbying in the Swiss national parliament to improve the road safety, communication campaigns in the field of road safety.

For further information, see www.roadcross.ch

Road Peace / FEVR

Reported by Brigitte Chaudhry

- The European Federation of Road Traffic Victims, FEVR, has at present 21 member organizations under its umbrella, which provide information and support to road traffic victims and campaign for a

better post crash response in their countries; it also collaborates with victim organizations in South America and South Africa.

- At an international level, FEVR represents the road victims' perspective and champions their rights, including as a member of UNECE Working Party 1.
- When completing a questionnaire on best practice road safety measures for a WP5 fact-finding project, FEVR supported measures to control speed – fixed speed cameras, traffic calming and a population-wide strategy to control speed, based on the standard approach by epidemiology. We also recommended black boxes, speed limiters and pedestrian friendly cars, and under the topic 'Changing the System' - that road death and injury should become both a health and justice priority.
- In June, FEVR's president was invited to speak at the opening of the 1st European Conference on Injury Prevention and Safety Promotion by EuroSafe in Vienna, and is also collaborating with EuroSafe as one of eight partners on an EC funded project, which will also address injuries among vulnerable road users.
- The Guide for organizing events on World Day of Remembrance, which FEVR and RoadPeace have been developing in collaboration with WHO, has made considerable progress since the last meeting and is now with the designer.
- From 7-9 October, FEVR held its general assembly in Zurich, when it was discussed and agreed that member organizations would pursue a road danger reduction approach – an approach aiming to create a safer environment by reducing danger at source and linking road safety to wider sustainable transport objectives.
- There was also considerable discussion about civil damages, with the conclusion that the aspect of liability is the biggest issue and that every country needed national minimum standards for investigating crashes, with the ultimate aim of international standards, and that strict-liability laws should be adopted by all countries in respect of children and other vulnerable road users.
- It was questioned why USA cars imported to Europe were not fitted with black boxes, when they were already present in 64% of USA cars, and why car manufacturers did not seem obliged to monitor the safety of their products, unlike other manufacturers.

Delegates also reported on main road safety issues and own work in their countries:

RoadCross, Switzerland works in schools and also campaigns in individual cases. *AVR*, Luxemburg - Prime Minister as member – a good opportunity to influence him.

PAT, Spain - involved in pilots in driving schools, will receive govt. funding for an office, are supporting the penalty point system introduced by the Spanish Parliament.

VVS – reported on progress of improving civil damages payments in Holland.

ACA-M, Portugal– protested at high speeds of official cars, did a study on pedestrian movement in Lisbon and published a book on this.

Italy – collaborated with universities on analysing traffic and infrastructure, did research on justice and ethics in justice sector; campaigned against guard rails France – produced listing of cars according to safety criteria, working with ministers

Lebanon – campaigned for driver licences, against overloading of trucks; collaborate with ministries, who look to them for stats, which are more accurate than theirs, etc.

Rotary International

Reported by Gilbert COUTAU

Scania

Reported by Juliette Ségal-Sjöberg

Scania will keep on focusing on road safety related activities and on the UN Road Safety week, to contribute with our know-how on a global level.

Swedish Road Administration (SRA)

Reported by Roger Johansson

The SRA have prolonged its cooperation with the Chinese Ministry of Communication (MoC) for another five years. The cooperation is based on a Memorandum of Understanding (MoU) with a broad area of interest but much of the work will be directed into road safety. Lately a Chinese delegation visited Sweden for discussions on the cooperation, and a Swedish delegation with representatives from both the administration (SRA) and the Swedish vehicle industry visited China. A joint steering committee meeting for the cooperation is planned for later this autumn.

Based on the study tours to China SRA are in the way of developing parts of the Vision zero strategy.

The development focuses especially on the situation of vulnerable road users on rural roads. A general model for how to solve the safety problems on these rural road is suggested, and will be further developed.

Transport Canada

Reported by Brian Jonah

- Brian Jonah participated in the First Latin America and Caribbean Road Safety Stakeholders Forum in San Jose, Costa Rica in mid-Sept by making a presentation during the data training session regarding the types of road safety data collected in Canada and the lessons learned.

- Canada is planning to participate in Global Road Safety Week April 23-29 in at least two ways. First, it five young people will be selected to represent Canada at the World Youth Assembly in Geneva. In addition, there will be a Canadian Road Safety Youth Conference in conjunction with the annual Canadian Multidisciplinary Road Safety Conference to be held June 6-8 in Montreal. The purpose is to raise road safety among youth and to encourage them to return to their communities to promote road safety there. Fifty young people, including the five who go to Geneva will participate in the two day event, which will include a report from the youth who go to Geneva, presentations by youth to youth, discussion groups to establish resolutions, and demonstrations at the Transport Canada Motor Vehicle Test Centre. Sponsors are being sought to cost share the travel and accommodation for the youth as well as for the conference events. Other events are being pursued.

Transport Research Laboratory (TRL Limited)

Reported by Ben Johnson

TRL Limited (www.trl.co.uk) is one of the largest and most comprehensive independent centres for the study of road transport in the world. Our work continues to enable customers to set standards for highway and vehicle design, formulate policies on road safety, transport and the environment, and encourage good traffic and highway engineering practice. These customers include local and regional authorities, major civil engineering contractors, transport operators, consultants, industry, foreign governments and international development agencies.

TRL has developed close working links with many other international transport centres and state highway authorities and provides expert advice to the World Bank, Asian Development Bank, WHO the EC and other international bodies.

Facilities include a state of the art driving simulator, a new indoor impact test facility, a 3.8 km test track, a separate self-contained road network, a structures hall, an indoor facility that can dynamically test roads and advanced computer programs which are used to develop sophisticated traffic control systems.

Road Safety Expertise at TRL

The implementation of road safety improvements at the national, regional or local level requires a multi-disciplinary approach, involving highway and traffic engineers, education and training specialists, the police and vehicle safety experts. It is essential that this is reflected in any proposed package of

remedial measures. Specialised areas of work carried out primarily in the UK, such as vehicle safety studies, driver training and performance assessment can be made available to clients throughout the developing world. We provide a comprehensive range of advice and services in the following areas:

- *Road Safety Policy and Planning*
- *Accident Data Collection*
- *Improved Databases*
- *Road Safety Engineering*
- Road Safety Auditing
- *Road Safety Education and Publicity*
- *Driver Training and Testing*
- *Improving Enforcement Measures*
- *Road Safety Research Projects*

TRL's International Specialists

Our work, which is directed towards the special conditions (financial, institutional and environmental) associated with developing countries and emerging economies, covers the planning, design, construction and maintenance of roads and the safety, management and operation of vehicles using the road network. Abroad, we work, where possible, with local research organizations or Ministries, regarding the development of local expertise as a vital part of our work to ensure that solutions are sustainable and tailored to local circumstances.

TRL's international experts are available worldwide and experienced and specialised teams are offered in road safety, transport planning, highway engineering, roads and the environment and institutional strengthening.

The University of Michigan Transportation Research Institute (UMTRI)

Reported by Michael Sivak

The guiding principle for Strategic Worldwide Transportation 2020 is to quantify the Effectiveness of various technological and policy countermeasures on the total harm caused by road crashes. We conceptualize the total harm as a cube formed by three axes: exposure (to a particular event), risk (of a crash given that event), and consequences (of this particular type of crash). We aim to identify technological and policy solutions that have the greatest potential for reducing the total volume of the cube. Furthermore, we are

very sensitive to differences between countries in all relevant aspects (such as road infrastructure, vehicle population, traffic mix, cultural expectations, and economic considerations). Consequently, our analyses will be tailored to individual countries or regions. Among the potential countries to be addressed in 2007 are Brazil, China, and India. As a prerequisite for this research, earlier this year we published a report that surveyed the characteristics and availability of crash databases worldwide. This report is available upon request.

For more information contact Mr Sivak at (sivak@umich.edu) or see www.umich.edu/~umtriswt

World Health Organization

Reported by Etienne Krug

WHO has been working on coordinating the UNRSC, as well as on some of the products. The helmet manual was launched in August, and work has now begun on the data manual. In addition, a road safety training manual is being finalized, as a collaborative product with TRIPP, and will be launched in December in India. WHO is working with the victim's nongovernmental organizations on a document for organizing a Day of Remembrance, and on collating the testimonials of road traffic victims. A major focus of WHO's work is also preparing for the Global UN road safety week with our partners, while continuing work on a number of country projects.

World Road Association (PIARC)

Reported by Hans-Joachim Vollpracht

The PIARC Technical Committee Road safety is working since many years on road infrastructure safety. Or recent objectives are:

- The elaboration of a Road Safety Inspection (RSI) Guideline to detect the infrastructure safety deficiencies of existing roads in a systematic procedure along specific checklists,
- The development of the existing Road Safety Audit (RSA) Guidelines for the elimination of design faults which regularly lead to heavy accidents as soon as the roads are build,
- A catalogue for bad and good design practice and of cost effective treatments for the existing deficiencies,
- A guideline of how to take human factors into consideration when designing and operating roads and
- A catalogue of Intelligent Transport Systems (ITS) which will have a positive influence on Road Safety.

Especially in developing countries we find more and more so called “coffin” roads which were not build according to the experience in the developed countries but full of design faults in the features of cross sections, alignment and intersections. Pedestrian needs are mostly neglected. A special and most dangerous issue are the linear settlements with their high potential of conflicts between the far and fast going heavy traffic and the local road trading and residential activities. The RSI and RSA Guidelines and the catalogue will help decision makers to avoid such dangerous investments (quick losses by development aid). Donors should implement the RSA into their Financial Audit.

The catalogue of treatments will take into consideration road users’ physiological and psychological abilities and limitations in a concept of self explaining roads. It contains error forgiving road sides and the possibilities of ITS.

The Committee is not working on a new model of accident data banks. There is another institution (OECD with IRTAD) with long experience on that issue. But we will take influence on the development of these data banks to guarantee that road engineers will get sufficient information about accident reasons. The definitions of infrastructure safety deficiencies for RSI and RSA need clear information about the technical influences and typical mistakes of road users. They should be the results of accident investigations.

The personal unity in membership of OECD and IRTAD members in the PARC Committee will avoid the doubling of work. We expect from the IRTAD Conference in Bruno in November 2006 good solutions and would like to recommend them as an annex of our RSI-Guideline.

The outputs of the PIARC Technical Committee will be published at the world Road Congress in Paris, September 2007. Intermediate results are presented at our international seminars and workshops, such as the International road Safety Seminar in Beijing, October last year, the PIARC/AGEPAR design workshop in Lomé, Togo, last September and the combined seminar about Road Safety and ITS in Chile next April.

Representatives from the following organizations were unable to attend the meeting but send these updates:

Centers for Disease Control

Reported by David Sleet

The CDC Injury Center has developed an Injury Surveillance Training Manual in both English and Spanish, for use in conducting 1 to 5 day training programs in less-developed countries designed for professionals who develop or operate surveillance systems. The training has direct relevance to Road Traffic Injury Surveillance. CDC has successfully piloted and conducted the program in several Latin American Countries. A participant's notebook and an instructor's guide are available in 3 ring binders and a CD ROM is available with all materials in it. For more information on requesting the training, contact David Sleet at the CDC (dds6@cdc.gov).

National Highway Traffic Safety Administration (NHTSA)

Reported by Maria Vegega

- We regret that we are unable to attend this meeting of the United Nations Global Road Safety Collaboration. We are providing a short update of our Global Road Safety Activities.

- NHTSA, together with the National Center for Injury Prevention and Control (NCIPC), supported a workshop to discuss U.S. opportunities in global road safety and identify U.S. government activities in addressing the problem. A summary report *Improving Road Safety in Developing Countries: Opportunities for U.S. Cooperation and Engagement* is available from the Transportation Research Board (Special Report 287). It is also available from the Transportation Research Board (TRB) website.

- As a result of a request from the U.S. Department of Transportation, the State Department is in the process of forming an interagency working group to guide and coordinate U.S. Government activities and policy with respect to global road traffic safety.

- Several meetings have been held among U.S. Government agencies to plan for Global Road Safety Week. NHTSA plans to focus on young drivers and will hold a symposium on graduated driver licensing in February 2007, and hopes to release the proceedings and recommendations from the symposium during Global Road Safety Week. Other activities are under discussion.

- NHTSA continues to support global road safety collaboration through a cooperative agreement with the World Health Organization, supporting activities such as the newsletter, good practice guides, and pilot test of the good practice guides.

2.3 UPDATES ON COLLABORATIVE EVENTS AND PRODUCTS

2.3.1 Global Road Safety Facility, Marc Shotten, World Bank

Marc Shotten reported on the progress that the Facility has made since the last Collaboration meeting. The Facility has essentially completed its phase one start-up program, having finalized its multi-donor global trust fund and finalized the initial Administrative Agreements with founding donors. The Facility had already distributed US\$1 million in World Bank Development Grant Facility funding to global partners in the Collaboration, and a second round of the same funding is under way.

The World Bank itself is undergoing changes, as the Infrastructure Network is merging with the Environmentally and Socially Sustainable Development Network to form a mega-Network called Sustainable Development, with Kathy Sierra as the Vice President. The Global Road Safety Facility will be located in that network, remaining in the transport unit.

With these changes underway, the Facility has simultaneously undertaken its initial work program in order to demonstrate and build on the goals of the Facility. Mr. Shotten reminded the audience of these goals, which have been presented before:

1. To strengthen global, regional and country capacity to support sustainable reductions in road deaths and injuries in low and middle-income countries.
2. To increase road safety investment in low and middle-income countries
3. To accelerate safety knowledge transfer to low and middle-income countries.
4. To promote innovative infrastructure solutions to improve the safety of mixed traffic, mixed speed road environments in low and middle-income countries.

These goals in turn feed the Facility's vision, which was elucidated:

- Become the global 'clearing house' for the additional funding required to implement the *World Report* recommendations.
- Capitalize on the experience and expertise of implementation partners in ways that strengthen their operations, rather than build separate implementation capacity.
- Leverage country investment in long-term, sustainable road safety programs, and link these programs with a full array of global and regional support services.

In turn, as a first step to demonstrate this vision, the Facility has enacted a work program at the global, regional and country level. Examples of Facility partnerships include:

Building Country Capacity:

The Facility is partnering with the Hubei Provincial Communications Department (HPCD) to establish the Hubei Road Traffic Safety Training Center in China. The training center is a multisectoral initiative, supported by the private sector, and it is envisaged that bilateral country support will also be forthcoming. It has been agreed that the establishment of the training center will be the precursor to a large-scale '2nd Generation' road safety project, to be co-financed by the World Bank.

The Facility is also making its first safety small-scale grant to the government of Bosnia and Herzegovina, to undertake a review of safety management capacity at a country level, to assist the preparation of a multisectoral investment strategy and related measures for inclusion in a forthcoming World Bank project.

Traffic Safety Enforcement:

The Facility is supporting a scoping study to create a Global Traffic Safety Police Network (GTSPN) to improve law enforcement capability and capacity in low and middle-income countries, through bilateral and multilateral peer-to-peer support from high income countries. The proposed GTSPN will facilitate dialogue between United Nations Road Safety Collaboration partners, road safety project sponsors and managers, and law enforcement agencies at global, regional and national levels.

Infrastructure Safety:

The Facility is partnering with the International Road Assessment Programme (iRAP), to build infrastructure safety tools for low and middle-income countries, with special emphasis on assuring the safety of vulnerable road users. Tools will include models that estimate the likely death and injury of different road types, protocols that 'star' rate the safety of these roads in terms of 'protection' scores, mass action packages that improve safety ratings, and evaluation models to assess related benefits and costs.

The Facility is also partnering with the International Road Federation (IRF), to support the delivery of infrastructure safety training, utilizing the network of IRF in 90 countries.

Research and Development:

The Facility is supporting the Road Traffic Injury Research Network to build the capacity of researchers in low and middle-income countries.

Results Focus:

The Facility is partnering with the Harvard Initiative for Global Health (HIGH) to build a global knowledge management framework for estimating and monitoring country comparative fatality and injury data. This will build on the path-breaking work of the Global Burden of Disease Study, and will engage in a global collaborative effort to improve our understanding of road traffic injuries and provide a performance management framework which will include country targets, and track results over time.

Safety Toolkits:

Support to the Global Road Safety Partnership for their Good Practice Guides

Advocacy:

Support to the Global Road Safety Forum for advocacy work, for example through sponsorship of the recent San Jose Forum.

Coordination:

Support to the WHO, for example for their Good Practice Guides, media and communications campaigns, and advocacy-related work.

The Facility has also undertaken a number of partnership activities, for example discussing with Chevron and Total work in Africa, and nearing final discussions with SIDA on a contribution to the Facility that will be earmarked for Africa.

The Facility has a number of immediate priorities; among them include:

- Consolidating current partnerships;
- Strengthening Facility governance structures and strategic plan, commensurate with the recommendations of the Lord Robertson Commission report *Make Roads Safe*.
- Seeking further donor support for current partnerships and develop new business proposals for ongoing donor dialogue.
- Launching a Facility communications strategy.

Mr. Shotten also touched on the events of the recent Facility donor meeting in London, where a new governance structure for the Facility was discussed (but is still being ratified). This included the creation of an Executive Board, Advisory Board, and an Annual Consultative Meeting, all of which would streamline Facility operations.

Finally, it was noted that the Facility's website was up and running, and it was requested that it be posted for those partners who are linking information about the Facility:

www.worldbank.org/grsf

Discussion

Questions included how applicants can best access the facility. Mr Shotten explained that the best way at this point is to contact the Facility directly. The application forms have not yet been posted on the website, because the Facility would have been overwhelmed with requests at too early a stage in its development.

It was further explained that there have been a number of applicants already, from a variety of regions, including inquiries from a number of NGOs. There have also been contacts made from the private and public sectors. However, the Facility has so far been carefully managing its capacity to ensure continuity in progressing its current programs.

A question was raised whether there is a peer review process for applications. It was noted that the review process for applications will consider a number of areas but has so far been managed by the Facility Implementation Unit as agreed with donors. However, the new governance arrangements, once ratified, will provide additional layers of quality assurance, for example through a panel of experts on the advisory committee.

2.3.2 Establishment of International Transport Forum

Reported by John White, OECD

Following the annual European Conference of Ministers for Transport (ECMT) session in Moscow in 2005, Ministers set up a High Level Group on the reform of the organization and, in particular, on transforming it into a more global body with wider scope and new mandates. The Group contained high-level representatives of ECMT Members and OECD Countries outside Europe. The High Level Group

reported to Ministers at the meeting in Dublin in May 2006 and their report was adopted by Ministers. Ministers issued a Declaration setting out the main aims and lines of the reform to transform the ECMT into the International Transport Forum. This Declaration is attached. (Appendix C)

The main features of the decision taken by Ministers included:

- All ECMT Members and Associates are founder members of the new entity which will be called the International Transport Forum (ITF). This means that all OECD Members are involved and that 50 Countries in total are participating from the outset. Other Countries, and initially Brazil, India and China are being approached about participating.
- The Forum will treat all transport topics, including modes not previously dealt with by ECMT. This will be done by building on existing expertise and avoiding duplication with global bodies such as IMO and ICAO.
- Closer ties will be forged with business and other interests and high-level representatives will be invited to the Forum sessions.
- A Transport Management Board (TMB), with high-level representation from all participating Countries, will replace the previous Committee of Deputies.
- All sub-structures will be reformed and will be oriented to the annual Forum. The Joint OECD/ECMT Transport Research Centre will also contribute to the work of the Forum.
- Substantial efforts will be made to raise the profile of transport in public policy debates and draw attention to its role and importance.

In short, the Forum will provide a unique platform for high level discussion of Transport issues across all the modes and on a global scale.

2.3.3 Summary of "How to" Manuals, 4 partner organizations (WHO, GRSP, WB, FIA)

Etienne Krug gave a brief overview of the manuals and the rationale behind their development.

The structure of the manuals is based on a framework developed through consultation.

Drink-driving: David Silcock, GRSP, gave an update on the drink-driving manual.

In last August GRSP held a workshop in India to gain feedback on the draft of this manual. There were important lessons that came out of this workshop that have led to a modification of the draft into a fairly final draft for peer review. Comments from this round of reviewing will then be incorporated into final version, which will go through the approval process of the 4 partner organizations. The final document should be ready to go to press by the end of the year, and physically will look similar to the helmet manual.

With the manual in hand GRSP will then roll out a programme on drinking-driving. In order that these manuals are useful to countries, it is crucial to get them into a locally useful language.

Speed management, David Silcock, GRSP

The contract for this manual has been given to ARRB, VTI and TRL, and will be managed by Rikke Rysgaard at GRSP. At the moment they are looking for good practice examples from LMICs.

Seat-belts, David Ward, FIA Foundation

This will be kick started now that there is the helmet manual to use as a template to repackage. They expect drafts to be ready in the spring of 2007.

Lead agency manual, Marc Shotten, World Bank

Due to time constraints and work on the Facility, this has been delayed. A draft, however, should be ready to send out for consultation by the end of the year.

Helmets, Margie Peden, WHO

This was launched in August. WHO thanks the funders, particularly the FIA Foundation, SIDA, and NHTSA. The helmet manual is translated and being used in Thai, and is currently being translated into Laotian and Vietnamese. It was launched in Thai in August, and Etienne Krug will be in VietNam to launch the Viet Nameese version soon. There are currently translations being prepared in Chinese, Farsi, Spanish, and French. Roughly 20 countries have already expressed interest in implementing this manual.

Data Collection, Margie Peden, WHO

A working group has been set up, and a draft table of contents developed. The template used for the other manuals will not be so relevant for this manual, so it will need to be amended. The writing should begin this year, but we do not envisage that the manual will be ready for at least another year since there will be preliminary work to do - defining a minimum dataset, and outlining survey methodologies.

2.3.4 RTIRN multi country study

Reported by Margie Peden

The Road Traffic Injuries Research Network is a global partnership for the promotion, conduct and utilization of research for the prevention and control of road traffic injuries in low and middle-income countries (www.rtin.net). The Network is supported by the Global Forum for Health Research, the World Health Organization, the World Bank and The George Institute for International Health.

The Network has initiated a study which invited researchers in low- or middle-income countries (LMIC), to participate in a multi-centre collaborative research study on facilitating reductions in non-standard motorcycle helmet use (see Appendix D).

Discussion: Following the presentation, it was noted that given the increase in motorcyclist related head injuries within a number of US States over the last year, the solutions of this RTIRN study would also help guide policy within G8 countries.

In response to queries as to whether other countries could be included in this study, Dr Peden highlighted that this is only a pilot study, with funding for 10 countries. The objective is to validate the methodology, at which point it would be appropriate to increase the uptake of the study in other countries.

2.3.5 Progress on uptake/dissemination of the Report of the Global Commission on road safety

Reported by David Ward,, FIA foundation

See presentation, Appendix E

Discussion:

- Ms Cuypers requested that partners who wish to support this campaign make a link to the campaign on their own websites.
- There was discussion on whether Lord Robertson can be further promoted as a more visible road safety champion.
- Participants discussed the need to pressure governments into spending more on prevention as a part of road safety infrastructure projects. It was suggested that direct contact between Lord Robertson and heads of states might serve to apply such pressure - that is, to ensure that 10% of road infrastructure projects be spent on road safety

- David Ward explained that FIA has been in discussion with the World Bank on the possibility of holding a high level workshop with the regional development banks to establish common practices on road safety spending. The aim would be to get the multilateral banks to agree on a level of spending of infrastructure projects on road safety. He also noted that in terms of road safety champions, as of 2007, Michael Schumacher will devote more time to championing road safety.

2.3.6 World Day of Remembrance for road traffic victims

Reported by Brigitte Chaudhry

- The Publication – Guide for organizers is nearly completed – it has been peer-reviewed and edited and is now with the designer. FEVR supplied numerous examples of events held over the past 13 years in the form of photographs, press releases and other material that they hope will be largely incorporated into the document.
- Only 3 weeks to World Day this year. As always, the organizations under the FEVR umbrella have been and are very busy preparing for this day – a list of events will be collated for the next meeting
- In the UK, there will be 33 religious services throughout the country – from a service in a church in Aberdeen in the north, to one in Portsmouth Cathedral in the south; there will be flower laying ceremonies at local memorials, exhibitions in libraries, a concert in London and many more events.
- This year, the day will be observed on all continents – now also in India by IRTE, and in Oman and the USA.
- FEVR requested that all delegates inform all those organizations and bodies which they intend to approach in connection with the 2007 Global Road Safety Week, also to inform them of the World Day of Remembrance, which will actually represent a very good introduction to the Road Safety Week since both events are connected.
- FEVR further hoped that the UN and WHO will issue messages of support and press releases to mark this years' World Day of Remembrance for Road Traffic Victims, which would be distributed and used widely to publicise the importance of the day.

2.4 BREAKOUT MEETINGS

2.4.1 *Data group*

Chaired by Margie Peden, WHO

Report back by Brian Jonah, Transport Canada

1. *Good practice manual*

- The table of contents is ready. It was agreed that the manual needs to be practical in both addressing what should be collected and how, and how the data can be used to answer certain questions
- It needs to include how to evaluate and monitor progress
- There is a need to advise countries on how to start with what they have now and progress over time to improve the quality of the data and have a better picture of their problem - phased approach
- Countries need to start with fatality data - recognising the underreporting and then build on that
- Agreed to have a clear definition of the problem - 30 day rule
- Guidelines should help countries capture what they need and not dictate - recognition that countries need to assess their own needs and then adapt. Many countries already collect a lot of data but it is not used. The manual needs to underscore how this data needs to be used to improve road safety
- Need to include best practices - shared as examples
- Target setting should be briefly included
- It was agreed to wait until after the IRTAD meeting to assign people to write bits of the report.

2. *Setting targets*

It was agreed that a paragraph on setting targets will be proposed and discussed in Oman for inclusion in the next UN resolution. It should include:

- Generic target setting (no number attached) but countries encourage to set appropriate attainable targets
- Behavioural targets e.g. helmet wearing rates, seat belt rates

3. *Surveys*

A draft of the helmet-wearing survey will be finalised and tabled in Oman.

The next step to test out this survey using the RTIRN network.

We will soon begin work on the seat-belt wearing survey.

4. *Other activities*

- The IRTAD meeting is coming up in November. They will discuss if the manual covers their data needs related to engineering and infrastructure.
- MAPP - this software available could be used as a case study for the data manual
- Latin American training session on data development has set up a working group. There will be links between this group and the UNRSC, with Brian Jonah serving as a liaison between the 2 groups.
- There is also a need to build capacity for data capture - perhaps the World Bank can fund this training.

2.4.2 Implementing the "how to" manuals

Chaired by Rob Klein

Reported by Rikke Rysgaard

The following topics were discussed:

- Implementation strategy, including list of interested countries
- Target group
- Funding
- Possibility of a vulnerable road user guide

Implementation strategy and focus countries:

For the helmet manual WHO is focusing on national launches in-countries, rather than a global launch. Whilst this was supported, the group agreed it would be beneficial to also link the launches to global events such as the Collaboration meeting and national conferences - eg, the Vulnerable Road User conference in Delhi in January 2007, and the joint WHO/ECA conference to be held in Ghana in early 2007.

A list of countries which have shown interest in launching and implementing the helmet manual has been compiled. Many of the countries belong to an association such as ASEAN, SSATP, GRSI, GRSP it was noted that these groups can help facilitate the implementation, as is being done in ASEAN with GRSI funds, by arranging action plan workshops. Where appropriate, private sector may be able to assist.

It was noted that some of the more developed countries may also wish to implement the guides as well, where their road safety or helmet wearing records could be improved (even those with the appropriate laws or who have signed up to the Vienna conventions). For these countries, they may wish to focus on the public awareness and enforcement parts of the manuals.

There needs to be coordination between organizations, so that there is no duplication. It was suggested that a matrix be developed to assess and evaluate the implementation of the manuals and that the website be used as a place to post case studies of good practices and on implementation.

Target group:

The issue of who the manuals are targeting was raised. In Thailand different groups were invited to the action plan workshops from the academics, commercial, non-governmental organizations and government. The workshop in Thailand had about 50 participants, but target group and size will vary with topic and between countries. The workshops need broad sectoral attendance.

Funding:

The cost of implementing the good practice manuals is potentially considerable. Even if the cost of the action plan workshop can be relatively easily met, the actual implementation of any action plan will require large investments. It was discussed how best to tap into the donor community for the developing countries (eg, bilateral aid, corporate, and foundations). This needs coordination it was suggested that a website be established as a way of sharing information to avoid different partners approaching the same funding sources. It was noted that private sector organizations may be active in promoting uptake of the manuals. However, it was agreed that the emphasis on uptake should be to encourage important international stakeholders such as the EU and the G8 to accept road safety as an issue and allocate funding to it.

Vulnerable Road User Guide

The development of a vulnerable road user good practice guide was discussed, and DfID - through its Global Transport Knowledge Partnership (gTKP) - has shown interest for producing it. So far a small allocation of funding has been made by DfID to publicise the gTKP website for the vulnerable road user work, and to support the vulnerable road user conference to be held in Delhi in January 2007. It is hoped that this conference will highlight the gaps and the need for a guide to address vulnerable road users. It was recognized that it is a difficult guide as it is a very broad area with a focus on many

different sectors, but is considered to be critical as vulnerable road users comprise a large proportion of those affected by road traffic crashes.

2.4.3 Infrastructure

Chaired by Michael Bernhard, IRF

A working group was established on infrastructure (a list of participants is attached below). The group discussed the possibility of preparing a good practice manual on Road Infrastructure along the lines of similar Manuals under preparation by the WHO, the FIA Foundation, Global Road Safety Partnership (GRSP) and the World Bank. However, it was agreed that it was more appropriate and feasible to develop a rather less dense Guideline on infrastructure, targeted like the series of good practice manuals at policymakers in low and middle income countries, as well as at donor organizations. It was suggested that this Guideline should establish a direct link to the Robertson Commission Report "Make Roads Safe" and thus become a complimentary tool of this report. It would also address the principle of the suggested 10% Road Safety Funding reserve from national road budgets in view of a sustainable development of Global Road Safety.

The Guideline, will

1. Cover the question of the road user / vehicle / road interface with:
 - Focussed and concise recommendations based on proven technical practices.
 - A set of simple and explicit recommendations conceived along the lines of a UN Consolidated Resolution.
 - simple tools on basic information regarding the road and its infrastructure for crash prevention, protection of vulnerable users, reduction of injury and the elimination of road user hazards.

2. Be directed towards National Decision Makers preferably from several Ministries (Transport, Interior, Health, etc.) in order to
 - Provide a working tool to encourage national administrations to enhance their road network and upgrade the level of safety thereof;
 - Establish a set of recommendations based on international experience, technical requirements and procedures that exist within organizations
 - Justify road infrastructure investment programmes
 - Refer to the state of the art on technical knowledge and know how all around the world.
 - Enhance road user safety according to their particular national needs

3. Permit donor organizations' to

- Provide the means of counselling local decision makers on how to proceed
- Provide internationally recognised indications on what should be changed or adapted locally in order to better address the question of road user safety.
- Optimise investments in road infrastructure.

The proposed Guideline is intended to be concise and simple to use. It is intended for use by LMICs and will be influenced by existing documents such as the PIARC Road Safety Manual, EruoRAP and other Safety Auditing procedures, IRF Manuals on Road Construction and Maintenance, Statistics and Data collection procedures, International Technical Standards and related Scientific Research/Studies from around the world. The project will be presented to the 6th WHO Collaboration Meeting in Oman on 27 and 28 February, 2007.

ACTIONS:

1. The chairman of the Working Group, Michael Bernhard (IRF) was invited to submit a draft of the opening Chapter of the Guideline and to suggest a list of items for first discussion. He will submit a first draft of the opening chapter shortly for comment by end of January 2007.
2. Members of the Working Group are kindly requested to send to him their comments, proposals and suggestions, as well as any documentation for discussion as soon as possible (preferably by Email!).

2.4.4 Fleet safety

Chaired by Rob McConnell

Building on the Bangkok meeting last May, the group discussed:

1. An overall road safety strategy was developed by GRSP and disseminated to the working group agreed upon (see Appendix F). It was broadly accepted but noted that there may be additional points that could be added or amended, and particularly there is a need to task the different items to help with delivery.

2. UN Fleet Forum road safety project. The Fleet Forum is developing a toolkit and has received funding from DANIDA. The goal is to target human aid organizations and their fleet safety practices. These organizations together have about 80 000 vehicles worldwide. The project aims to improve road

safety practices of these organizations and to raise awareness of road safety as an issue within the organizations, tying this into the achievement of the MDGs, to which these organizations are committed. At the moment there are a number of tenders out for the preparation of the toolkit, which will be piloted in Kenya next year, and then rolled out.

3. Benchmarking study, ARRB. ARRB is aiming to capitalise the numerous good examples of good practice that humanitarian organizations can benefit from. For example there is a need to disseminate work going on in Australia in fleet safety. To this end a conference will be held in Bangkok in March 2007. The group also discussed the synergy between this work and the work going on by Johnson & Johnson, who have conducted a similar benchmarking study, and a link was established between these organizations and the commitment to share experiences.

4. A code of conduct (or road safety declaration)

There is a need for such a code to be adopted by UN agencies primarily, and then all humanitarian and international organizations. It was agreed that there be a core group to act as a steering committee on this matter, including WHO, GRSP, ARRB, to discuss a strategy and ensure UN agencies are involved in its design. The code can then be rolled out, an announcement should be made during UN Road Safety Week, and it should be placed on the agenda of the UN Resolution, by October next year, thus progress towards its implementation needs to be rapid.

2.5 Update on regional road safety events

2.5.1 *Latin American and Caribbean Road Safety Forum*

Reported by Mark Rosenberg and Ricardo Sanchez

The Latin American and Caribbean Road Safety Forum was held in September in San José, Costa Rica, organized by the Global Road Safety Forum. Numerous countries from the region met to discuss how the region can harness political will, share experiences, and advance road safety efforts (see Appendix G).

Since then, President Oscar Arias of Costa Rica has agreed to serve as the Honorary Chairman of the Transitional Commission for Road Safety in Latin America and the Caribbean. The task of the transitional Commission is to design a plan for a regional road safety organization for Latin America and the Caribbean. The impetus for this Commission came from the participants at the First Regional Road

Safety Forum who committed by consensus, to establish an organization to promote regional road safety collaboration. The rationale for organizing this collaborative effort is outlined below:

- *It is both important and urgent* that all the nations of the Latin American and Caribbean region work together to stop the growing epidemic of deaths and injuries on our roads.
- *But* we do not have a mechanism to promote multi-sectoral collaboration and manage our joint projects in road traffic safety.
- *Therefore* we propose to work together to develop a regional coordinating mechanism that will draw upon all relevant sectors of government, civil society, and the private sector to promote a region-wide approach to road safety.

The participating organizations commit to work together over the next year to develop a regional committee that will:

- Be representative of all relevant sectors of government, civil society, and the private sector,
- Promote a region-wide approach to road safety,
- Strengthen the capacity to collect and use road safety information throughout the region,
- Promote harmonization of laws for road and vehicle safety, and
- Share road safety information and best practices across the region.

The heads of the sponsoring organizations will be asked to serve as “patrons” of the commission, including: the Director of PAHO, President of the Inter-American Development Bank, Manager of the Transport, Water, and Infrastructure Department of the World Bank, Chairman of the Board of the FIA Foundation, and the Executive Secretary of ECLAC. Additional members from Latin American Countries, NGOs, and the private sector will also be asked to join. The secretariat of two road safety professionals will be funded by the FIA Foundation and supported by the automobile clubs of Latin America and the Caribbean for the first year, with their office housed in Santiago, Chile, at the Automobile Club of Chile.

How will this benefit the countries of Latin America and the Caribbean?

- Countries will be able to contribute to an issue that disproportionately affects the poor and disproportionately affects the citizens of this region.
- It is a chance to advocate for a cause that unites the countries of the Latin America and the Caribbean behind the issue of sustainable development.

- Increase his image as a person interested in saving lives, generating and facilitating peace on the roads, and as an international peacemaker
- Raise the profile an international leader committed to equity and justice for all people in his country, throughout the region, and setting an example throughout the world

For more information contact Mark Rosenberg at mrosenberg@taskforce.org

2.5.2 UNESCAP meeting

Reported by Richard Alexander Roehrl

The UNESCAP *Ministerial Conference on Transport* was convened in Busan, the Republic of Korea from 6 to 11 November 2006. Delegates of the 62 UNESCAP members and associate members from the Asia and the Pacific region representing more than half the world population met in Busan to engage in transport policy dialogue and to decide on concrete future initiatives in the form of a Regional Action Programme for 2007 to 2011. Further information and background documents are available at <http://www.unescap.org/ttdw/MCT2006> .

Road safety issues were featured high on the agenda of the Conference - most of the statements of senior government officials and Ministers of Transport highlighted the importance of the issue.

The Ministerial Declaration invites members to implement the recommendations contained in the 2004 WHO report on global road safety⁴, as well as to provide priority support to regional and subregional road safety initiatives and the UN road safety collaboration (in line with UN General Assembly resolutions). The Declaration invites members to address the following priority areas:

- Making road safety a policy priority;
- Making roads safer for vulnerable road users, including children, senior citizens, pedestrians, non-motorized vehicle users, motorcyclists, and persons with disabilities;
- Making roads safer and reducing the severity of accidents;
- Making vehicles safer and encourage responsible vehicle advertising;
- Improving national and regional road safety systems, management and enforcement;
- Improving cooperation and fostering partnerships;
- Developing the Asian Highway as a model of road safety;

⁴ These recommendations included to: (i) designate or create lead agency; (ii) assess situation; (iii) devise strategies and a plan of actions; (iv) provide adequate finance; (v) implement evidence-based interventions; (vi) engage in international cooperation.

- Providing effective education on road safety awareness to the public, young people and drivers.

For more information and the Declaration, see Appendix H.

2.5.3 4th African Road Safety Conference

- This joint ECA/WHO continental conference will be held in February 2007. The objectives are to review programmes in road safety, to advance the development of national plans of action, to plan implementation of the recommendation of the WRRTIP, and address how to mobilize resources, and finally to organize regional efforts for the first global UN road safety week.
- An advisory committee has been set up.
- Working groups at the conference will address data collection, road safety management, and implementation of the how to manuals, enforcement, fleet safety, EMS, infrastructure, and funding /sustainability. Half of the funding needed for the conference has been secured.

Discussion

Participants questioned whether the regional lending organizations were involved. The African Development Bank will be attending the conference. There was then discussion about whether other regional conferences involved the appropriate banks.

- ECLAC. Ties are being built with the IADB, the banks are becoming more interested in Road Safety in the region.

- UNESCWA: regional meeting is being held. December 20 and 21, involving focal points in Cairo. Funding organizations invited to include road safety audits into infrastructure projects, and to fund capacity development in road safety.

- Asian Cooperative Dialogues, Oman. This was collaboration between 13 countries held in Oman: endorsed the UN resolution and the World Day of Remembrance, as well as planning for April 2007, and endorsing the recommendations of WRRTIP.

There is a further workshop planned for capacity development between WB and WHO, involving the 6 GCC countries and possibly others within EMRO.

2.6 First United Nations Global Road Safety Week

With regard to preparations for the Week, Etienne Krug noted achievements in recent months, including release of the logo and slogan, publication of the toolkit for organizers, hosting of the *Meeting of Select Delegates for the World Youth Assembly for Road Safety*, follow-up to letters to Permanent Missions in Geneva, etc. He noted that some aspects of the preparations are going well, but others need to progress further. Most importantly, it needs to be determined how to stimulate and support national events. The Week is a new event for countries, not on their annual calendar of events and not reflected in their budgets, and they need encouragement and concrete technical and financial support.

Etienne Krug updated on responses to the WHO/UNECE letters to Permanent Missions in Geneva sent in June. Through the letters, countries were asked to nominate a focal person tasked with organizing national events, form a National Organizing Committee and nominate one or more delegates to the World Youth Assembly. To date 45 countries have nominated a focal person. In recent weeks WHO staff have telephoned each Permanent Mission which has not yet responded to remind them to respond. Countries have promised to follow up with their capital cities. Etienne Krug clarified that the letters were sent to the Permanent Missions, hoping that they would be forwarded to several ministries. This approach worked in some countries, but did not work in all countries, as the letters were forwarded instead to Ministries of Foreign Affairs. He added that only two countries have nominated delegates to the World Youth Assembly: Cambodia and the Netherlands, but we were informed that several more are working on the selection.

Etienne Krug gave a brief update on the status of funding. He noted that the Week is a major endeavour involving the preparation of events and materials and extensive work with the media. It is a costly exercise, which was not foreseen in WHO, UN Regional Commission or country budgets. He said that funds have been received from the FIA Foundation for the Automobile and Society and the World Bank. Other funds are expected from the European Commission and the government of The Netherlands. Responses from other governments are pending. Most countries will have to fund the travel and per diem costs of their delegates to the World Youth Assembly.

National events

Etienne Krug emphasized that the organization of national events will be the biggest challenge in terms of preparing for the Week. It was mentioned that it is difficult to get road safety on countries' priority lists. He queried about plans currently being made to host national events, and several members of the Collaboration updated on plans for events in Canada, China, Germany, India, New Zealand and Poland.

Participants planning events were encouraged to complete the form to request listing on the First UN Global Road Safety Week web site. This will ensure that a description of each event and relevant contact information are available to others.

Etienne Krug suggested and participants agreed that it would be useful to receive a letter from WHO to the members of the UN Road Safety Collaboration that have local or country offices. The letters will invite the headquarters of various agencies to request their respective country offices to support national events both technically and financially. He encouraged all members of the Collaboration with representatives in countries to invite these representatives to contact the government's official focal person for organizing the Week. He emphasized that country activities will only take place if we lobby hard and offer concrete support. This First UN Global Road Safety Week will set the standard for next Weeks, so the first Week must be successful in order to ensure that there will be other Weeks in the future.

It was remarked several times that countries are organizing events on dates before or after the official dates of the Week. Etienne Krug noted that there is flexibility on the dates countries can organize events for the Week, however, we need to encourage countries to organize at least some activities during the Week in order to have a critical mass of events. If not, events will be spread across the year, and the level of attention will not be significant.

Regional events

Participants from UNECA, UNESCAP and UNESCWA updated on regional events being planned by their agencies. WHO regional offices will lend support to the preparation and hosting of these events. Joel Valmain reported on a regional event being planned by the European Commission to be held on Friday 27 April 2007, in which there would be the participation of young people from across Europe.

Global events

The two global events that will be organized at the Palais des Nations in Geneva are the *World Youth Assembly for Road Safety*, which will be held on Monday 23 and Tuesday 24 April 2007, and the *Second Global Road Safety Stakeholders' Forum*, which will be held on Wednesday 25 April 2007.

World Youth Assembly for Road Safety

The purpose of the *World Youth Assembly* is to bring together as many young people from different countries as possible to exchange best practices on their work in road safety and to adopt and share

plans for implementing a declaration on road safety. Preparations for the World Youth Assembly are well under way. On 18 September WHO hosted the *Meeting of Select Delegates for the World Youth Assembly for Road Safety* to bring together some young people to begin planning a programme and defining a process for developing a declaration on road safety. Of the 14 young people who participated, Nellie Ghoussayni from Lebanon and Floor Lieshout from The Netherlands were appointed co-chairs of the writing group which will finalize the declaration. Nelly Ghoussainy gave an explanation of the draft outline prepared by the working group in recent weeks. The outline is divided into three parts: background, statement of youth commitment, and calls for action by other parties, including peers, parents, schools, community, policy makers, vehicle manufacturers, and the media. Specific actions are noted for each of the parties. She mentioned the youth's commitment to follow up on the adoption of the declaration. The youth envision making a world trip with the declaration, thereby handing it over to political leaders and youth across different continents and asking them to support implementation of the declaration. With respect to the presentation of the declaration, it was suggested that it be presented in the format of a short film. In this regard, Robert Trottein mentioned that young professionals from LASER EUROPE could be involved in the making of this short film. With respect to the programme for the World Youth Assembly, it was noted that the youth delegates are working on the identification of a celebrity to speak during the opening session of the Assembly. The youth delegates will be voting on a celebrity to invite in the coming weeks, and once they have voted, the celebrity will be invited by WHO and UNECE to attend the event.

Discussion of other events which will take place during the World Youth Assembly include:

- There was mention of plans to organize a ceremony to commemorate victims of road traffic crashes. Representatives of ASIRT, FEVR and other Swiss-based NGOs are contributing to the thinking on this. Further discussions will be held with them in the weeks ahead.
- Robert Trottein presented on the background, goals, and target groups related to the Global Road Safety Film Award. The purpose of this film competition is to involve young people (under 25 years) in the activities of the Week by inviting them to produce a short film related to the subject of road safety. This competition will be organized within the framework of the Week and is being co-organized by LASER EUROPE with support from WHO and UNECE. All national languages may be used in the films, but the films should be subtitled in English or French. It is hoped that 300 films will be submitted before the deadline of 10 March 2007. A jury to select the award-winning films will consist of 7 people, and will meet on 23 March in Paris. Nellie Ghoussayni was invited to take part in the jury. Participants were invited to widely advertise the film competition among their networks.

- It was noted that UNICEF is also organizing an event as part of the World Youth Assembly. Current thinking is that this will be either a drawing or essay competition and/or a web discussion group on the topic. UNICEF will further develop thinking on this.

Second Global Road Safety Stakeholders Forum

Mark Rosenberg presented plans for the Second Global Road Safety Stakeholders' Forum.

Comments and questions on his plans included:

- Several representatives of the UN Regional Commissions queried the very detailed assessments that they would be asked to prepare, as some of the data are very difficult to obtain. Mark Rosenberg responded that the matrix represents the start of what will be a long-term project. At present there is no accurate assessment of what the needs are, and this first step needs to be taken.
- Margie Peden asked about overlap of the World Youth Assembly and Second Stakeholders' Forum. It was clarified that perhaps some people who arrive early to the Second Stakeholders' Forum will attend the closing ceremony of World Youth Assembly. Some youth delegates may be invited to the Second Stakeholders' Forum.
- In response to a related query, Mark Rosenberg indicated that the main outcome of the Forum will be focused on reporting on the progress made since the 2004 UN General Assembly resolution on road safety. Furthermore, it is hoped that the Week will serve as an opportunity to bring together the preliminary reports that reflect the needs in each region.
- It was commented that the language should be stronger in terms of requesting additional financial support for road safety efforts globally, and that this should be included in the objectives of the Forum.
- It was remarked that representation from the UN headquarters in New York is necessary.

3. Next steps and closing

Etienne Krug closed the meeting, thanking the UN Road Safety Collaboration members for their guidance and support.

The 6th UN Road Safety Collaboration Meeting will take place in conjunction with the GOC Meeting in 27-28 February 2007 in Oman.