

**Proceedings of the  
6th United Nations Road Safety Collaboration meeting  
held in Muscat, Oman  
27-28 February 2007**



**Geneva, Switzerland  
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This document was prepared after the 6th United Nations Road Safety Collaboration Meeting, held on 27-28 February 2007 in Muscat, Oman.

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## **1 WELCOME AND OPENING**

The 6th UN Road Safety Collaboration (UNRSC) meeting was held on 27 and 28 February, generously hosted by the Sultanate of Oman's Ministry of Foreign Affairs (MFA) and the Royal Oman Police (ROP) at the new Royal Oman Police Traffic Safety Institute.

The 38 international participants represented a number of international organizations, governments, nongovernmental organizations, foundations, private sector companies. In addition, there were approximately 25 participants representing Omani government agencies, private sector organizations and nongovernmental organizations in the Sultanate.

Dr Krug, Director, Injuries and Violence Prevention, World Health Organization and chair of the UNRSC chaired the meeting. Dr Krug welcomed participants to the meeting, noting that it has been a great opportunity for WHO and members of the Collaboration to work with the Sultanate of Oman to prepare this meeting. The Collaboration is guided by the mandate of the UN General Assembly, based on a resolution spearheaded by the Sultanate of Oman. He thanked His Majesty the Sultan and His Excellency the Minister of Foreign Affairs for their unwavering support of these road safety efforts and for hosting the meeting. He also thanked His Excellency Ambassador Talib Meran Al Raisi from the Ministry of Foreign Affairs (MFA) for joining us for the opening ceremony of this meeting, as well as the Inspector General of the Omani Royal Police for hosting this meeting in such a lovely setting. He acknowledged UNESCWA and thanked Dr Wahid Al Kharusi for ensuring the meeting was well prepared.

Dr Krug noted that objectives of the meeting as:

1. To update on achievements since the October 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 update on and define future activities for the working groups.

A welcome was then given by His Excellency Ambassador Talib Meran Al Raisi, Chief of Economic and Technical Cooperation Department, MFA. Also present at the opening ceremony were: His Excellency Ambassador Naif Obaid Al Salmi, Chief of International Affairs Department, MFA; Major General Majid Moosa Al Hilali, Director General of Traffic, ROP; Colonel Dr. Mohammed Awadh Al Rowas, Deputy Director General of Traffic for Technical Affairs, ROP; Major Abdullah Juma Al Ghalani, Director of Road Safety Institute, ROP.

Dr Al Kharusi thanked the members of the UN Road Safety Collaboration for the faith they have given the Sultanate of Oman to host this meeting. He assured participants that the Sultanate would prove worthy of this faith. He also thanked the Minister of Foreign Affairs for their support of these efforts and the Omani Royal Police for their hospitality. He thanked the national automobile associations for sending their representatives as observers to the meeting, and all the companies which have contributed to the event.

Finally, a welcome was given by Bassam Anani UNESCWA. Mr Anani explained that as the UNRSC meetings usually rotate between WHO and the regional commissions, this meeting should

have taken place in Beirut, the headquarters of UNESCWA. However, this would not have been possible due to the current political situation, and thus he expressed his gratitude to the Sultanate of Oman for their offer to host the meeting.

## **2 PROCEEDINGS**

The programme for the meeting is shown in Appendix A. Dr Krug summarized progress of the collaboration over the last 6 months. A number of collaborative projects have been completed or are close to being finished. For example, the document on planning a World Day of Remembrance is complete. Projects of the working groups continue. There have been a number of successful regional road safety projects, for example, the African Road Safety Congress jointly organized by ECA and WHO, GRSP and the FIA Foundation. At country level the implementation of the helmet good practice guidelines is progressing very well. We are all very busy in preparations for the UN Global Road Safety Week.

He thanked SIDA, the FIA foundation, Scania and Michelin for their generous financial support and those local Omani organizations who have also supported this meeting.

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

For a list of participants please see Appendix B

#### **ARRB, by Lori Mooren.**

ARRB, established in 1960 as the Australian Government's centre of excellence on roads and transport continues to do research and consulting in road management and road safety. The road safety projects span road environment safety engineering to behavioural road safety programs and efficacy of interventions.

Being a core activity, ARRB continues to carry out many projects in road safety engineering, vehicle safety (especially heavy vehicles) behavioural change and general capacity building in road safety. For examples, ARRB has trained the new Malaysian National and State Road Safety Departments in road safety management and road safety legislation, currently undertaking blackspot and capacity building projects in Thailand, and road safety engineering projects in a number of countries.

Two key projects that ARRB is currently involved with are the iRAP pilot project in Malaysia and the Speed Management Guide for low and middle income countries.

With respect to the iRAP project, ARRB has devised technologies to enable efficient (road) data collection and will soon be collecting data on 5,000 kilometres of Malaysian roads for safety assessment.

The Speed Management Guide project, being carried out by ARRB, TRL and VTI is progressing on schedule. With the assistance of GRSP over 100 people have been written to seek inputs, particularly about good practice case studies. About 80 responses have been received

### **Asia Injury Prevention Foundation, reported by Greig Craft**

AIPF have completed their first 5 year plan, focusing on policy, such as helmet laws and development of helmet standards, infrastructure improvement and upgrades of primary schools around Vietnam, and completion of the worlds first non-profit helmet plant to produce tropical helmets for the poor. They have distributed 250,000 child helmets through corporate sponsorship through their *Helmets for Kids* programme, and are now expanding to Africa. They plan to set up non profit helmet wearing manufacturing plants there too. Chevron have recently purchased 6,000 tropical helmets for introduction into Nigeria.

AIPF have also had contact with Al Jazeera, who interviewed them on road safety in Vietnam. Al Jazeera may be interested in doing a piece on road safety week in April and Mr. Craft offered to provide the group with contacts at Al Jazeera.

AIPF are focusing on road safety public awareness campaigns, starting with helmet wearing and will launch a National Vietnam Campaign during the UN Global Road Safety Week.

### **ASIRT, Association for Safer International Road Travel, reported by Rochelle Sobel**

- 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.
- ASIRT is working with WHO on the "Faces behind the figures" document, which aims to show the human suffering behind road traffic crashes. This will be launched at the Global Road Safety Week events in April.
- They are still actively involved with US embassies, such as in Egypt and Turkey, where persons for road safety are appointed. In Turkey they have an action plan for the embassies, and have worked towards a resolution on child safety seats which will go to the Turkish parliament. They are also trying to push for Turkish taxis to have a visible indication of whether or not they have seat-belts.
- They continue to have partnerships with Rotary Clubs in a number of countries.

### **Al Mustadaama, by Kemi Animashun**

Al Mustadaama are an Omani non profit organization focusing on influencing driver behaviour and increasing child restraint use. Their activities include the launch of a public awareness campaign called Salimah, safe and sound. The campaign was prompted by the fact that 20% of child deaths in Oman are car fatalities. For every child that dies in a car crash, 10 more are disabled

Al Mustadaama have produced road safety education materials in both English and Arabic, in a fashion that is compatible with Arab gulf society. The film, entitled *Doesn't your child deserve a safe ride*, explores the causes of crashes and the effects of a collision on unsecured children. The film is now being screened in various venues in Oman. They also have developed an interactive website and road safety materials in Arabic and English for use by parents, schools and other educators. They have also planned a poster campaign and a national safety quiz for the UN global

road safety week. The campaign is signatory to the European Road Safety Charter and collaborates with the country (Oman) and regional offices of the World Health Organization. For more information please see [www.salimandsalimah.org](http://www.salimandsalimah.org)

### **FEVR - The European Federation of Road Traffic Victims**

FEVR, which has UN consultative status, is an umbrella organisation of over 20 European NGOs, which represent the interests of bereaved and injured road crash victims, champion their rights and call for a more appropriate societal and legal response to road death and injury; it also collaborates with many victim and related organisations on other continents.

Since the last meeting, FEVR

- acted as coordinator for events on World Day of Remembrance for Road Traffic Victims and helped many newcomers with information and advice
- finalised the World Day Handbook for organising events
- participated in several international meetings

All organisations continued their advocacy work on behalf of road crash victims in addition to specific activities.

RoadPeace in the UK, one of FEVR's member organisations:

- worked with the Foreign Office on better assistance for people whose relatives are killed abroad
- worked with the police on information to victims
- on 28<sup>th</sup> February RoadPeace is giving oral evidence to the Transport Select Committee on novice drivers
- is at present preparing the response to two consultations – on Charging Policy of the CPS and on Sentencing for driving offences, both due in March

RoadPeace and all other organisations under FEVR's umbrella are preparing for actions for the 1<sup>st</sup> Global Road Safety Week.

### **FIA Foundation for the Automobile and Society, reported by David Ward**

The main focus of the Foundation's work is to support the Commission for Global Road Safety and its report *Make Roads Safe*. In particular, this includes support to three main areas: persuade donors to support a 10-year, US\$ 300,000,000 action plan for road safety; increase investment in road infrastructure; and host a ministerial conference on road safety in 2008. As part of the Make Roads Safe campaign, the Foundation will launch a global petition on road safety. The hope is that there will be 1,200,000 signatories before the next meeting of the UN General Assembly in September. The Foundation requests support from the Collaboration for this, as it will be an attractive way to draw attention to the issue. The Foundation is also supporting the First UN Global Road Safety Week.

### **Fleet Forum, reported by Rob McConnell**

The Fleet Forum fleet safety training project prepared in collaboration with eight aid and development agencies will soon be launched. The project will be piloted from mid-2007 in Nairobi,

Kenya. In addition to training on fleet safety, the Fleet Forum works with aid and development agencies to encourage them to make road safety a priority for their own staff and to ensure that they play a role as advocates for road safety beyond their agencies. The project is receiving support from an increasing number of important sponsors, including the World Bank Road Safety Facility and the FIA Foundation. It was noted that there is increased buy in from NGOs, such as the National Red Cross and Red Crescent Societies and World Vision International. Mr McConnell noted a lack of engagement of UN agencies, and asked members of the Collaboration to use their influence to get greater engagement from these groups.

### **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.  
Requested notes..

### **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: 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 organisation. 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 partners developing the UNRSC Good Practice Manuals, focussing on the critical risk factors identified in the World Report. GRSP is leading the production of the 'drinking and driving' manual which is now with the designer/printer and will be available for Global Road Safety Week (in English and Chinese). GRSP has commissioned drafting of the 'speed management' manual by a team of its three research organisation members, ARRB (Australia), TRL (UK) and VTI (Sweden). Production is scheduled for late 2007. The support of the World Bank road safety facility is acknowledged for these activities. In the ASEAN region, under the GRSI programme, 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 conducted in Thailand, VietNam and Laos, with Cambodia, Malaysia and Indonesia to follow early in 2007.

Since the last meeting of the UNRSC (Geneva, Oct 06), GRSP has worked with UN-ESCWA to prepare guidance on road safety management for a workshop held in Cairo (Dec 06), and with UN-ECA and WHO for the African road safety conference held in Ghana in Feb 07. GRSP country programmes continue to focus on key issues such as seat-belts and fleet management. Local GRSP organisations are working with national governments to develop activities for FUNGRSW.

### **Handicap International, reported by Socheata Sann**

Handicap International (HI) is a non governmental organization. In 2003, following the dramatic increase of the number of road traffic accidents and injuries in Southeast Asia, HI started to implement road safety programs in Cambodia, Laos and Vietnam, in close cooperation with local authorities and international organizations. More recently, HI also initiated road safety projects in Madagascar, Burkina Faso and Mozambique.

The Road Safety programme generally consists in the following components:

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

In particular to the UN RS week in April, 2007, HI plans to collaborate with related stakeholders, especially the National Road Safety Committees to organize the following main activities:

1. Launching the New Road Traffic Law:
2. Enforcement campaigns: focusing especially risk factors such as drink driving
3. Awareness campaign in schools:
4. Theory Test for Driving Licences:
5. Activities in communities:
6. Distribution/display awareness materials:
7. Road Safety Television Programmes.

### **International Road Federation (IRF), reported by Sybille Rupprecht**

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 organisations outside of Europe. The prize will be given on 14 May 2007 in Istanbul at the Black Sea & Silk Road Conference.
2. Qatar Road Safety Seminar, 11 – 12 April 2007. During the Roadtec (Gulf Road Technology Exhibition), held in Qatar on 10-12 April 2007, the IRF will offer two seminars: Roadside Safety Solutions on 11 April and Work Zone Safety Applications on 12 April 2007. There will also be a live crash test as part of the IRF Roadway Safety Solutions Seminar being held in Doha, Qatar April 11 and 12 in conjunction with the exhibition. This will be the first "live drive" barrier crash demonstration in the Middle East.
3. The second regional conference of the International Road Federation, in India, is scheduled to be held at New Delhi on 5th - 6th October 2007. It is being organized by the International Road Federation on "*Roads Safety Design, Construction & Operations of Roads*". The objective of the International Road Federation Regional Conference is to connect the Members with high-level contacts and international network and devise road sector policies, beneficial to business and environment of future developments in India.

**International Federation of Pedestrians, reported by Amy Aeron-Thomas**

IFP has been focusing on undertaking research into strict liability whereby the drivers are presumed responsible for collisions to pedestrians and cyclists, until the contrary is proven. In some countries, the driver is always held responsible in collisions involving elderly or young pedestrians and cyclists. The IFP work includes surveying national insurance commissions in Europe, where strict liability exists in many countries, and also surveying IFP members. There is common acceptance that road deaths and injuries will continue to increase and IFP is well aware of the limited resources allocated to reducing road danger. Accordingly, they will commemorate UN Global Road Safety Week by publishing a briefing paper on strict liability and campaign advice for its members. It should also serve as a contrast to the many programmes we fear will focus on changing the behaviour of young road users, instead of protecting them by delivering a safer and fairer transport and justice system.

**IrAP , reported by John Mumford**

IRAP currently focuses on four pilot projects in middle income countries. These are designed to take the road assessment technology from high income countries and adapt it to the situations found in low and middle income countries. The objective is to create simple tools that can be applied in developing countries. In particular, it aims to understand the road infrastructure needs of vulnerable road users, such as pedestrians, motorcyclists, cyclists, and users of public transport. The pilots in 4 countries (Chile, Costa Rica, South Africa, and Malaysia) are now started and results should be available in the fourth quarter of 2007.

**J&J, reported by Gabriel Kardos**

J&J have had a safe fleet programme for 12 years. This was instigated by the fact that they have 35 000 drivers around the world, and that their sales staff spend 40-60% of their time in company vehicles. Since 1995 they have managed to reduce RTIs by 40%, but it has become an increasing challenge to keep these rates down. However, unfortunately, through restructuring of the company, last year they lost 80% of their road safety professionals, and consequently the rate of accidents has increased 20% in many of their regions over the last 6 months. J&J will focus on the global roll out of a new toolkit to be used in low income countries. They will also direct their attention to risk based tools, and will continue to sponsor benchmarking initiatives around fleet safety that involve industry and other companies.

**LaserEurope, reported by Danh Long NGUY**

Since the last UNRSC meeting, LASER EUROPE has created LASER INTERNATIONAL FOUNDATION in Brussels. It aims at financing scholarships and study trips of young people and persons in charge of road safety in emerging countries. As far as the World Youth Assembly is concerned, this foundation is going to finance the participation of 30 young people from African, Latin American and Europeans countries.

For the UN global road safety week, initiatives from LASER EUROPE and its partners include:

- The production of a film about the influence of alcohol, drugs and medicines on driving.
- The organisation of the Youth Europe Tour for road safety which will be held during the UN global road safety week. Young people will be attending the 23<sup>rd</sup>

and 24<sup>th</sup> of April in Geneva, the 25<sup>th</sup> and 26<sup>th</sup> in Strasbourg and Luxembourg, and the 27<sup>th</sup> of April in Brussels for the European Road Safety day,

- The creation of the 1<sup>st</sup> Road and Road safety exhibition in Guadeloupe in the Caribbean region ,
- They are preparing the Global Road Safety Film Awards. organised by Laser Europe and PRI. This will contribute to develop the multimedia resources centre. Only the winners will be projected at the World Youth Assembly, Tuesday, the 24<sup>th</sup> of April.

### **Michelin Group/Global Road Safety Initiative, reported by Patrick Lepercq**

Mr Lepercq referred to the work of the Michelin Group, and also reported in his role as Chair of the Global Road Safety Initiative.

#### As Michelin representative:

Further than the Michelin's commitment to design and propose safe products and services to customers, the company has undertaken a worldwide survey of its employees road experience in order to better understand potential risks and focus on those risks to develop further internal road safety education and training programmes.

The next Challenge Bibendum to be held in Shanghai, China, November 15-17 2007, will be another growing opportunity to have an interdisciplinary review of the vehicle-user-environment impact on road safety.

#### As GRSI chair:

The Global Road Safety Initiative, a ten million USD commitment over five years from seven companies, has implemented first phases of programs to promote the practical application of the Good Practice Guides in three pilot regions: China, ASEAN countries and Brazil. Regional virtual centres have been established to train road safety professionals who are then working in cooperation with their national authorities to put training into practice at local level.

### **RoadSafe, reported by Adrian Walsh**

Mr Walsh attended the meeting to represent two RoadSafe programmes:

#### The global Transport Knowledge Partnership (gTKP)

The global Transport Knowledge Partnership (gTKP) is an innovative, partnership-based approach to the dissemination of pro-poor transport knowledge which aims to give developing countries a greater say in research requirements and policy-making. gTKP aims to make more efficient and effective use of available pro-poor transport knowledge through improved knowledge management and transfer, networking and peer-to-peer support, to develop the community and to “deepen” and “widen” knowledge and networking in response to developing and transition countries requirements.

Currently gTKP has three key themes: Governance in Transport, Environment, Health and Road Safety, and Rural Transport. Within the Environment, Health and Road Safety theme, gTKP is concentrating on providing guidance on how to reduce road casualties from ‘**vulnerable road**

**users'** (VRU) which are disproportionately high in developing countries. Whilst there are some useful knowledge resources on tackling this issue, much of the research in this area has focused on pedestrians and on the developed world. The gTKP web site [www.gTKP.com](http://www.gTKP.com) is a valuable source for all practitioners in the developing world. In addition to the site, from next month gTKP will be stimulating discussion and debate (through a blog and on-line discussion groups) in order to build a virtual community of road safety practitioners in developing countries.

#### Prince Michael International Road Safety Awards

His Royal Highness Prince Michael of Kent established his road safety award scheme in 1987; since then Prince Michael Road Safety Awards have given public recognition to those who have improved road safety throughout The United Kingdom. Now the Prince Michael International Road Safety Awards (PMIRSA) recognise outstanding achievement and innovation world-wide. Each year the most outstanding examples of road safety initiatives are given public recognition through the scheme. The award scheme is organised by RoadSafe, a UK charity and company limited by guarantee. It is sponsored by The FIA Foundation.

#### **SCANIA, reported by Lars Gunnar Tannerfors**

SCANIA has supported WHO in setting up regional road safety conferences over the last few months and the UN Road Safety Collaboration. Now they are preparing for a conference in Beijing with the WHO China. They are also producing material for the UN road safety week.

Finally, they have developed a young European Truck Driver training /driving school programme.

#### **Sultanate of Oman/Bone and Joint Decade, reported by Wahid Al Kharusi**

Oman is busy organizing events for the UN Global road safety week, working closely with the Royal Oman Police and also the ministries of transportation and foreign affairs. They are also working at a regional level, having held an ACD (Asian Cooperation Dialogue) meeting involving 32 countries. Oman continues to work with the private sector and with local nongovernment organizations. They have recently been planning the implementation of the WHO TEACH VIP programmes.

Dr Al Kharusi also reported on the plan to start a nongovernment organization on road safety and register it with the government. In this way they aim to bring in the private sector and all the other stakeholders, and in effect function as a lead agency on road safety.

They continue to work with WHO to develop the 5<sup>th</sup> resolution on road safety and hope that at the September 2007 meeting road safety can be put on the General Assembly's agenda again.

Dr Al Kharusi also reported on the Bone and Joint Decade, a non profit organization endorsed by more than 90 countries, which includes surgeons and physicians. The group has recently formed an award for a short film competition which will be used to bring in funds for low and middle income countries to develop road safety activities. They are also helping Swaziland to kickstart their road safety programme. Finally, they continue to collaborate with WHO to accelerate the endorsement of the *Prehospital trauma care system* guidelines.

**Swedish Road Administration, reported by Roger Johansson**

Mr Johansson updated on establishment of a Swedish group to support work of the road safety community. A summit will be held in September, when the Swedish traffic safety policy change will consider the role of the road users' basic rights. Many of UNRSC members will be asked for contributions to this process. He also introduced his colleague, Matts-Ake Belin, who will be moving to WHO this spring for two years, financed by SIDA.

The summit (the Tylösand Conference) will be held in Sweden and will be entitled "Global road safety from a public health and environmental perspective." The programme will feature highly prominent speakers in the field of road safety. A declaration of intent for international road safety from a public health and environmental perspective will be ratified during the conference.

**UNESCWA, reported by Bassam Anani**

1. ESCWA serves as the focal point with WHO in the Middle East and is coordinating the activities of the countries for the First UN Road Safety Week.
2. ESCWA has organized in collaboration with WHO and GRSP the "Joint Workshop for Capacity Building of the National Focal Points for the First UN Road Safety Week" in Cairo, 20 - 21 December 2006.
3. ESCWA has prepared the first part of the study on the assessment of traffic safety in selected countries in the ESCWA region. The second part which will cover the assessment for the remaining five countries will be issued in June 2007.
4. ESCWA is providing technical advice to member countries on issues related to road safety including the establishment of national road safety bodies and in the preparation of the national strategies for road safety.
5. ESCWA is actively interacting with the many NGOs in advocating road safety issues. Recently a MoU was signed between ESCWA and YASA in Lebanon for this purpose.
6. ESCWA in cooperation with GRSP has translated the PIARC booklet on "Keep Death Off Your Roads" and has distributed it to children in many schools.
7. ESCWA is preparing for a follow up workshop on the recommendations of the first workshop held in Oman on the implementation of good practices in road safety which is tentatively scheduled for October 2007.

**UNESCAP, reported by Richard Alexander Roehrl**

Mr Roehrl noted that across UNESCAP's 62 Member States, there is a particular need for high-level commitment to road safety. A November 2006 ministerial declaration on improving road safety was adopted for Asia and the Pacific. UNESCAP is working with Member States to support implementation of this declaration. There will be regional events hosted for the First UN Global Road Safety Week, and the results of these will be carried to the May 2007 meeting in Kazakhstan and the expert group meeting in June 2007. It was also suggested that an October 2007 meeting on public/private partnerships to be held in the Republic of South Korea may be an interesting forum for participation of members of the Collaboration.

### **UNECLAC, Reported by Ricardo Sanchez**

(please see presentation in Appendix)

Activities performed by ECLAC and partner agencies related to Road Safety in Latin America and the Caribbean:

- Events organized with PAHO include: several Road Safety meetings (both national and regional) in Central America, Mexico, USA, and the Dominican Republic
- With PAHO, ECLAC is promoting Road Safety Week and the election of young delegates. By now, the following countries have delegates nominated: Argentina, Bolivia, Colombia, Costa Rica, El Salvador, Ecuador, Guatemala, Nicaragua, México and Perú. Countries very likely to nominate delegates include: Brazil, Chile, Panamá, Paraguay y Uruguay.
- ECLAC conducted a survey to assess the main problems and achievements in the region. This survey is the base for the Special Regional Report on Road Safety Week that is performed by all regional commissions, to be presented in Geneva next April.
- ECLAC published (in Spanish): *Instrumentos para la toma de decisiones en políticas de seguridad vial en América Latina*, by José I. Nazif, Diego Rojas, Ricardo J. Sanchez and Alvaro Velasco Espinosa.

### **UNECA, Reported by Marie-Therese Guibo**

Marie Therese Guibo reported on the African Road Safety Conference co-organized with WHO and the Ministerial Round Table Discussion, which took place in Accra, Ghana from 5 to 7 February 2007. More than 200 participants attended the conference. The Conference adopted recommendations on the following topics: institutions, data, management, policy harmonization, quick wins, partnership, rural road safety, road safety education, national road safety targets and commemoration of the UN Global Road Safety Week.

The Conference was followed by the Ministerial Round Table of Transport and Health Ministers on the 8th February 2007, it endorsed the conference's recommendations and adopted the Accra Declaration in which the Ministers resolved to work together to stop the growing epidemic of death and injuries on African roads. They also recommend that a lead agency be established and empowered to deal specifically with road safety issues and contribute to achieving the goal of reducing accident fatalities by half by 2015.

On the preparation of the Road Safety week, she said that countries are preparing national events but they will need some financial support. ECA is disseminating the outcome of the Accra conference, which is attached herewith.

### **UNECE, reported by Christopher Smith**

#### Activities of the Working Party on Road Traffic Safety (WP.1)

The WP.1 is focusing on the revision of the Consolidated Resolution on Road Traffic (R.E.1) a collection of best practice recommendations in road safety. During its 51<sup>st</sup> session in 2006 from 7-

10 November 2006, the WP.1 adopted recommendations on such issues as driving under the influence of alcohol, safety of cyclists, motorcyclists and moped riders, use of seatbelts and child restraints, safety of pedestrians, night driving, driving permits, communication and road safety campaigns, and daytime use of lights.

#### Vehicle regulations

At its 140<sup>th</sup> session, the World Forum for Harmonization of Vehicle Regulations (WP.29) adopted three new global vehicle regulations, one on motorcycle brakes, another on heavy-duty vehicle emissions and a third one on on-board diagnostics, bringing to five the total number of global regulations adopted so far.

#### United Nations Ministerial Global Road Safety Conference in 2008, 2009

At its meeting in February 2007, the UNECE Inland Transport Committee considered the proposal made by the Global Road Safety Commission to hold a global ministerial conference on road safety in 2008 under the auspices of the United Nations. The Committee, endorsed the idea of holding such a conference but emphasized that this could not take place until 2009..

#### UNDA

The UN regional commissions have jointly developed a project for funding under the 6th tranche of the UN Development Account. The object of the project "Improving Global Road Safety: setting regional and national road traffic casualty reduction targets" is to help countries develop regional and national road traffic casualty reduction targets and provide them with examples of best road safety practice that could help them to achieve the targets selected by 2015. The support of the UNRSC is requested in this endeavour and more information will be provided at future meetings.

#### **World Health Organization, reported by Tami Toroyan**

The World Health Organization continues to provide technical support to a number of low and middle-income countries on strengthening integrated road traffic injury data collection systems; primary prevention programmes and emergency trauma care. Examples of its work include: support to the Addis Ababa and the Maputo Traffic Police Departments to strengthen Ethiopia's and Mozambique's data management capacity; strengthening the prehospital response to road traffic injuries in Hanoi, Vietnam; supporting the development of an integrated road traffic injury data system in Cambodia as well as a programme to increase helmet use among riders of motorized two-wheelers.

WHO facilitates the UN Road Safety Collaboration. In the past few months WHO has been directing much of its attention on the upcoming UN Global Road Safety Week. In addition, it is still working on the development of guidelines - collaborating with partner organizations on development and implementation of the helmet and drink-driving manuals, and beginning work on the data collection manual. It is collaborating with the victims organizations in the development of the *Faces behind the figures* document, and on a guide to help organizers plan activities for the World Remembrance Day. Finally, its work on trauma care has resulted in a WHO executive board resolution on the topic that will go to the World Health Assembly in May 2007.

### **WHO's Eastern Mediterranean Regional Office, reported by Jaffar Hussein.**

WHO/EMRO are working on improving enforcement in member states. There is limited political commitment to this issue – aside from Oman - and they are working to put it higher up on the agenda with Ministries of Health, but also within the governments more broadly. Many member countries have limited capacity and need multisectoral responses. EMRO has started engaging focal points, using the WHO TEACH VIP programmes to enhance capacity. They have worked with 11 countries to establish surveillance systems, and with 12 countries to strengthen EMS hospital care and prehospital care to reduce the severity of injuries.

In September 2007 they will hold a parliamentary forum to increase the commitment to road safety in parliament. The Ministries of health find it difficult to convince governments that road safety is a social and development issue, and this conference hopes to address this.

This year EMRO will also hold a regional media conference.

### **World Bank, Tony Bliss**

Mr Bliss reported on the structural changes taking place within the World Bank. Road safety is still within the transport division, but this division is now combined with the energy and water department, and is under a new director Jamal Saghir. There is a new strategy for transport, "Safe, Clean and Affordable," which will be launched at the end of March at the World Bank Transport Forum, where road safety will also be highlighted.

The Bank is also moving on with the "second generation" projects, having identified that there may be more opportunities to conduct micro projects along the lines of the George Intitute's seatbelt initiative in Guangzhou, China, and the GRSP's motor cycle helmet initiatives in Thailand under the Global Road Safety Initiative. These will be targeted projects focused on results, with high levels of transparency and accountability. They expect to do more of these in the next few years.

The Global Road Safety Facility, which was reported on at the last meeting, is settling down and moving forward with operations. It is getting grants issued to its core partners, as well as extending some grants in new initiatives. See the Facility's website for more details: [www.worldbank.org/grsf](http://www.worldbank.org/grsf)

The Facility's and Bank's country work is moving -- for example, they are conducting road safety country management capacity reviews in Eastern Europe. They are also starting to work on setting up a global traffic police network and are making good progress on finalizing grants to the Hubei Province Road Safety Training Center and the Harvard Initiative for Global Health, among other activities.

Finally, they welcome SIDA as an official donor to the facility, whose funding was received at the start of the year for country and regional operations in Africa.

The main issues that the Facility has been focused on in the first year of its operations concern capacity development at a global and regional level, but but it is now moving to focus its attention on activities at a national level where the results are to be achieved . The aims of the Facility are to more rapidly transfer knowledge to low and middle-income countries, as well as achieving higher levels of investment into road safety.

## **2.2 WORKING GROUPS REPORT BACK:**

The group then split into the predesignated working groups - data, infrastructure, implementation of the good practice manuals, and fleet safety. The following reflect the main points of the discussions:

### **1. Data collection**

Data manual: the development of this manual was temporarily put on hold because of the time commitment by WHO staff to Road Safety Week. The table of contents has been developed and WHO will now contact different organizations for help with writing them.

There was also discussion on a new UN resolution and the need to include targets in this resolution. There was concern that any targets should not be too specific as it would put countries off adopting it, and jeopardize the resolution. At the same time there is a need to introduce something relatively specific on setting targets so that this resolution is a step forward from the last one. There were suggestions that perhaps the resolution could append some of the many regional targets that already exist to illustrate what regions and countries have done. There must be caution not to push countries too far down the line: in ESCAP for example a number of countries already have road safety targets, but some of these are more clear than others, so the higher level targets could be chosen to use in the resolution.

### **2. Fleet safety**

The key issue for this workshop is the difficulty of gaining commitment by UN Agencies to an active good practice approach to road safety for their own employees.

The idea discussed in the last meeting, to identify champions and prepare a declaration for agencies to commit to had been floated with some agencies, and found to be lacking in support for this approach. The other idea to seek a commitment to the concept that fleet safety is a development issue for announcement by the UN during the Global Road Safety Week, was also abandoned.

Instead, the group changed its plan of attack. The decision was to ask Prince Michael to become a champion for the UN fleet safety initiative by sending a letter to the UN heads of agencies on this topic. It was also suggested that the heads of UN Agencies might nominate a senior person to attend an international meeting to discuss their contributions to good practice in fleet safety. The target date for this meeting is October, 2007.

In preparation for this meeting a short paper on fleet safety should be prepared to facilitate an understanding of fleet safety by the senior agency managers.

Other related issues discussed were:

- The need for a policy framework to enable enforcement of desired practices;
- The need to establish performance indicators/metrics for measuring outcomes;
- Related to the question of metrics was the relative merits of financial benefits of fleet safety versus the prevention of human tragedies;
- The extent to which private sector industries can act as “external champions” or models to show what can be done – noting that there are some very good practices already in place in the oil and pharmaceutical industry sectors; and
- That while the role of NGOs is important for agitating for something to be done, it will be important to keep the initial meeting with UN Agencies fairly small and at a high level.

### **3. Infrastructure (reported by Marc Shotten)**

A draft outline of a document to address infrastructure had been circulated. Aimed at national decision-makers and the donor community the outline broke down the discussion areas into the following sectors: ecology/environment; road safety auditing; design criteria; road construction; and safety signing and equipment. It is conceived to complement the Robertson Report.

The discussion focused on the efficacy of such an outline based on achieving the goal of producing a document which could be a hard-hitting policy note accessible to decision-makers across ministries. It was also decided to reduce the scope in consequence. The issues discussed were:

- Which tools are new and available/applicable for enhancing road safety to assess the role of infrastructure safety (i.e. iRAP)
- How does this working group fit in with the overall good practice guide series?
- Narrowing the vast field of technical recommendations into something workable .
- What is the value of road safety audits using western standards in the developing world?
- Can the 10 percent infrastructure rule be carried down the line and translated at the project level?
- How are new road designers getting trained?

There was agreement not to reinvent the wheel and the desire for the final output not to gather dust on a policy-makers shelf.

It was agreed that vulnerable road users are a key in the UN member countries. iRAP methodologies, as an example, will evolve from the pilot projects to adopt to local conditions.

The meeting concluded by agreeing on the necessity of infrastructure for achieving the Millennium Development Goals, and that roads simply should not be built, maintained and managed in the absence of addressing safety concerns.

The FIA Foundation volunteered to host a small subset of the working group at a meeting in London in order to prepare the guideline's agenda and contents.

Michael Bernhard, together with FIA Foundation, will invite the designated participants to a meeting in London and set up the program, to be held just after the GRSP Annual meeting on June 8, 2007. The designated participants to this meeting are: FIA Foundation – GRSP – iRAP – IRF – PIARC – World Bank.

Subsequently, a new set of recommendations will be prepared with the assistance of IRF global membership and the WP4 members in time for the next UN Coordination meeting.

The chair will report back to the larger UN Coordination Group, at its next meeting which will be in Geneva in October 2007.

#### **4. Implementation of good practice guides (reported by Christopher Smith)**

There was a review of the helmet wearing manual roll out. The strategy is to implement in the countries with most problems in the ASEAN region with regard to helmet use. So far workshops have been held in Thailand, Laos, and Vietnam. Also scheduled are events in Malaysia, Indonesia, Cambodia. The manual has been translated into local languages and published locally. Translations into French and Portuguese are also nearly complete.

As part of the launches and workshops, situational studies were conducted in the project countries. These included collecting data on helmet wearing rates, knowledge, markets, standards, and as a result consider a set of actions appropriate. GRSP are also considering implementation in Africa and China.

##### Implementing actions.

- Standards: there is a move to look at minimum standards for the Asian region.
- Capacity building. This needs to be targeted at police force on enforcement, as well as public education campaigns around helmet awareness.

Drink-driving manual. A number of countries waiting to implement this manual. The manual will be launched in 2 months, but there will then be a need for training programmes to complement this

## **2.4 REGIONAL UPDATES**

### - African road safety congress (UNECA/WHO)

Ms Guiebo reported on the African Road Safety Conference co-organized with WHO and the Ministerial Round Table Discussion, which took place in Accra, Ghana from 5 to 7 February 2007. The Conference adopted recommendations on the following topics: institutions, data, management,

policy harmonization, quick wins, partnership, rural road safety, road safety education, national road safety targets and commemoration of the UN Global Road Safety Week (see Appendix C).

- Workshop on capacity development for UN global road safety week, Cairo (UNESCWA, WHO)

From 17-19 December a regional training course for Ministry of Health injury and violence prevention focal points in the EMRO region was held in Cairo. The meeting was attended by 16 focal points and an additional 5 technical advisors. The meeting covered presentations of WHO's capacity building approach including an introduction to MENTOR-VIP and TEACH-VIP. It also included an overview of WHO publications with special emphasis on the upcoming publication *Preventing injuries and violence: a guide for ministries of health*. Outcomes from the meeting include: a decision from the focal points to have TEACH-VIP formally integrated into curricula of schools of public health and other relevant academic curricula; agreement from the focal points to serve as dissemination conduits for information about MENTOR-VIP; the need for a training of trainers approach in the region to optimize use of resources available within EMRO; and strong support for regular meetings of focal points in order to strengthen the network as a forum for exchange and advocacy. From 20-21 December an ESCWA/WHO/GRSP workshop on capacity building for national focal points for the First UN Global Road Safety Week was held in Cairo. The joint workshop brought together approximately 45 participants. The participants were primarily from government transport divisions, the traffic police, NGO's and automobile clubs, including representatives of the FIA Foundation, YASA, and GRSP. The discussions provided an opportunity for a presentation of the WHO and ESCWA roles in the planning for the First UN Global Road Safety Week which included background around the UN General Assembly resolution and the toolkit for organizers of events. The meeting provided a good venue for exchange on a number of important issues. For more information see Appendix D.

- UNESCAP Ministerial conference on Transport (UNESCAP)

This conference took place in Busan, the Republic of Korea in November 2006. It was attended by 62 ESCAP member countries and associate members and focused on transport Development and improving Road Safety in Asia and the Pacific. The overall goal of the project is to "Save 600,000 lives and to prevent a commensurate number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015", and it invites members to implement the recommendations of the World Report, provide priority support to multi-country road safety initiatives, and address eight priority areas (see Appendix E).

- ASEAN Regional Road Safety Seminar and APEC Road Safety Summit (GRSP)

(see appendix F)

## **2.5 REGIONAL ASSESSMENTS: OPTIONS, POSSIBLE CONTENT AND PROCESSES - MARK ROSENBERG**

*Discussion of Regional Road Safety Issues for the Second UN Stakeholders Forum—*

The discussion focused on reports from the 5 UN regions to highlight the principal road safety accomplishments, assess the road safety needs, and identify the high-burden countries in each region. The key questions and information collected from each region has been compiled in Appendix G.

## **2.6 Preparations for the First UN Global Road Safety Week (23-29 April 2007)**

The second day of the meeting opened with discussion around the First UN Global Road Safety Week. In 2005, UN General Assembly resolution A/60/5 on *Improving global road safety* called for a First UN Global Road Safety Week. Because children and young people constitute a major group at risk of death, injury and disability on the roads, the Week is dedicated to “young road users”.

Etienne Krug explained that the Week is a new event on Member State calendars. As such it has been a challenge getting countries to understand the nature of the event and what is expected of them regarding appointment of national focal persons, establishment of multi-sectoral committees, planning of national activities and nominating youth delegates to the World Youth Assembly for Road Safety. WHO and UNECE have encouraged countries to undertake these tasks, primarily through a series of letters to Permanent Missions in Geneva and follow up calls. In some regions WHO Regional Offices and the UN Regional Commissions have also done so through letters to Ministers of Health, Transport and Education. While countries have been slow to understand the process, there is increasing evidence that efforts are under way. Members of the UN Road Safety Collaboration were encouraged to advertise the Week, share ideas for events with countries, and give them financial assistance.

National and regional events:

National events are being planned in many countries of the world, and regional events are being planned by WHO Regional Offices, UN Regional Commissions and other agencies such as the European Commission. Members of the Collaboration gave updates on the national events they are planning, including the FIA Foundation for the Automobile and Society, the Global Road Safety Partnership, WHO's Regional Office for the Eastern Mediterranean, the Association for Safe International Road Travel, UNECE, the Asia Injury Prevention Foundation, Handicap International, the European Federation of Road Traffic Victims, RoadPeace, UNESCWA and Michelin.

Points that were raised include:

- Funding : Countries are requesting financial assistance, but they should be reminded that certain types of events are not costly to prepare. They must be creative. For those events which require funding, countries should request support from the country offices of WHO and the World Bank, national societies of the Red Cross and Red Crescent, the national automobile associations, private sector and like groups.
- Youth : It was suggested that young people should be more involved in the preparation of national events, and not just be considered as the beneficiaries of them.
- Media : Regarding efforts to draw media attention to the Week, some Members of the Collaboration noted that they will use their standard mechanisms to reach the media: briefings,

press releases, op-eds, and articles in the popular and scientific press. Some noted that a more concerted and coordinated effort is needed to involve the global and national media. At a minimum all groups should issue a press release, so that there is a critical mass of press attention to the Week's events. This helps to build momentum.

- Data : WHO will share a key set of global data with Members of the Collaboration to ensure that the same key data are being used consistently.
- Advertising events : All Members of the Collaboration were strongly encouraged to inform WHO of their plans, so that descriptions of their activities can be shared through the global web site. The form for reporting may be found at:  
[http://www.who.int/roadsafety/week/toolkit/event\\_registration/en/index.html](http://www.who.int/roadsafety/week/toolkit/event_registration/en/index.html).

#### Global events:

The World Youth Assembly for Road Safety will be held at the Palais des Nations in Geneva, Switzerland (23-24 April 2007), and will be modeled on the format of the UN General Assembly or World Health Assembly, involving delegations of young people from many countries. The Assembly is a youth-oriented event, organized, led and attended by young people. Many of the delegates representing Member States and NGOs serve as road safety advocates in their countries. The objectives of the Assembly are to give a voice to young people on the road safety issue; contribute to a shift in attitudes and behavior towards road safety among young people; encourage and support a cadre of national leaders for road safety; and launch the "Youth Declaration for Road Safety", a document describing the views of young people on what they, their parents, teachers, government leaders and others can do to improve road safety. The declaration will be used to catalyze attention and spur action around the world. In addition to adopting the "Youth Declaration for Road Safety", delegates will have the opportunity to hear from road safety experts, present on national and local road safety activities involving youth, and participate in working groups on how to implement the declaration in their home countries. To date, 47 youth delegates have been nominated by Member States and NGOs. WHO has been informed that the process of nomination is ongoing in another 100 or so countries. There will be a substantial numbers of countries represented, however, there will be challenges in terms of preparations as many of the nominations will be received very late.

The Second Global Road Safety Stakeholders' Forum will be held at the Palais des Nations in Geneva, Switzerland (25 April 2007). Overall the Forum seeks to inform the development of an action plan for global road safety, contribute to raising awareness of the Global Road Safety Facility and its opportunities, and further progress towards a UN General Assembly resolution to support a UN Ministerial Conference on road safety in 2008. The latest version of the programme for the Forum was presented. More than 400 people have been invited to attend. To date, 100 have confirmed their participation. It is expected that between 150 and 200 people will attend. Since so many of them wanted a chance to contribute and to present on their work, there will be a series of lunchtime panels to allow as many as possible to actively participate. These may be organized by geographic region or topic.

Points that were raised include:

- Programme for the Forum : The programme proposed is very ambitious for a one-day conference, and it must be managed very carefully in order to achieve its objectives. It was suggested by a number of people that the programme content be cut by as much as fifty percent, because there are too many speakers and too many topics on the agenda to reasonably fit them in a single day. Cutting the programme would also allow more time for discussion among participants.
- Action plan : Organizers of the Forum were cautioned about discussing "the" action plan for global road safety, because Member States might be given the impression that this is a plan that has been developed already, and will be offended not to have been involved in the process. It needs to be a plan developed and owned by Member States.
- Regional assessments : Regarding the regional assessments which will be presented during the Forum, the Members of the Collaboration agreed that these would be valuable, but that they need to reflect data and information from a wide variety of sources in order to be considered legitimate.

Materials:

Members of the Collaboration updated on the various materials they are preparing for the Week including: WHO's global report on youth and road safety, the policy briefing for the WHO European Region, and posters; UNECE's regional brochure; UNESCAP's CD of materials; the FIA Foundation for the Automobile and Society's Make Roads Safe campaign materials; and the Johnson and Johnson campaign materials. Members of the Collaboration were encouraged to make use of the materials which are available.

## **2.7 UN General assembly: next steps**

A brainstorming session took place around the possible content of a new UNGA resolution. The members of the UNRSC recognized that the process of developing a new resolution and deciding its content belongs to member states. Nonetheless, they took the opportunity to discuss a number of issues which they would like to see reflected in the resolution, including:

- The development of a United Nations Ministerial Conference on road safety,
- reference to previous milestones in road safety,
- call for increased resources (ie, the 10% of road infrastructure costs to be allocated to road safety, as indicated in the Make Roads Safe report)
- importance of fleet safety within UN organizations
- the need for countries to develop their own plans of action for road safety, including setting targets and indicators by which success can be measured.

## Closing

Future steps for the UN Road Safety Collaboration's endeavours include: the development of activities by the working groups, as well as the ability to expand implementation of projects at a national level.

The date for the next meeting was tentatively proposed as 10 and 11 October 2007, to be held at WHO headquarters in Geneva. ***Please note that this has now been changed to 16 and 17 October 2007.***

Dr Krug closed the meeting summarising the main outcomes. He thanked participants and the Omani hosts, particularly Dr Wahid Al Kharusi Ministry of Foreign Affairs and the Royal Omani Police.