

**Meeting proceedings
9th UN Road Safety Collaboration meeting
17-18 November 2008
Geneva, Switzerland**

1. Opening and welcome

Dr Etienne Krug, World Health Organization

Dr Etienne Krug welcomed everyone to the 9th meeting, commenting that the meeting has now grown to over 80 participants (see Appendix A for list of participants). He mentioned that the 16 November 2008 had been World Day of Remembrance and congratulated the participants that had supported the day. He reminded participants that the UNRSC is a unique platform for sharing information and catalyzing action. There will be a number of opportunities built into the agenda for sharing experiences and information, e.g. during the updates, project groups, etc. This 9th meeting has three new discussion topics: country work and implementation; the Ministerial meeting; and a joint meeting with WP1. Dr Krug concluded his introductory remarks by saying that he was happy to see that the three project groups have taken on their own lives. The fleet safety group is e.g. working on the joint NIOSH/WHO conference in Washington, DC in February 2009 and a manual; the infrastructure group has a first draft of a manual and the good practice group is preparing to evaluate their work before embarking on further documents.

Ms Eva Molnar, United Nations Economic and Social Commission for Europe

Ms Molnar welcomed everyone on behalf of the five regional commissions. She announced that in a recent meeting the leadership of the Commissions decided that road safety would be one of their priorities. She mentioned, that in this time of financial crisis, we might be forced to focus on the "low hanging fruits" in road safety. Ms Molnar summarized UNECE's work over the last 60 years in the form of a presentation (see Appendix B). In particular, she mentioned the harmonized methodology on data collection agreed to by the European region which was applicable to other regions. She emphasized the need to focus on actions - those we could promote together - because the impact on the ground will be greater. In particular, she mentioned terminology - a common glossary; methodology for data collection; information on traffic trends; and targets. She concluded by proposing that road safety should become a new item under the Millennium Development Goals - something which ECE felt we could work towards together.

Adoption of the programme and objectives of the meeting, introduction of participants

Participants introduced themselves and the agenda was adopted without amendments.

2. United Nations Road Safety Collaboration, Operating Framework

Dr Etienne Krug gave a short overview of the purpose and development of the framework. The latest draft (see Appendix C) is based on changes suggested by participants from the 8th UNRSC meeting which was held in New York in April 2008 as well as a few separate meetings held between WHO and the Regional Commissions to come to a compromise on a number of issues. The main modification to the current version (apart from some wording changes) was the scrapping of the idea of a steering committee.

Dr Krug opened the item up to the floor for observations and comments. The following changes were suggested:

- Add the word "injuries" to the post-crash care objective.

- Add international development agencies and multilateral development agencies to section 5.2

The participants moved to adopt the terms of reference with the above mentioned changes. The final version will be sent to all participants and posted on the UNRSC website.

3. To update and inform on specific activities

Global Road Safety Facility

Presented by Mr Bjorn Stafbom, World Bank (see powerpoint presentation, Appendix D)

Mr Stafbom gave an update on FY 06-08 activities and issues that the World Bank was looking at going forward in the next two year cycle (FY 09-10). In brief, the Facility currently has the following "packages":

- Stand alone grants
- iRAP
- Capacity review tools (about to be implemented in a couple of countries)
- Training

Björn Stafbom presented a list of recipients and countries that have been supported by the Facility as well as those with whom the Bank has signed Memorandum of Understanding. He also reported that the Road Safety Management manual was currently being revised and will be published as a World Bank only document in the coming months.

UNECE legal instruments and the "how to" manuals

Presented by Mr Michalis Adamantiadis, United Nations Economic Commission for Europe (see powerpoint presentation, Appendix E)

Mr Adamantiadis praised the organizations who are involved in the development of the "How to" manuals, which he said were excellent, but suggested that they could have been even better if wider consultation was done. He went on to discuss issues related to:

- the Conventions which provide a set of international agreed tools. Why not a "how to manual" on road signs and signals?
- Safe and clean vehicles: vehicle regulations (1958); technical inspection of vehicles (1997); global vehicle regulation (1998)
- Transport facilitation and efficiency: transport statistics

Remembrance day for road traffic injury victims

Presented by Ms Brigitte Chaudhry, FEVR and Ms Rochelle Sobel, ASIRT (see powerpoint presentation, Appendix F)

FEVR reported that many events had taken place on the 16 November 2008 and the week leading up to it. Brigitte Chaudhry listed a number of events, documents, adverts, letters and newspaper articles which can be seen on the new website(<http://www.worlddayofremembrance.org>) which was launched on the 26th October 2008, exactly 3 years from when UN GA called for day of remembrance. She indicated that the video message that Dr Krug made had been sent out widely and used extensively.

ASIRT reported that they had sent out a list of recommendations to Embassies around the world on how they could be involved in the World Remembrance Day. Rochelle Sobel also gave a briefing on Capital Hill to the Road Safety Caucus, joined by the Make Road Safe campaign on that day. The outcome of this was a pledge from the Caucus to do more in the future. In addition, the USA is the only country to officially recognize World Day of Remembrance in both houses of parliament. She went on to give examples of ASIRT supported World Remembrance Day events in the USA, Kenya, Israel, Nigeria and elsewhere.

Global Good Practice Implementation Overview

Presented by Mr Andrew Pearce Global Road Safety Partnership (See attached powerpoint presentation, Appendix G)

Mr Pearce gave a brief overview of how the manuals, which have been published, have been translated, workshopped and implemented in various countries. He stressed the need for us to evaluate the impact of these manuals, which he believes are an excellent working platform for the UNRSC.

Mr Pearce went on to give a few examples of where the manuals have been used in countries: the helmet manual in VietNam, the seat-belt manual in Sakahlin, the drinking and driving manual in Olsztyn, etc.

Setting Regional and National road safety targets

Presented by Ms Virginia Tanase, UNECE (see powerpoint presentation, Appendix H)

Ms Tanase briefly introduced the project, the objective of which is to assist low-income and middle-income countries to develop regional and national road traffic casualty reduction targets and to provide them with examples of good road safety practice. The project is a joint one between all the Regional Commissions. The first activities will involve seminars in each of the regions. The main beneficiaries are the Ministries of Interior, Transport, Health, Education and NGOs active in road safety and all road users.

Mr Dong-woo Ha gave a short update on ESCAP's progress towards the implementation of this project in their region particularly with respect to a set of targets and indicators to achieve the road safety goals contained in the Ministerial Declaration on Improving Road Safety in Asia and the Pacific, adopted in Busan in November 2006. He indicated that further steps to be taken to enhance the effective implementation of the Ministerial Declaration will be further discussed in the 65th session of ESCAP Commission in April 2009.

Mr Bassam Anani from ESCWA reported that they have sent the questionnaire to the countries and realized that there is a lack of understanding on the part of countries between targets and indicators. They are developing a background paper and will host a meeting early 2009 to further clarify the issue.

In ECLAC, Mr Ricardo Sanchez reported that there will be 3 subregional meetings to discuss the project and develop steps to implement.

Participants suggested that the recently published OECD document on attaining ambitious targets be used for background information.

Global status report on road safety

Presented by Dr Tami Toroyan, WHO (see powerpoint presentation, Appendix I)

Dr Toroyan updated participants on progress with the Global Road Safety Status Report development. She reiterated the objectives and methodology. The results would indicate the gaps in national road safety and what can be implemented. At present, 175 countries have sent data representing 99% of the world population. The final report is due in June/July 2009 and will be followed by 6 Regional reports. A searchable website will also be developed.

Make Roads Safe

Presented by Mr David Ward, FIA-F (see powerpoint presentation, Appendix J)

Mr David Ward gave an update on the Make Road Safe campaign,. He said that it was not acceptable to get children to the age of 5 years through MDG focused goals only to have them die as a result of a road traffic crash thereafter. Consequently, this campaign calls for further funds to

the area. A petition, signed by more than 1 million people, was presented to Ban Ki-moon in March 2008. A new report, summarizing what has been done by the Global Road Safety Commission over the last two years, has just been published (see http://www.fiafoundation.org/publications/Documents/commission_progress_report.pdf).

In July 2008, the Commission jointly hosted a road infrastructure meeting in London with the World Bank. At this meeting, iRAP launched its document entitled *Vaccines for roads* (http://www.irap.net/documents/pdf/08%2006%201047%20iRAP_Pilotweb.pdf).

The Commission met in St Petersburg in September 2008. The first impact assessment showed that although a lot of funds had been generated for road safety over the last few years, the annual target of 30 million had not been reached and the financial crisis will impact this. At this meeting the Commission called for a decade of action for road safety (2010 - 2020), 300 million investment in capacity building, and a global target of 50 percent reduction deaths compared to the predicted increases by 2020. The next Make Road Safe report will be launched in Rome on 5th May 2009, linked to the Italian Presidency of the G8.

ISO group on road safety management system

Presented by Mr François Abram, ISO (see powerpoint presentation, Appendix K)

ISO / PC 241 road traffic safety management system meeting was held in Stockholm in June 2009. The discussion was around the standardization of road traffic safety management systems. At the moment there are 15 participating members and 5 observer members. The group is developing a document on road traffic safety management systems (ISO/PC 241N9). It will soon be available on the ISO server or upon request to UNRSC delegates for comments. The next meeting will be held in Malaysia in February 2009. At that time a seminar on road safety is expected.

European Commission

Presented by Mr Joel Valmain European Commission

Mr Joel Valmain reported that:

- The European target to reduce road traffic fatalities by 50% may not be achieved
- There is ongoing work on cross-border enforcement
- A European youth conference was organized this year
- There is a new commissioner in charge of transport, and his priorities are road safety and air transport
- There is ongoing work on European road safety programme (2011-2020), focusing on issues such as motorcyclist safety and victims of road traffic crashes
- Final results of a study on driving under the influence of alcohol will be available in 2010.

4. To present examples of country work and discuss how the UNRSC can support such efforts

Country work in Brazil

Mayor Eduardo Pedrosa Cury gave a presentation on road safety in the city of Sao Jose dos Campos, highlighting the magnitude of road traffic injuries and challenges the city faces such as population growth, and an increase in the number of motor vehicles and motorcycles (see presentation, Appendix L). He indicated that in 1996, the city signed a partnership agreement with the Global Road Safety Partnership to implement projects in education, engineering, monitoring and special projects (e.g. a helmet programme). During the discussion, the following issues were highlighted:

- Through forging partnerships, the United Nations Road Safety Collaboration can help cities in Brazil to deal with road safety issues. It was noted that traffic, health and safety are now

high on the agenda of politicians in Brazil. Mayor Cury indicated that political leadership has been key in his programme.

- Seat-belt use in Brazil is monitored by the state though there is cultural resistance.
- Motorcycles are likely to become an important mode of transport in Brazil and they need to be included in the road safety programme.
- The experience of Sao Jose dos Campos in road safety should be shared with other cities; Mayor Cury proposed that this city may be developed as a future project of the United Nations Road Safety Collaboration.

Country work in Ethiopia

Mr Abebe Asrat gave a presentation, highlighting magnitude of road traffic injuries, risk factors, organization of road safety work and results of measures that have been implemented. He showed a short film on pedestrian safety in Ethiopia (see powerpoint presentation, Appendix M).

During discussion, the following issues were highlighted:

- The need to consider pedestrian facilities in road infrastructure.
- The United Nations Road Safety Collaboration can assist Ethiopia in the area of developing local capacity, providing technical support to incorporate road safety in highway engineering, assisting with securing or availing speed control equipment.
- Evaluation of fatalities for pedestrians has not been specific with regard to the issue of pedestrians facing away and toward traffic.
- The radar system used to control speed is an old one based on hand-held hand speed guns.

Overall, it was agreed that a project group will be formed within the United Nations Road Safety Collaboration to elaborate the support needed by countries, indicating what can be done and how can it be done. It was also suggested that ways should be explored on how to establish linkages between country work and the safe community movement.

5. To update from project groups

5.1 Development and implementation of the "how to" manuals

There were four issues on the agenda and discussed by members of this project group:

1. Terms of Reference for the project group

The newly adopted UNRSC framework calls for the establishment of project groups, specific tasks, defined timeline. In the past the project groups have drifted along without concrete aims, so the group decided to develop some terms of reference which had been drafted by Mr Rob Klein and Dr Margie Peden.

The objectives of the project group would be:

- To advise the Collaboration on effective implementation of the good practice manuals.
- To consider the merits of additional manual development.
- To harness expertise and implement the manuals at a country level.

The following four terms were discussed in details by the group:

1. Develop policies, directions and approaches to implementation of manuals.
2. Monitor implementation of the manuals.
3. Undertake project to investigate all aspects relating to the uptake and utilization of the manuals.
4. Investigate and consider approaches to professional development to support effective uptake of manuals.

The following issues arose out of discussions:

- The need to define what is meant by implementation in the terms of reference.
- The lack of human capacity to implement at a country level - the Collaboration needs to invest more in capacity development and mentoring.
- The need for more local translations of the manuals.
- The lack of political will needs to be addressed.
- The need to evaluate the implementation of the manuals.

Project group will take on a life discussing issues by e-mail.

2. *Study on how manuals are being used*

The group has received some funding to evaluate how the manuals are being implemented and where the gaps are that need to be filled.

Rob Klein presented the draft terms of reference for the proposed study to evaluate how the manuals are being used. There are two phases, the first of which can probably be undertaken within the next couple of months and be presented at the 10th UN Road Safety Collaboration meeting by a consultant. gTKP had agreed to fund this. The second phase can then be discussed in more detail at the Project Group's next meeting. A consortium would be required to conduct the second stage.

What we are missing: A cost–benefit analysis for the manuals or parts of the manuals in order to convince policy makers. Or we could assess the number of lives saved by getting more helmets on heads or seat-belts on occupants. Need to add this to the study terms of reference.

3. *Process for study*

Delegates were asked to read the document and send their comments in track changes and these will be integrated by Mr Rob Klein and Dr Margie Peden.

4. *Any other business*

What do we want from good practice manuals - use the Ministerial meeting to find out what they want.

Update was given on where the data manual is and when Project Group participants can expect to get a version to comment on. It has been workshopped in Malaysia and comments from participants are currently being implemented. It will go out for review in the new year. NHTSA and CDC will promote the manual in July 2009 at a meeting where they will bring a half dozen countries (Health, Transport and Police) to workshop and train using the manual. This will be an opportunity to also see how it is done in the USA.

The management systems manual is well advanced and should be published in the next couple of months. A few case studies have been supplied by GRSP for inclusion as templates: urban settings, good practice, etc. This manual will be published by the World Bank only.

The seat-belts manual has been signed off and is with the designer.

5.2 Fleet safety

The primary objective of the group meeting was to develop a strategic action plan to guide its activities. Other objectives were to update members on actions agreed upon at the last meeting and to identify any events and issues related to the strategic action plan.

Report on Actions from April 2008 meeting

NIOSH clarified purpose of the UN Resolution to be on safe operations and to reinforce the impact fleet drivers have on other road users.

The Fleet Forum Tool Kit has been completed and made available to members. As a result of a joint effort between the Fleet Forum and GRSP, the tool kit is now ready to share with humanitarian fleet as an effort to build a safety culture. There are plans to pilot test the use of the tool kit and the Fleet Forum is currently exploring a broader approach to test the kit within the UN agencies. After pilot testing, the tool kit will be rolled out. Adoption of the toolkit may be an issue as agencies do not seem to have the resources to roll it out. It is hoped that the pilot test will strengthen the case for adoption of the tool kit and the concept of fleet safety.

Other products reviewed by the group were: Johnson and Johnson's uncopyrighted communication tool, ARRBs10 elements of fleet safety management framework, and the NIOSH Library of Materials (currently under development). A meeting of the new Private Sector Road Safety Collaboration will be held on 20-21 November, 2008 in Budapest. This meeting is likely to contribute substantially to the objectives of the Fleet Safety Project Group.

Strategic action plan

Mr Matts Belin presented a strategic action plan concept to guide the work of the Fleet Safety Partner Group. This plan is summarized below:

- First year: build communication and collaboration.
- First and second years: identify and conduct research on good practices.
- Third year: develop good practice manuals

The Fleet Safety Project Group, while supporting the plan, noted that the first two components as outlined above were realistic and suggested the timeframe for beginning preparations might be shortened to two years rather than three. The group agreed to move ahead with the first two components while exploring how to begin preparation of the manual in two years.

More generally, it was agreed to move forward with first 2 boxes of strategy presented by Matts-Ake Belin. The FSPG will work to a target of preparing a Manual in 2 years time.

The group also noted that:

- Work on metrics, research, evaluation and possible audit processes needs attention.
- The Fleet Forum Manual, the work of the new Private Sector Road Safety Collaboration and the International Conference on Road Safety at Work will all provide some important inputs to the work of the Fleet Safety Project Group.

5.3 Infrastructure

The group meeting, which was attended by 18 participants, mainly discussed how to finalize a manual on infrastructure for road safety. The group identified the following items as important for inclusion in the manual, which is targeted at developing countries and emerging economies:

- precise identification of the target group and adaptation of the document to this group;

- inclusion of a glossary of terms;
- inclusion of an appendix including the sources where additional information can be found - the appendix should not only be website links but should also have a short summary of what can be found there, including information on standards for design;
- identification or description of quick fix solutions for infrastructure for road safety for new and existing roads: low cost safety measures that include black spot treatments and tunnel safety;
- emphasizing mixed traffic and vulnerable road users.

The group agreed the next and hopefully final draft of the manual will be circulated to the group members by the end of January 2009 for comments. The document should be ready for editing, design and printing by end of June 2009. The group plans print the document by October 2009.

6. Preparing for the UN Global Ministerial Conference on Road Safety in 2009

General Victor Kiryanov, Chief State Road Safety Inspector in the Russian Federation and Deputy Chairman of the National Organizing Committee of the Ministerial Conference on Road Safety, updated the group on preparations for the Ministerial Conference to be held in Moscow in the Kremlin Palace of Congress in November 2009. As presently envisioned a keynote address will be made by either the President or Prime Minister of the Russian Federation and a main report on road safety will be made by the Minister of the Interior. Agreements have been signed for the creation of a National Organizing Committee and an International Consultative Committee. The latter will give support and guidance to the Russian Federation on preparations for the Ministerial Conference. The Ministerial Conference is a special item in the national budget, as such funding for the event is secure. General Kiryanov concluded his remarks by noting that the Russian Federation has made great strides in road safety in recent years, with a 10% reduction in road traffic fatalities since 2004.

Discussion followed, and issues raised include:

Thanking the Russian Federation

Many participants thanked the Russian Federation for taking on the task of hosting and organizing this important Ministerial Conference. Their efforts are much appreciated.

Participants

- Many expressed concerns that ministers from some low-income countries may not be able to attend due to lack of funding. It was noted that members of the UNRSC must work collectively to find a solution to this, because these countries in particular need to be represented. It was suggested that the private companies which are convening in Budapest later in the week might consider ways to support the travel and accommodation costs for ministers from these low-income countries. The Russian Federation asked to be informed which countries might likely need support. For future reference, it was noted that since representation by low-income countries is so important, that major road safety events should be hosted in those countries.
- Although primarily a Ministerial Conference, other groups who should be represented include nongovernmental organizations such as victims' associations and youth groups, private companies and provincial-level road safety practitioners. The representative of the IFRC suggested that the head of the IFRC be invited, as road safety is increasingly a priority within the organization.
- Regarding invitations, the Russian Federation asked if it could be informed about which ministry leads road safety in each country so that invitations could be issued. An alternative would be to send the invitations to the Ministry of Foreign Affairs in each country, which would then direct the invitations to the appropriate ministry in the country. It was stressed that even if a Ministry of Transport is in charge, it would still be useful to have the representation of other key ministries such as education and health.

Programme

- With respect to the programme, it was suggested that there be plenary presentations, parallel working group sessions and a global road safety exhibition.

- About the content of the programme, there was some discussion on the need to reflect the following issues:
 - tried and true best practices which address the high risk causes of road traffic death and injury, including a focus on the issues reflected in the good practice manuals
 - successful national road safety policies and programmes, in particular the political maneuvering which was needed to make them a success
 - achievements in terms of implementing the recommendations of the World report on road traffic injury prevention, as outlined in the forthcoming Global status report on road safety
 - safe systems approach
 - targets, in particular those connected to actual policy and expenditure
 - road safety management
 - voices of people directly affected by road traffic crashes
 - other cutting edge transport/environment policy issues
- There was a general consensus that participants need to be working towards a goal, and the proposed Declaration and Decade of Action for Road Safety 2010 - 2020 were considered key to this. Some raised the issue of working towards a UN Convention, but others thought this was not a realistic proposal. It was stressed that these sorts of concrete outcomes can assist in "making ministers famous" and there is much value to this in terms of gaining their political support. This is needed to move the agenda forward.
- It was stressed that this is a political meeting of ministers, and should not be transformed into an academic meeting of road safety professionals. It is the political will that is needed. This notion must be reflected in the programme.
- The group was reminded that the road safety community is at a very good place at present, because of all the work done globally in recent years following the launch of the *World report on road traffic injury prevention* and the adoption of UN General Assembly resolutions. We must speak in a united voice about the consensus that exists for action. This will help us tremendously in our cause.
- The group was advised not to pursue inclusion of road safety as a Millennium Development Goal. Those in charge are not open to including other issues on this agenda in any case. There is a value, however, to noting that the achievement of the Millennium Development Goals will be undermined if there continues to be a lack of safety on the world's roads.

Materials

- A theme, slogan and web site need to be developed. A contest may be organized to involve partners in the selection of the theme and slogan. A request was made to the UNRSC members to assist with the development of the content of the web site.
- The timing of the Ministerial Conference is important with respect to ensuring that it is not held too close to the Ministerial Conference on Environment and Health to be held in Italy in late 2009.

7. UN Road safety week 2010

For the benefit of newcomers to the UNRSC, Dr Etienne Krug reviewed the history of the UN global road safety weeks, and described the First UN Global Road Safety Week held in April 2007. The theme was young road users. He noted that the most recent UN General Assembly resolution calls for a subsequent global road safety week. He proposed that this takes place in 2010. This discussion was the first to be held on this topic, and was meant to solicit initial thinking on this. The following points were raised:

- A road safety week in 2010 could link in with the start of the Decade of Action for Road Safety 2010 - 2020. This could also link with the Ministerial Conference as this would be held at the end of 2009 and could serve as a transition between the last and the next decades. It was

proposed that global road safety weeks could be held in 2010, 2015 and 2020 as a beginning, mid-point and end-point in the Decade of Action for Road Safety 2010 - 2020. Many agreed with this proposal.

- For the success of a road safety week, the choice of theme is very important. Part of the success of the First UN Global Road Safety Week was the focus on young road users.
- A couple of participants questioned the value of the global road safety weeks. It was noted that they are not of particular value unless they are linked with new legislation in countries.
- It would be important to link some of the major global media - BBC, CNN, Al Jazeera - in preparations for the next global road safety week. Staff there at the most senior levels must be approached in order to get their buy in.
- A thought was raised to link the next global road safety week with the annual World Day of Remembrance for Road Traffic Victims. The representative of ASIRT felt this was appropriate, and in fact encourages the notion of "remember and respond" within her organization and its activities. The representative of FEVR felt that the World Day of Remembrance deserves its own space. Some of the national associations which are members of FEVR would likely agree. In addition if both events are to take place at the same time, they will find it difficult to plan them and there will be competition for resources.

8. Other upcoming projects/events

Traffic Injury Research Foundation

Ms Robyn Robertson from Traffic Injury Research Foundation (TIRF) informed the UNRSC on an initiative to develop an international centre of excellence in road safety. The mission of the Centre is to reduce road traffic deaths and injuries in low and middle income countries by building knowledge and capacity in road safety research methods and facilitating the development of evidence-based road safety interventions. The core activities are education delivered by an annual summer school and web-based training courses, research support delivered using a research-in-residence programme, dissemination of knowledge delivered using a bi-annual symposium and free consulting services (for more information see powerpoint presentation, Appendix N).

Private sector meeting

Mr Gabriel Kardos informed the participants about an upcoming meeting with the private sector road safety collaboration (PSRSC), 19-20 November 2008 in Budapest, Hungary. This is the second meeting of private sector companies on Global Road Safety. The first meeting was held in Shanghai last year and was organized by WHO. This time the meeting is organized by the private sector companies themselves and the meeting will be attended by over fifteen companies/organizations. Some of the objectives are to:

- acknowledge private sector contribution to promote global road safety;
- prepare terms of reference for the PSRSC;
- define what the private sector would like to see as an outcome at the ministerial meeting.

NIOSH meeting

Ms Stefanie Pratt informed participants about an upcoming conference on International Conference on Road Safety at Work, February 16-18, 2009, Washington, DC, USA. The International Conference on Road Safety at Work will provide a forum for business, labour, policy makers, and the research community to discuss strategies to prevent road traffic crashes, a leading cause of workplace death, injury, and disability in countries around the world. This is the first international conference dedicated to this important topic. Internationally recognized speakers will bring a wealth of knowledge and experience, and will offer delegates a unique opportunity to

exchange ideas and forge partnerships. The conference is being organized by the U.S. National Institute for Occupational Safety and Health (NIOSH) with co-sponsors: the World Health Organization, Pan American Health Organization, International Labour Organization, U.S. Department of State, and National Safety Council. For more information, check this website, <http://www.cdc.gov/niosh/programs/twu/global/>

World report on child injury prevention

Dr Margie Peden informed participants about the launch of the World report on child injury prevention on 10 December 2008. WHO and UNICEF, with the support of nearly 200 injury prevention experts from around the world, have produced the World report on child injury prevention. The aims of the report are to raise awareness about magnitude, risk factors and impacts of child injuries globally; draw attention to preventability and present what is known about effectiveness of interventions; make recommendations which can be implemented at a country level.

The report covers only unintentional injuries such as road traffic injuries, drowning, burns, falls and poisoning. Together with the main report and the summary, several fact sheets and posters that cover the different causes of child injuries have been produced. Child-friendly facts sheets have also been produced. For more information check this website, http://www.who.int/violence_injury_prevention/child/en/

Road safety guide for Red Cross and Red Crescent volunteers

Mr Gérard Lautrédou informed participants that the International Federation of Red Cross and Red Crescent Societies, in collaboration with GRSP, have developed a practical guide on road safety. During 2009 several regional workshops will be organized all over the world in order to disseminate this guide and its road safety messages.

Youth and road safety

Dr Etienne Krug mentioned that, as a follow up on the Youth Assembly of 2007 and with financial support from Michelin, WHO will employ a person to continue the momentum generated and develop a global youth NGO on road safety.

9. Joint meeting of the Working Party on Road Traffic Safety (WP.1) and the UNRSC in the Palais

This last session of the United Nations Road Safety Collaboration was hosted by the United Nations Economic and Social Commission for Europe (UNECE) Working Party on Road Traffic Safety WP1 and co-chaired by Ms Eva Molnar and Dr Etienne Krug.

Ms Virginia Tanase gave a historical overview of Working Party on Road Safety (WP.1) and its activities. UNECE pioneered road safety work in the UN system with the establishment of an Ad Hoc Working Group on the prevention of road traffic accidents in March 1950. This was followed by the establishment of Group of Experts on Road Traffic Safety (GE.20) and since 1988 the Working Party on Road Traffic Safety (WP.1) under the UNECE Inland Transport Committee. The work of WP.1 is also global in the sense that its primary function is to serve as a guardian of the 1949 Geneva Convention on Road Traffic and the 1968 Vienna Convention on Road Traffic and on Road Signs and Signals, which are global Conventions with contracting states from Africa, Asia, Europe and

Latin America. In addition, WP.1 is responsible for European Agreements which supplement the provisions of the Vienna Conventions and supports the development and promotion of best road safety practices and the organization of road safety weeks. For more information on WP.1, check this website: <http://www.unece.org/trans/doc/2008/UNECE-Transport-Review-1-2008.pdf>

Mr Dong-woo Ha, described the road safety work of the United Nations Economic and Social Commission for Asia and the Pacific ESCAP. He pointed out that ESCAP does not have regular meeting on road safety. However, the parties to the Intergovernmental Agreement on the Asian Highway Network have made a formal road safety commitment and road safety is one important topic on the agenda when Asian highway working group meets. In 2006 this road safety commitment was extended to the whole of ESCAP region when the ESCAP adopted a Ministerial Declaration on Improving Road Safety in Asia and the Pacific which includes the overall goal to save 600,000 lives over the period 2007-2015.

Mr Bassam Anani informed participants about road safety activities within the United Nations Economic and Social Commission for Western Asia (ESCWA). There are large differences between the countries in the region. A comprehensive study on the road safety situation in the region was carried out for the first time in 2003. Regional workshops have been conducted with support from the private sector.

Dr Etienne Krug informed the meeting about the United Nations Road Safety Collaboration (for more information, check this website: <http://www.who.int/roadsafety/en/>).

Mr Björn Stafbom informed the meeting about the World Bank and its funding mechanism, the Global Road Safety Facility (for more information check this website: <http://web.worldbank.org/WBSITE/EXTERNAL/TOPICS/EXTTRANSPORT/EXTTOPGLOROASAF/0,,menuPK:2582226~pagePK:64168427~piPK:64168435~theSitePK:2582213,00.html>).

General Victor Kiryanov, Chief State Road Safety Inspector in the Russian Federation and Deputy Chairman of the National Organizing Committee of the Ministerial Conference on Road Safety, updated the group on preparations for the Ministerial Conference to be held in Moscow in the Kremlin Palace of Congress in November 2009 (for more information, see section 6).

The discussion that followed covered the following issues:

- The need to promote World Day of Remembrance for Road Traffic Victims as an official day
- The need to develop a road safety manual for pedestrians
- How to make sure that right delegates will participate in the ministerial meeting of 2009.
- The ministerial meeting needs to discuss road safety problems in high, middle and low income countries
- Challenge to knowledge transfer from high to middle and low income countries
- The need to promote the Vienna Convention and other legal instruments worldwide
- Think globally and act regionally

10. Next steps and closing

Dr Etienne Krug closed the 9th United Nations Road Safety Collaboration. He noted that the meeting had been productive. He observed there seems to be a sense of common understanding and a will to strive in the same direction which is promising for the future collaboration. Dr Krug thanked General Victor Kiryanov for his leadership for the forthcoming ministerial meeting on road safety and his willingness to collaborate with different stakeholders on planning for the meeting. He also thanked the United Nations Economic Commission for Europe for hosting the joint meeting of the Working Party on Road Traffic Safety (WP.1) and the UNRSC.

The next meeting will be hosted by UNECA in Addis Ababa or UNECLAC in Santiago. The date and place will be confirmed in due course. (It was later decided that it would take place at UNESCAP in Bangkok).