

7th Meeting of the United Nations Road Safety Collaboration

16 - 17 October 2007 - Geneva, SWITZERLAND

MEETING REPORT

DAY 1

Opening and welcome

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

Etienne Krug warmly welcomed participants to the meeting. The large number of participants indicates continued interest in the UNRSC. Much has happened since the last meeting of the Collaboration in Oman in February. It is impossible to describe all activities but a few examples should be mentioned. The most visible initiative was the First UN Global Road Safety Week, which was a very successful global advocacy event, celebrated all over the world. It is a great collective achievement. The implementation of the manuals is making good progress particularly under the added impetus of the Global Road Safety Partnership. The Make Roads Safe Campaign has, so far, collected 460,000 signatures and hosted a key event in Africa. The World Bank Global Road Safety Facility has continued to raise and disburse funds. The UN Economic Commission for Europe jointly with the other UN Regional Commissions have received an important grant to help UN members states in setting and implementing regional and national road safety targets. Preparations for the World Day of Remembrance for Road Traffic Victims are going well. The Association for Safe International Road Travel and particularly Rochelle Sobel has made road safety very present in the US media this summer. Clearly there is momentum, and progress is being made.

While recognizing this continuous progress and the great achievements so far, after 3 years of operation the UN Road Safety Collaboration and the way it operates needs to be reviewed. Etienne Krug introduced this review as the major focus of the 7th meeting of the Collaboration, with less time than usual given to discussing progress on projects, and the majority of time on discussing the vision, objectives and criteria for participation in the Collaboration.

Etienne Krug then congratulated Eva Molnar for her recent appointment as Director of the UN Economic Commission for Europe's Transport Division and invited her to provide a word of welcome on behalf of the UN Regional Commissions. Eva Molnar noted that she comes to the position with twenty years of transport experience with government and the World Bank. Through her work she has learned about the importance of cooperation across agencies. She stressed the reform measures underway in the UN and the importance of leveraging the work being done by others in the UN system to ensure efficiency. The UN Road Safety Collaboration offers high-level technical expertise, but the political commitment needed to force change on the ground is in the hands of governments. Road safety has been a priority activity for the UN Economic Commission for Europe since its inception, and the Commission is making its conventions and guidelines more accessible by translating them into many languages. She applauded the group for its efforts around the First UN Global Road Safety Week, and noted that the Commission is developing a questionnaire to evaluate the Week. The work of the UN Road Safety Collaboration has the full support of the Commission.

Etienne Krug thanked her for her remarks and her strong support of the UN Collaboration.

First UN Global Road Safety Week: lessons learned

The purpose of this discussion was to review activities and identify areas that worked well and others where improvements could be made.

Laura Sminkey gave an overview of the First UN Global Road Safety Week. She noted that there were global, regional and more than 250 national events. Key documents released were "Youth and road safety" report, "Faces behind the figures" and the Youth Declaration for Road Safety. Advocacy materials were offered unbranded to partners for their use (e.g. "Road Marks" posters, reflective stickers, video tribute to victims, etc). In terms of lessons, she noted the importance of:

- Involving key global/regional/national road safety partners in planning of global and regional events
- Releasing new products, including scientific reports and advocacy materials
- Issuing products in multiple languages
- Planning follow up to the event
- Raising additional funds for key events and products

Etienne Krug thanked everyone for their efforts, including those who provided financial support such as the European Commission's DGTREN, the FIA Foundation, the World Bank and the government of Italy, the Netherlands, and Norway.

Mark Rosenberg described the Second Global Road Safety Stakeholders Forum, held as part of the Week and reported that there was very strong multi-sectoral stakeholder support for: 1. The UN Road Safety Collaboration and its good practice guides, and support for having the UNRSC mobilize the extraordinary power of the UN agencies for promoting and implementing road safety; 2. The Make Roads Safe campaign and report, in particular the recommendation that 10% of new funding for road building projects be allocated to road safety; 3. The World Bank Global Road Safety Facility as a much-needed funding mechanism for road safety-related projects and capacity building at the country level, a mechanism which needs additional resources to reach its minimum targets; 4. A UN Global Ministerial Conference on Road Safety in 2009. One of the challenges which emerged is that we need to define the problem and implement what we know to be effective at country and local levels, as it is not enough to do so globally.

Discussion following these presentations reflected the following:

- Public health campaigns need to be accompanied by the creation and enforcement of legislation.
- The Week served as a premise to call various sectors together to identify challenges and opportunities.
- The topic of "young road users" was very effective.
- Coordination between UN Regional Commissions, WHO headquarters and WHO Country Offices has been a challenge, which was partly due to lack of funds.
- There is a need for at least 18 months of planning for such an event. There were many months lost in this process between the commitment to the Week and the actual issuing of messages and materials. Efforts need to be made to avoid this next time.
- Issuing new data and information is vital. The reports on "Youth and road safety" and "Faces behind the figures" and the single figure that road traffic crashes are the leading cause of death globally for people aged 10 - 24 years were key to winning media interest in the Week and related events.
- The handling of the release of the report, however, was not optimal, particularly as it relates to the embargo. More needs to be done in advance to prepare the media. For such an event there is a good case for simultaneous regional and global launches of the report. Although this would require additional funding, it may be worth the investment.

- Based on the experience of involving youth in the Week, the Canadian government and groups such as the Australasian College of Road Safety have added a youth forum and youth-related programmes and activities to complement ongoing work.
- Many participants agreed that it is important to plan follow up activities to such an event. A mechanism needs to be found to continue to support the youth delegates to the World Youth Assembly for Road Safety and others, in order to sustain their activities.
- The Youth Declaration for Road Safety has served as an important advocacy tool for follow up to the Week.
- Some donors would require more visibility for their contributions.
- In view of the large amount of work involved, there was general agreement that the 2nd Global UNRSW might be in 2010.
- There was a suggestion to use embassies as a key partner. The Association for Safe International Road Travel has had success with this.

In closing this session Etienne Krug noted that, indeed, follow up is an important issue. Indications are that many of the youth delegates have remained active in their countries. They are creating committees, planning events and meeting senior politicians. He noted that there are some signs that there may be support forthcoming to create a global youth NGO and support its activities.

He indicated that the huge amount of preparation clearly paid off. We were all involved, stating the same messages and promoting the same actions. The theme is very important to the success of such a Week, and we should be careful about having another Week too soon. He admitted that we did miss a number of opportunities, as the administrative processes within the UN system slowed us down. However, the UN system does allow us access to all Member States, and this is an advantage. He stated his agreement with many of the points noted above and thanked everyone for their efforts.

Updates on specific activities

Global Road Safety Facility (World Bank): In the absence of World Bank staff the summary was provided by David Ward and Nel Aland the incoming and outgoing Chairpersons of the Facility Board. The World Bank Global Road Safety Facility has commenced its planned growth phase where it aims to generate and allocate the funding necessary to implement the recommendations of the World Report. Over the last year the Facility has approved 19 grants totaling around US\$6.9 million to strengthen global, regional and country safety management capacity. These grants have supported country safety management capacity reviews to leverage road safety investments in World Bank transport projects; the Hubei Road Traffic Training Center in China; a scoping study for a Global Traffic Safety Police Network; the International Road Assessment Program to build infrastructure safety rating tools; and the Harvard Initiative for Global Health project to improve global estimates of road traffic injury health losses. The Facility has supported UN Collaboration members and has disbursed and committed US\$1.54 million to the WHO, \$1.15 million to the Global Road Safety Partnership, and \$1.21 million to the Global Road Safety Forum, to help cover operating costs and support advocacy work and other deliverables such as good practice guides, UN Collaboration meetings, the Stakeholder's Forum, and regional and in-country activities. Recently the Government of Australia joined the Governments of Sweden and the Netherlands, the FIA Foundation, and the World Bank as a Facility donor, to support road safety activities in the Southeast Asia region. In the coming year these activities will be launched along with Facility initiatives currently being planned for the African region.

Setting regional and national road safety targets (UNECE): Christopher Smith introduced the project, *Improving Global Road Safety: setting regional and national road traffic casualty reduction targets*, which aims to assist low and middle income countries to develop road

safety targets and to provide them with examples of good road safety practices that could help them to achieve the targets selected by 2015. The project has received funding of \$658,000 from the United Nations Development Account. The process of setting road safety targets has been shown as an effective means to highlight the extent of the road safety problem and to provide a goal that countries and regions can work towards. The setting of targets has also been recommended, *inter alia*, by the *Make Roads Safe* report as well as by international road safety meetings held in Accra, Ghana in 2007, San José, Costa Rica in 2006, and Busan, Republic of Korea in 2006. The project will be implemented by the five United Nations Regional Commissions in cooperation with other international organizations and NGOs active in the field of road safety. The project consists of the organization of seminars and advisory services in all world regions between 2008 and 2009. Beneficiaries of the project are government authorities responsible for road safety (Ministries of Interior, Transport, Health and Education) and ultimately the road users. All members of the United Nations Road Safety Collaboration were invited to actively join the effort and get involved in terms of planning and implementing of the project.

Roll out of helmet manual (GRSP): Rob Klein presented an overview of the Helmet Manual Rollout in ASEAN countries by GRSP. In each country this process included translation, a situation analysis of helmet use, a workshop to develop a national action plan, and capacity building activities. The surveys were useful to individual countries, but results are not comparable due to variations in methodology. The process led to conclusions that helmet laws should cover all roads and drivers and riders, that penalties should be increased to improve adherence, that themes and beliefs conducive and non-conducive to helmet wearing must be addressed, and that enforcement is currently hindered by lack of political will and human and financial resources. GRSP recommends standard guidelines for conducting helmet use surveys, and more standardisation in implementation of the Helmet Manual within and between countries.

Make Roads Safe campaign (FIA-Foundation): David Ward stated that to date the Make Roads Safe petition has collected over 400,000 signatures and the campaign has been endorsed by many senior political leaders and celebrities such as Tony Blair, Archbishop Tutu, the musician Moby, sports stars from football, motor sport etc. In London during UN Global Road Safety Week Michael Schumacher and Lord Robertson launched the Make Roads Safe global petition. This was followed up with an event in Berlin ahead of the German hosted G8 summit involving the German Transport Minister Wolfgang Tiefensee. In May Archbishop Desmond Tutu spoke at a Make Roads Safe conference in Cape Town. In September the Make Roads Safe campaign was featured prominently at the PIARC World Road Congress in Paris. The Russian Ambassador to London in September informed Lord Robertson (Chairman of the Commission for Global Road Safety and David Ward of the FIA Foundation that the Russian Federation will offer to host the proposed UN Ministerial in Moscow in the Autumn of 2009. Follow up meetings have been held with the Russian Deputy Foreign Minister and the Omani Ambassador to the UN. It is expected that Russia and Oman will together propose the draft Resolution to the General Assembly calling for the Ministerial which will be debated in March next year.

ISO initiative on management systems (ISO): François Abram informed about a recent ISO initiative proposing the establishment of an ISO Project Committee to deal with the preparation of a management standard (MSS) on the following subject: "Road-Traffic safety management systems - Requirements with guidance for use (possible future ISO 39001)". The ISO member body enquiry started on 28 September 2007 and will be closed on 28 December 2007. Any interested national delegations/delegates are invited to contact the ISO member body in their country for submitting comments as well as indicating their possible interest to participate.

Fleet Safety (Fleet Forum/ARRB): Lori Moren said that an international fleet safety benchmarking workshop was held in Bangkok in March. The Fleet Forum has produced the first draft of a toolkit on fleet safety which aims to provide guidance to humanitarian aid organisations on improving the road safety performance of their transport operations. The toolkit seeks to enable senior and middle management of humanitarian organisations to assess their road safety performance and develop, implement, monitor and evaluate improvement programmes. Improvements should be based on an objective assessment of institutional performance in addition to a safety performance and risk assessment. The structure of the toolkit is based on the format of the good practice manuals produced as part of the UN Road Safety Collaboration. The draft will serve for a pilot project with a number of humanitarian organisations in Kenya from November 2007 – January 2008. The recommended measures, in essence the “tools”, cover areas including management, journeys, drivers, vehicles and incidents.

Results of the survey conducted on the functioning of the UNRSC:

A survey was developed for members of the UN Road Safety Collaboration to evaluate progress made and to identify possible ways by which the Collaboration and its modes of operating could be further strengthened. Matts Belin noted when sharing the survey findings that we need to remember that there is a multiplicity of actors in the Collaboration; that the various programmes of the Collaboration and its members involve multiple layers of government; that a variety of debates about policies exist; that it is natural that these debates give rise to politicking; and that a renewed interest in road safety has spanned a decade or more, several years beyond the existence of the Collaboration. Twenty, of the approximately fifty groups which received the survey, responded.

The survey findings indicate that:

- There is great satisfaction with the work that has been carried out by the Collaboration.
- The Collaboration is viewed as an important forum for exchanging information and advocating for increased attention to and investment in road safety.
- The Collaboration's coordination function is appreciated.
- The Collaboration also provides for a sense of credibility or legitimacy.
- Nearly half the respondents felt there is a need to review the objectives of the Collaboration, to ensure steady improvement and, for some, to make the objectives more realistically reflect the resources available to partners. Some felt the objectives should be reviewed only if there is a change of focus for the Collaboration.
- It was generally felt that the focus of the Collaboration should be implementation - which raises the issue of the need for a plan of action - and monitoring and evaluation. The various working groups could benefit from more clear objectives; better leadership and enhanced communication.
- With regard to the idea of an Executive Committee, one third felt it is needed, one third felt that it is not needed, and one third felt that it was needed only if the Collaboration were to expand. It was noted that if an Executive Committee were to be established that funding would be required to support this.
- With respect to membership, the majority of the respondents are of the opinion that the right types of organizations are represented. Some suggested adding members representing Member States, in particular developing countries; other sectors such as justice; and other international organizations.

- Two respondents felt that the Collaboration should mainly be a collaboration within the UN system, working to strengthen the participation of UN components and agencies to global road safety efforts; non-UN members would be observers.

Objectives and future direction for the UNRSC

Discussion on the objectives and future direction of the Collaboration centred on the following areas:

1. Although the UN GA resolution focuses the coordination role on the UN system, since the beginning the Collaboration was opened to non-UN agencies as well. The past three years have confirmed the usefulness of this. The need was expressed to bring in more UN agencies, NGOs, Foundations, and Governments.. Efforts to bring in some key UN agencies should be made but the same efforts should be made to bring in key additional Governments, Foundations and NGOs. It was noted that the Collaboration has no representation from any of the regional banks, all of which are engaged in some road safety-related activities.
2. Resources: It was stressed that the Collaboration can play an important and more coordinated role by working as a group towards mobilising much more resources, particularly from the aid/development budgets. There is an urgency for this to happen, and it was felt that the Ministerial Conference discussed would be one measure to harness the political will that might facilitate more funds being directed towards this issue.
4. There was some discussion about the role of the Collaboration as an international advocacy organization, a network, producing outputs, and whether there is the capacity for this Collaboration to be involved at a national level. It was felt that where the Collaboration has been most effective has been where there are specific projects that are defined, with particular roles assigned to different agencies.
5. The above discussion raised the issue that for each of the UNRSCs objectives there is a need to define targets, some deliverables, and a timeframe. This should be reflected in a workplan, although caution needs to be shown to not overstretch the abilities of the Collaboration. A work plan also needs to be developed for the Collaboration's working groups.
6. With regard to the structure of the Collaboration, it was felt that there should be some membership criteria and a clear definition of the roles of all players. This has not been the case so far. Some members have been much more active towards the Collaboration's efforts than others. So there is a need to clarify what is required from all participating agencies.

Goals, objectives and main activities:

The main conclusions reached were:

- The goal of the Collaboration was appropriate.
- The objectives are generally adequate. The following changes were proposed:
 - Consider making objective 5 (strengthening global and regional coordination on road safety) as the overall objective and make the other objectives (1,2,3,4 and 6) sub-objectives.
 - Some sub-objectives are not realistic and could be deleted.
 - Implementation is insufficiently reflected
- The proposed main activities for the collaboration are:
 - Support preparation for the ministerial conference planned for 2009.
 - Support the development, implementation and evaluation of the manuals of good practice, focusing particularly on a few low and middle income countries.

- Support monitoring of progress evaluation of the implementation of the recommendations of the *World report on road traffic injury prevention* in countries.
- Support follow up to the Youth Assembly that was held in April 2007 during the First Global United Nations Road Safety Week.
- Coordinate and support major advocacy events such as (UNRSW and Remembrance Day)
- Support capacity building.

It was agreed that the UN Road Safety Collaboration secretariat (WHO) would work with interested members of the UNRSC to develop a draft on the above points, including a new structure for the Collaboration, and then circulate it to members for review.

DAY 2

Finalisation of discussion about UNRSC membership and functioning and next steps

Dr Etienne Krug summarized the conclusions reached upon the previous day on the goal, objectives, priority areas of work and structure of UNRSC. The discussion then focused on four issues on which the conclusions reached are as follows:

- The UNRSC membership should be kept as it stands at the moment, consisting of UN agencies, government agencies, NGOs and private sector.
- Develop criteria for admission of members.
- A steering committee should be formed but ensure that its voice does not overpower the voices of the broader group. Terms of reference (TOR) as well as membership criteria should be developed for the steering committee.
- Working groups should be retained, but there is a need to organize them better around the major tasks identified for UNRSC.
- The Global Road Safety Stakeholders Forum will begin discussions with the UNRSC to work out a way to become a part of the UNRSC. This will help to clear up some confusion that arose when the UNRSC was charged with coordinating UN activities but reached out to include members from outside the UN, while the Global Road Safety Forum was working on global and regional advocacy and trying to be broadly inclusive. This will also help to mark a change in the UNRSC from its original charge to becoming a broad and inclusive partnership. The Stakeholders Forum will be an inclusive effort gathering stakeholders from government, civil society and the private sector in transportation, health, law enforcement, and education, and other areas, with participation not limited to organizations that have historically been active members of the UNRSC. Its main purpose will be advocacy and promoting collaboration. It is hoping to sponsor the Third Global Stakeholders Forum in the Fall of 2009, perhaps two months before the UN Ministerial Conference.

Global Road Safety Report (WHO)

Etienne Krug and Tami Toroyan introduced WHO's new road safety project, which has been funded by the Bloomberg Family Foundation. The project has two components: a global report on the status of road safety in countries, and two country-level pilot projects (Viet Nam and Mexico). The interventions for the country projects are currently being determined through consultations with the governments and national stakeholders.

The global report will describe, for each country, progress on implementation of the recommendations of the *World report on road traffic injury prevention*. The timeline for the report is short--publication in the 6 UN languages is expected by 31 July 2009. The report is meant to be a global, regional and national catalyst like the global TB report and forthcoming

tobacco report. If things go well this time around, it may be possible to renew funding and produce the report at regular intervals. This report can become a monitoring tool for the field. We won't be able to include every indicator this first time, but subsequent reports can focus more in-depth on various issues. WHO is aware that similar efforts exist in some countries and regions. The report will not duplicate these efforts, and will use as much as possible existing data.

In context of the World report on road traffic injury prevention, the objectives of the global report are:

- To assess the status of road safety in all Member States using comparable methodology and a core set of indicators
- To indicate the gaps in road safety nationally, and key priorities for intervention;
- To stimulate road safety activities at national level;
- To continue strengthening international cooperation and road safety initiatives.

Data will be collected at the national level by National Data Collectors working with four or five road safety experts to complete the questionnaire by consensus. Regional Data Collectors will be hired at the WHO Regional Offices to facilitate this process and produce brief regional reports. Outputs of the project include the final report, regional reports, data made available at the national level, and increased capacity at the national level.

Opportunities for involvement for UNRSC participants include assistance with design of the data collection instruments, assistance with identification of National Data Collectors and experts, advocacy and dissemination of the report in 2009, and potentially implementation in Viet Nam and Mexico.

Discussion included the following points:

- Synergies should be sought and existing resources utilized in designing the data collection instrument and in preparing the report, including, for example, the UNESCAP matrix of road safety goals, targets and indicators; the UNDA project of the UN Regional Commissions, the OECD/ITF Transport Research Centre 2nd edition report on road safety performance in 30 OECD countries, the 4th European Road Safety plan and the associated situation analyses for 27 countries.
- The report should not be limited to areas traditionally seen as within the influence of the health sector. Infrastructure should be a priority, and IRAP has some indicators to offer.
- Regional Data Coordinators should be encouraged to link with UN Regional Commission networks, especially police and engineering focal points.
- Timing the launch with the Ministerial Meeting in fall 2009.

Proposed UN resolution

Thanks to significant effort by Omani colleagues, it is hoped that a new road safety resolution sponsored by the Sultanate of Oman will be considered by the UN General Assembly in March 2008. Since His Excellency Fuad Mubarak Al-Hinai was not able to attend the meeting, Mark Rosenberg introduced the draft Ambassador Al-Hinai had prepared. The main objective for the Resolution is to get UNGA endorsement for a Ministerial Meeting under the auspices of the UN. The Russian Federation has informally offered to host this meeting. The meeting will be multisectoral, with a small number of NGOs welcome.

To improve its chances, the resolution should be as short as possible and limited to things relevant to the UN system. Participants welcomed the draft resolution and agreed it was a good beginning, though revisions are required. Several people had specific changes to propose and were asked to send those in writing to Mark Rosenberg by the end of October.

Upcoming projects/events

During this session updates were given around the following projects and events.

World Remembrance Day

In year 2005 on the 26th October, the UN General Assembly adopted a resolution recognizing the third Sunday in November of every year as the World Day of Remembrance for Road Traffic Victims. Mrs Brigitte Chaudhry from FEVR, Mrs Rochelle Sobel and Rohit Baluja from the Institute of Road Traffic Education, gave an update on some of the activities that will happen that day in the United Kingdom, USA, India and other countries. Mrs Sobel mentioned that the U.S. House of Representatives have passed a resolution supporting the goals and ideals of a world day of remembrance for road crash victims.

Road Safety on Four Continents 2007

Robert Klein, GRSP made an update on the conference Road Safety on Four Continents. The conference will be held in Bangkok, Thailand, on 14 - 16 November 2007.

9th World Conference on Injury Prevention and Safety Promotion.

Dr Etienne Krug, WHO, updated on the 9th World Conference for Injury Prevention and Safety Promotion (Merida, Mexico; 15 - 18 March 2008). Two important pre-conference-meetings will take place. The first will be a ministerial meeting with representatives from the Ministries of Health of the Americas. The second will be a World Health Organization meeting, with Focal Persons from Ministries of Health.

World Road Congress

Hans-Joachim Vollpracht, PIARC, made an update from the 23rd World Road Congress which was held in Paris during 17 - 21 September.

Road Safety on the Asian Highway

R. Alexander Roehrl, UNESCAP, noted that new information on road safety trends on the Asian Highway were now available at <http://www.unescap.org/ttdw/roadsafety/>, following the UNESCAP Expert Group Meeting on Improving Road Safety on the Asian Highway which was held in Bangkok in June 2007.

Next steps and closing

Dr Etienne Krug remarked that this meeting was unusual in its focus on the discussion the role and functioning of the Collaboration. A large number of important agreements were reached during the meeting. Some issues however are still outstanding. The next step will be to draft a document outlining proposals for the structure and functioning of the UNRSC. Those interested in providing input in the draft document can contact Matts Belin. Once drafted the document will be sent out for comments to all UNRSC members later this year.

The next meeting should be hosted by UNECA in Addis Ababa or UNECLAC in Santiago. However, because the timing of the next meeting will coincide with the UN General Assembly discussion of road safety in March in New York, it is proposed that the two meetings be linked. Date and place will be confirmed.

All participants were warmly thanked for their input during the meeting and wished a safe journey home.