



WORLD HEALTH ORGANIZATION

**8th Meeting of the United Nations Road Safety Collaboration
1-2 April 2008**

MEETING REPORT

Objectives

1. To discuss follow-up to the UN General Assembly Resolution on Road Safety
2. To update on specific activities by UNRSC collaborators
3. To finalize the UNRSC's future role and modus operandi
4. To update on and define future activities for the working groups
5. To discuss other upcoming activities, including the Ministerial Conference

Opening and welcome

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

Etienne Krug, World Health Organization

Etienne Krug opened the meeting. In his remarks he recalled the importance of the UN General Assembly resolution *Improving global road safety A/62/L.43* passed the previous day. He summarized other developments since the last meeting of the UNRSC in October 2007: progress in countries such as adoption of the helmet law in Viet Nam; progress in regions such as the hosting of the *Ministerial Meeting on Injury and Violence Prevention in the Americas* in March 2008; celebration of the World Day of Remembrance for Road Traffic Victims in November 2007; hosting of regional consultations in February and March 2008 to develop the *Global status report on road safety*; and launch of the new good practice manual *Speed management: a road safety manual for decision-makers and practitioners* in March 2008, among others. He reminded participants about the importance of supporting action in countries. To stress this, Greig Craft of the Asia Injury Prevention Foundation was invited to describe progress on helmet-wearing in Viet Nam.

His Excellency Fuad Mubarak Al-Hinai, Permanent Representative of the Sultanate of Oman to the United Nations

Fuad Al-Hinai welcomed participants to the meeting and congratulated the group on the passing of the UN General Assembly resolution *Improving global road safety A/62/L.43* the previous day. He thanked everyone for their assistance with this effort and noted that support from Member States for road safety has increased considerably since the process was initiated within the UN General Assembly.

Mr Bassam Anani, United Nations Economic and Social Commission for Western Asia

Bassam Anani welcomed the group, and stated that he was honoured to speak on behalf of the UN Regional Commissions. Of the five UN Regional Commissions, only those from Europe and Western Asia we are represented at this meeting. This reflects a lack of resources. This lack of

resources also constrains programme implementation. The UN Regional Commissions are working together on a project related to the development of indicators for road safety, and he looks forward to working with partners in the UNRSC on design and implementation of this project. He complemented WHO on the management of the meetings of the Collaboration.

Mr Greig Craft, Asia Injury Prevention Foundation

Greig Craft suggested that milestones in the work of the UNRSC and its partners are not events, but "breakthroughs" to quote Lord Robertson, Chair of the Commission for Global Road Safety. Mr Craft gave a brief history of the work of the Asia Injury Prevention Foundation in Viet Nam, in particular in the run up to the adoption of the new helmet law. This is an excellent example of a multisectoral programme, which has benefited from international cooperation. It is a case in point that much can be done with a small amount of funding, provided that there is the support of the government. However, when there is the willingness of the government, the normal procedures in place are lengthy, and the international community can play a role in pushing these procedures along. It was only twelve months ago that the AIP Foundation began a helmet-wearing campaign targeted towards the general population, in order to prepare them for the law which came into force in December 2007. Now there is nearly a 100% helmet-wearing rate in Viet Nam. Mr Craft presented a short video clip on the success of this legislation.

Objective 1: To discuss UN General Assembly Resolution on Road Safety

Debriefing on UN General Assembly discussion & resolution

His Excellency Fuad Mubarak Al-Hinai, Permanent Representative of the Sultanate of Oman to the United Nations

Fuad Al-Hinai explained the process for preparing, vetting, discussing and adopting resolutions in the UN General Assembly. The resolution *Improving global road safety A/62/L.43* adopted on 31 March 2008 was discussed in a plenary session of the UN General Assembly, signaling its importance as a multisectoral issue. The resolution includes preambular paragraphs with background information and operative paragraphs with action items. With regard to the latter, one of the most important action items in this resolution is the one which welcomes the offer by the Government of the Russian Federation to host and provide the necessary financial support for the First Global High-Level (Ministerial) Conference on Road Safety to be held in 2009. Ambassador Al-Hinai noted that there was a very lively discussion on the resolution, with remarks made by 14 governments, the European Union, the International Federation of Red Cross and Red Crescent Societies and the Holy See. The resolution was co-sponsored by 96 countries.

Discussion points:

- Participants were encouraged to take note of the operative paragraphs in the new resolution that are vital to the UNRSC's collective efforts in the coming years. It was noted that achieving results on the ground is at least as important as hosting a Ministerial Conference. Many Member States stressed the need for a continued emphasis on implementing the recommendations of the *World report on road traffic injury prevention* at national level.
- Several donor Member States are concerned about additional requests for funding. This influenced the wording of the resolution.
- It was clarified that the road safety issue will be discussed every two years in the UN General Assembly.

The resolution may be downloaded from the following website:
<http://www.who.int/roadsafety/about/resolutions/download/en/index.html>.

Objective 2: To update and inform on specific activities by UNRSC collaborators
Updates on specific activities

Global Road Safety Facility - Mr Tony Bliss, World Bank

The World Bank Global Road Safety Facility has been operational since March 2006, and is located in the Transport Unit of the World Bank. Donors include the Governments of Australia, Netherlands, and Sweden; the FIA Foundation in the United Kingdom; and the World Bank's Development Grant Facility. The Facility is the first funding mechanism designed to support capacity building and provide technical support for road safety at global, regional and country levels, to implement the recommendations of the *World report on road traffic injury prevention*. It has a governance structure in place, Executive and Advisory Boards, and a ten-year donor endorsed Strategic Plan. At the country level the Facility is active in every World Bank region where it is supporting road safety management capacity reviews linked to World Bank operations designed to scale up road safety investment, accelerate road safety knowledge transfer and achieve quick results in terms of improved road safety performance. The Facility has issued grants, either directly or through sponsored partners, in countries including Argentina, Peru, Uruguay, Bangladesh, Indonesia, China, Cameroun, Burkina Faso, Nigeria, Ethiopia, Mozambique, Bulgaria, Serbia, Bosnia and Herzegovina, Kazakhstan, and others. The Facility has already established important global and regional partnerships with entities such as the WHO, the Global Road Safety Partnership, the International Road Assessment Programme, the Global Road Safety Forum, the International Road Federation, the Road Traffic Injuries Research Network and the International Road Traffic Accident Database. For further information, visit: <http://www.worldbank.org/grsf>.

Discussion points:

- A question was raised about how the various funding mechanisms for road safety will come together. It is anticipated that the alignment of these funding mechanisms will come together naturally, as groups become more aware of the opportunities they provide.
- On the issue of reserving 10% of funding for all road infrastructure projects for road safety activities, it was clarified that this figure of 10% is meant to be illustrative of what should be set aside not mandatory.
- On the issue of funding, it was noted that there needs to be some funding for implementation of the good practice manuals on helmets, drink driving, speed management and other currently under preparation. This should be supported through these funding mechanisms.
- It was noted that a means needs to be identified to allow groups like ASIRT and others to bring their expertise to bear in countries. Funding is needed to create such opportunities and clarifying procedures to apply is important.

Setting regional and national road safety targets - Mr Michalis Adamantiadis, United Nations Economic Commission for Europe (UNECE)

Michalis Adamantiadis updated participants on the UNDA funded project on "Improving Global Road Safety: Setting regional and national road traffic casualty reduction targets", which will be implemented by the five UN Regional Commissions in 2008-2009 and on the latest developments related to road traffic safety in the UNECE. He stressed that the UNDA project aroused great interest among concerned countries, that a number of partners, including GRSP, GTKP, IFF and OSCE have expressed interest for collaboration, and invited WHO and all organizations present to explore further synergies with the project and take an active part in its implementation. Furthermore, he highlighted the progress of the UNECE Working Party on Road Traffic Safety (WP.1), and provided information on the discussions held at the WP.1 in March 2008, concerning the future expansion of WP.1 activities for road safety cooperation and knowledge sharing with

the low and middle income countries globally, which was initiated by the U.S.A, the Netherlands and Italy and supported by the UK and the FIA Foundation.

Finally, he conveyed the request of WP.1 to WHO, the other UN Regional Commissions and other members of the UNRSC to consider organizing the next UNRSC meeting back-to-back with WP.1 fifty-sixth session, to be held in Geneva, 18-21 November 2008.

ISO initiative on management systems - Mr François Abram, International Organization for Standardization

François Abram informed the meeting that the ISO has approved the establishment of a new ISO Project Committee (ISO/PC241) to deal with international standardization for "road safety management systems". The Secretariat of that ISO/PC 241 has been allotted to the ISO member body for Sweden. Marcus Ihre (marcus.ihere@sis.se) is appointed as the ISO/PC Secretary. Claes Tingvall is elected as the ISO/PC241 Chairman. He informed the group that ISO member bodies for Argentina, Armenia, Australia, Canada, Colombia, Finland, France, Jordan, Malaysia, Republic of Korea, South Africa, Sweden and United Kingdom are already recorded as participating members and that the ISO member body for USA is currently recorded as an observer member. He then explained the tentative scope and basic documents for consideration. He moreover invited interested international organizations from the UNRSC to review the possibility of becoming liaison members of the ISO/PC241 and to attend its first meeting which is planned to take place in Stockholm from 16-19 June 2008.

Global status report on road safety - Dr Margie Peden, World Health Organization

Margie Peden gave a short overview of the *Global status report on road safety* methodology and development as well as the two traffic injury prevention projects being conducted in Viet Nam and Mexico. She noted that funding for these activities runs from August 2007 to July 2009. The questionnaire, based on which the report will be prepared, has been finalized following extensive consultation with experts, including many UNRSC members. It was piloted in five countries - Brazil, Malaysia, the Netherlands, the Philippines and Yemen. Regional Data Coordinators have been identified and trained for each of the six WHO regions. Currently training of National Data Coordinators is taking place in all regions. The last training is scheduled for Panama in mid-April 2008. Data collection will take place through mid-2008. The report will be prepared in multiple languages and should be available by mid-2009.

The projects in Viet Nam and Mexico involve the implementation of good practices based on priorities identified by a local steering committee in each country. A Technical Officer as well as a National Programme Officer have been placed in each country. In Viet Nam, the focus will be on helmet wearing and drinking and driving. Already there have been dramatic reductions in the number of head injuries following the passing of the helmet law in Viet Nam. Work will begin on reviewing the drinking and driving law and assessing the incidence of alcohol-related traffic injuries in patients admitted to emergency rooms. Mexico will focus on seat-belt wearing as well as drinking and driving. At this time a work plan is being developed and implementation will commence in the next month.

Go to http://www.who.int/violence_injury_prevention/road_traffic/global_status_report/en/index.html for more about this project.

Private sector meeting in Shanghai - Mr Patrick Lepercq, Michelin

On 14 November 2007 in Shanghai, a WHO-hosted meeting of representatives of private companies explored how the private sector is contributing to road safety and what more it could do. The private sector meeting focused on how to promote a road safety culture among employees, improve fleet safety within the transport chain and act as partners with governments and civil society organizations on road safety activities and events. It was agreed during the meeting that a private sector road safety network will be developed to increase the involvement of the private sector in the Collaboration. It will have the following proposed objectives:

- Elevate road safety on the corporate social responsibility agenda
- Support implementation of the recommendations of the *World report on road traffic injury prevention* and the good practices guides
- Develop a forum for exchange of data and information on fleet safety and other road safety issues
- Liaise with the UNRSC and other global initiatives
- Others to be defined by the private sector group at their next meeting.

A second meeting of the private sector road safety collaboration will be held on 16-17 October 2008 in Budapest in order to develop a company code of conduct, a standard fleet safety training programme of practice, and business cases on road safety.

Objective: 3. To finalize the UNRSC's future role and modus operandi

United Nations Road Safety Collaboration, Operating Framework

The Framework was introduced, and the process for its development was presented. A draft was prepared based on the discussions during the 7th Meeting of the UNRSC. All members of the Collaboration were given the opportunity to comment on the draft. The final version includes: vision and goal; objectives; nature of the Collaboration; structure; participants; general meetings; Steering Committee; working groups; Secretariat support; broader global and regional consultation; publications; and financing of, and fundraising for, support of the activities of the Collaboration and its participants.

Discussion and decision about UNRSC's modus operandi

Discussion points:

In general the Framework document was favourably received. It is considered a useful tool for the UNRSC functioning and for communicating with groups outside the Collaboration.

A number of points were raised including:

- Language: There is a need to make the language more inviting to newcomers. This will be attempted in the next version.
- Focus issues: There is a need to focus more on the demands and needs of developing countries. A point was also raised about "post crash" issues (investigation, medical and legal services, etc) and the need to reflect these adequately in the document. This will be incorporated.
- Target groups: There was some discussion that certain groups were not well reflected in the Framework. This includes Member States, in particular those from developing countries; and other UN departments, in particular the UN Department of Safety and Security. The need for the UNRSC to reach out to other UN agencies was also among

comments made by several participants. This will be reflected in the next draft. WHO will invite all UN agencies to next meeting

- The role of WHO as Chair and Secretariat: The majority of participants were in favour of WHO in the role as described in the document, however, some expressed concerns whether chairmanship and secretariat tasks should be performed by WHO only and suggested that it would be more appropriate that these functions be shared between WHO and the UN regional commissions. This concept will be discussed further by WHO and the Regional Commissions.
- Funding: Some discussed the need for additional funding for the Secretariat. It was noted that this issue does not necessarily need to be reflected in the Framework document.
- Steering Committee: The creation of a steering committee was decided on at the previous UNRSC meeting in October 2007. Conflicting comments regarding size and membership were received, as well as on the necessity or establishing such a Committee. Several participants stressed the representation of regional commissions while others stressed that the size should remain small for practical reasons. Although the majority of participants remain in favour of a steering committee, no resolution was attained regarding membership.
- Working groups: They need to become more efficient. It was suggested to call them "project groups" to encourage them to address specific deliverables in a specific time frame.
- Global Road Safety Stakeholders' Forum meetings: It was clarified that the Collaboration should serve as a core group of global road safety partners, but that occasionally it may be beneficial to convene a larger group of stakeholders as a way of getting others interested and involved. It was noted, however, that if this is an activity of the Collaboration, it should come under the management of the Collaboration. If it is not an activity of the Collaboration, but an activity of one of its members, then it should not be included in the Framework document. It was agreed that this issue needs further discussion.
- Member status: The difference between participants and observers should be clearer in the Framework document. This will be addressed in the next version.
- ECE's representative explained that they had not yet completed their internal consultation on the proposed Framework document. Mr. Adamantiadis said that in ECE's opinion the document needed to be drastically reviewed on a number of points, some of which had been already been addressed during the discussion. He informed the meeting that ECE would communicate its comments to WHO soon, and hoped that WHO (in collaboration with the regional commissions) would consider all comments received by partners and revise the Framework document where appropriate. The next version will be circulated to UNRSC partners prior to the next meeting. WHO thanked all participants for their comments.

The conclusion of this particular discussion is that the energy and effort of the Collaboration need to focus on implementing the recommendations of the *World report on road traffic injury prevention*. While this Framework document is important, it is not a legal document which is binding to Member States of the Collaboration. As such it should be finalized in the near future so that the focus can be on achieving the work of the UNRSC. It was agreed that all final comments will be provided by members of the Collaboration by 30 April, and that the document would be finalized by mid year. To ensure that the document is finalized by that date, WHO was given the mandate to decide on any conflicting comments. It was agreed that there would be no discussion on the Framework during the next meeting of the UNRSC.

Objective 4: To update on and define future activities for the working groups

Working group discussions and reports to plenary

Group1 : Development and implementation of the "how to" manuals - Robert Klein, Global Road Safety Partnership

Margie Peden presented on behalf of this group. She updated on the development of the manuals, noting that those on helmets, drinking and driving and speed management have been completed. They are available in hard copy and on CD. Various translations are underway. Regarding future manuals, the manual on occupant restraint is being finalized by the FIA Foundation. It is nearly completed. The road safety management manual is being prepared by the World Bank and will be available for review by mid-year. The data manual, under preparation by WHO, will also be available in draft form by mid-year. It will be the subject of a workshop hosted by the National Highway Traffic Safety Administration in July. All three of the manuals should be finalized by the end of 2008. There is no other manual being prepared in this series at this time. Some discussion occurred on other manuals which may be prepared. Those mentioned include one on fleet safety, pedestrian safety and trauma care services, although the need for the latter was queried as WHO has already released two guidelines on this: *Prehospital trauma care systems* in 2005 and *Guidelines for essential trauma care* in 2004. Further exploration is needed to determine what other groups are doing in these areas so as not to duplicate efforts. Final decisions on these manuals and their possible inclusion in the series will be taken at a later stage.

Regarding implementation of the manuals, the group noted that countries are selected based on need, documentation of this need through their national road safety strategies, and availability of funding. More partners and additional funding are needed to implement the manuals in countries. The Ministerial Conference could serve as a spring board for additional support for country work. Most of the work to date has been focused on Asia with funds from GRSI. A project implementation unit has been established in Thailand to implement the helmet manual for that part of the world. More work needs to be done in Africa. The International Federation of Red Cross and Red Crescent Societies and the Global Road Safety Partnership are initiating a programme in Burkina Faso and neighboring countries for implementation of the helmet manual. The World Bank Global Road Safety Facility is supporting this work. This work needs to be replicated across the region. The drinking and driving manual will be implemented in Mexico and Viet Nam and the seat-belt manual is being implemented in Mexico.

A strategic plan of action is needed to best determine how to make use of the manuals. The members of the working group could develop this plan. The *Global status report on road safety*, once released in mid-2009, will allow for identification of the gaps and opportunities that would lead to a strong plan. More work needs to be done on documenting ongoing activities with regard to implementation of the manuals.

Recommendations for the next six months:

- Conduct a gap analysis
 - what has been done
 - what needs to be done
 - who needs to do it
 - what impacts have there been in countries
 - where we want to be in five years or so
- Develop a strategic plan of action (Robert Klein, David Sleet, Margie Peden)
- Prepare a timeline for translations of manuals

- Circulate with the meeting minutes the one-pager developed by the Global Road Safety Partnership on where the manuals have been implemented to date
- Define a way to more formally structure the working group and more regularly communicate

Lori Mooren advised that as the project leader for the preparation of the recently released speed manual, she is happy to answer any queries about its contents (lori.mooren@arrb.com.au)

Group 2: Fleet safety - Robert McConnell, Fleet Forum/Lori Mooren, Australian Road Research Board Group Ltd/Matts-Ake Belin, World Health Organization

Lori Mooren presented on behalf of the group. The group represents a good mix of interests and experience, although would benefit from the representation of some low and middle income countries. She noted that the group referred to the new road safety resolution, and the calls in this resolution for greater attention to fleet safety. A brief needs to be developed based on the operative paragraph of the resolution which defines the intended scope of the work in this area. Regarding the scope, there are many issues which need further discussion, including the intended targets of the initiative: UN or all humanitarian and development organizations; large versus small fleets; fleets of multinational versus national organizations; public or private transport; etc. The group also needs to define if fleet safety should be considered an issue of safety only or an issue also of sustainability and cost. In terms of responses, WHO insists on evidence-based interventions, however, there are few available. The group recommends that while best practice has not been established, there are good practices and these should be shared. They identified the good practices and tools of groups such as NIOSH, Johnson & Johnson, Roadsafe, ARRB, GRSP, gTKP, and the Fleet Forum. A baseline for measuring success needs to be established.

Goals:

Short term

- Define our brief
- Amass information and case studies
- Consider methods, models, performance indicators, and best communication formats

Medium term

- Establish a portal for communication
- Make benchmarking and case study information publicly available

Long term

- Develop, refine, and implement tools
- Evaluate

Recommendations for the next six months:

- Clarify intended scope of resolution - Stephanie
- Develop brief/action plan - All/Matts-Ake
- Document available information and communication mechanisms - Adrian & Jane
- Decide on portal type/methods and process to feed it - Adrian
- Determine how to set a baseline and evaluate Patrick/Matts
- Gather information from active multinationals and look at the creation of tools that can be shared with all groups like the Teens Campaign - Gabriel and others
- Share the Fleet Forum pilot project report with the Group – Rob
- Advise on the 10-element fleet safety management framework - Lori

Objective 5: To discuss other upcoming activities

Preparing for the UN Global Ministerial Conference on Road Safety in 2009 - Dr Etienne Krug, World Health Organization

Regarding preparations for the Ministerial Conference, the focus to date has been on getting the resolution *Improving global road safety* A/62/L.43 adopted. Preliminary discussions have indicated that the event is likely to take place in November 2009 in Moscow. The Government of the Russian Federation has established an intersectoral working group, and the group is very keen to work with global and regional road safety partners to plan the event. It was clarified that this is not a full fledged UN Ministerial Conference, which would take two to three years to prepare, and which would need to fulfill a series of steps, including establishment of a formal preparatory committee and official preparatory meetings of Member States. The Government of the Russian Federation does not plan to go through this process.

Discussion points:

- It was noted that the objectives of the Ministerial Conference are to increase the political will and action for road safety.
- There was discussion on the nature of the Ministerial Conference regarding its potential to raise funds for road safety. Some participants felt that the Ministerial Conference should call for and endorse a funding commitment for road safety programmes. Others cautioned that if the Ministerial Conference is intended to be an event during which governments pledge funding, that many will shy away from the event.
- It was noted that we need to remember the audience. They are mainly ministers of transport and health and may also be ministers of education, foreign affairs and international cooperation. They need to know how addressing this issue will benefit them.
- There was a query with regard to the aim of this Ministerial Conference in terms of getting road safety on the agenda of the MDGs and the G8 summit. If this is the aim, the event needs to be prepared in a way to achieve that. Some noted that we need to be realistic about what the Ministerial Conference will achieve. It is as much about what we do with the fact that this event is happening than what will actually be achieved during the event. We can't expect huge financial endorsement, and we can't expect that the event will lead to our placing road safety on the agenda of the G8 summit. The discussion on the new road safety resolution was not terribly well attended, but we did draw quite a lot of media attention around it.
- There should be a strong focus on low and middle income countries in all aspects of the Ministerial Conference.
- Civil society organizations should also be present. There may be a need for a meeting of civil society organizations earlier on.
- Regarding the event, the group was reminded that we have an opportunity to do more during the Ministerial Conference than discuss and adopt a declaration. The event should be lively and dynamic. Suggestions for the programme include:
 - Satellite events, including exhibits of road safety software and hardware
 - Presentations by ministers who are champions of road safety on good practices, victims and their families, young road safety practitioners and advocates, economists, representatives of the tourism industry, representatives of private companies
 - Statements by high-profile personalities dedicated to road safety, who can serve as champions of the cause over the long-term
 - Presentations on the *Global status report on road safety* and the document being prepared by the UN Regional Commissions on target setting
 - Holding meetings of civil society in advance of Ministerial Conferences has been useful to involve others.

- The group was reminded to consider plans for the Ministerial Conference when timing the launches of products such as the *Global status report on road safety*, the document being prepared by the UN Regional Commissions on target setting and others currently underway.
- The timing of regional Ministerial Conferences is important as well. There may be one hosted in Latin America in advance of the global Ministerial Conference.
- Africa has recently hosted two Ministerial Conferences. Both have been quite successful. A result of these is that they have created a lead table of who is doing what on these issues.
- The Ministerial Conference should have its own theme, logo and slogan. The theme could be an ethical approach to managing mobility, safe systems or Vision Zero.
- The group was reminded that Sweden will hold the presidency of the European Union in late 2009, and the group needs to decide how this can be used to best effect. Hosting a pre-event in Sweden a month or so before the Ministerial Conference might be a good way to draw attention to the event itself.

The conclusion of this particular session is that the UNRSC needs to have a common vision about the nature of the event. The ideas need to be reflected in a concept document for sharing with the Government of the Russian Federation. WHO will prepare this document with input from the Steering Committee. The above discussions will be taken into account. Ministers and other high-level policy-makers who are champions of the cause should be identified now and drawn into the preparations in order to secure their ownership of the event.

Other upcoming projects/events

Rohit Baluja, Institute of Road Traffic Education

Rohit Baluja commented on the need for the UNRSC to increase its representation of low and middle income countries which are heavily burdened by road traffic injuries. The UNRSC will be better placed to achieve its objectives by sharpening its focus on these nations to better understand their problems and to help develop appropriate solutions. His comments will be incorporated into the final version of the Framework document.

Brian Jonah, Transport Canada

A group of research institutes has put together a proposal for a not-for-profit International Centre of Excellence in Road Safety Research Methods. This centre would offer annual "summer schools" and have web-based courses to raise the level of awareness and knowledge about research methods in traffic safety; support a researcher in residence program whereby researchers from developing countries could go to an institute in a developed country to learn more about data and research or a researcher from a developed country could go to a developing country to provide assistance on data and research; conduct bi-annual symposia on traffic safety research methods; hosting a website and publishing a newsletter; and serve as a resource centre by providing free consulting services to developing countries. The proponents of this centre are seeking opportunities for funding of this centre. They could make a presentation of their proposal at the November meeting of the UNRSC.

Canada has decided to maintain its Canadian Global Road Safety Committee, originally created to organize activities for last year's First UN Global Road Safety Week, in order to organize Canada's participation in the World Day of Remembrance for Road Traffic Victims and the National Year of Road Safety in 2011 in Canada.

Canada is working with IRAP and several Canadian provinces in order to develop a CANRAP program.

Gerard Lautredou, International Federation of Red Cross and Red Crescent Societies (IFRC)

The IFRC and GRSP have jointly produced a Practical guide on road safety in four languages available on www.ifrc.org. Following this publication, IFRC is now moving with GRSP towards a second phase which will involve regional workshops around the world for National Red Cross and Red Crescent Societies. The first will be in Doha mid-May 2008 for the middle-East. The plan for the next 6 month is to do also one workshop in Dakar for West and Central Africa and one in Johannesburg for Southern Africa as well as a specific workshop for the Chinese Red Cross in Beijing. In each location, the UNRSC members locally involved will be invited to participate.

David Sleet, US Centers for Disease Control and Prevention

The 4th International Conference on Traffic & Transport Psychology will be held in Washington, DC (Capital Hilton Hotel), August 31-Sept 4, 2008. The conference is sponsored by Division 13 of the International Association of Applied Psychology. 250 institutions from 40 countries will attend and it is the major gathering for psychologists and other social scientists to discuss the latest research in traffic psychology. For further information, visit www.icctp.com.

The CDC's National Center for Injury Prevention and Control has prepared a training course on injury surveillance. Prepared and delivered in both English and Spanish, the course can be presented in varying lengths for various audiences, and includes major modules on road traffic injury surveillance, data collection and analysis. The course has been administered in 10 countries in Latin America, including Brazil, Puerto Rico, Columbia, Peru (traffic injuries only), El Salvador, Honduras, Argentina, and in El Paso, Texas. For further information, contact Victoria Espitia vbe2@cdc.gov.

Rochelle Sobel, Association for Safe International Road Travel

ASIRT-Kenya continues to focus on the Matatu (public transport vehicles) sector, working with the government (Ministry of Transport) and the Kenya Institute of Advanced Driving to improve enforcement of speed and alcohol regulations through driver training programs. A driver survey of crash data and passenger awareness campaign through use of stickers is underway to promote safe driving and empower passengers. This is done in cooperation with Georgetown University, the Matatu Savings and Loan Cooperative, the Center for Stanford Global Development and SafariCom. A car seat distribution and training project has been launched in cooperation with Gertrude's Garden Hospital.

ASIRT Annual Reception for 200 friends and supporters – including members of the diplomatic community, government and community-at-large - will be held at the House of Sweden in Washington, DC on 16 June 2008. ASIRT will recognize the outstanding contributions of individuals, NGOs and corporations to improving global road safety and will feature remarks by Mark Rosenker, Chairman of the National Transportation Board.

Ambassadors' Initiative – ASIRT initiated the first of a series of ongoing dinner debates on road safety, hosted by French Ambassador Pierre Vimont, for EU Ambassadors and Transportation Ministers and representatives from DOT and US the Congress. Plans are underway for similar regional programs, to include the Arab League and Latin American and African countries.

Saul Billingsley, FIA Foundation

International Conference on Road Infrastructure Safety, EBRD, London, Friday, 4 July 2008
The European Bank for Reconstruction and Development (EBRD), Commission for Global Road Safety, World Bank Global Road Safety Facility and the FIA Foundation are co-hosting a major conference to promote safe road infrastructure investment. The conference will examine the

potential for more effective safety management processes, particularly within multilateral institutions, to rapidly reduce road casualties in developing countries through systematic implementation of road assessment and good practice infrastructure safety tools. The conference will hear from speakers including Lord Robertson of Port Ellen, Chairman of the Commission for Global Road Safety; Jean Lemierre, President of the EBRD; Professor Claes Tingvall, Director of Traffic Safety, Sweden; PIARC President Colin Jordan, and John Dawson, Chairman of the International Road Assessment Programme (iRAP). For further information, contact Saul Billingsley at the FIA Foundation s.billingsley@fiafoundation.org.

Gabriel Kardos, Johnson & Johnson

As a follow up to the Shanghai private sector meeting held in 2007, a first formal meeting of the private sector road safety collaboration (PSRSC) is being planned for 16-17 October in Budapest. The agenda and details regarding this meeting will follow at a later date.

Margie Peden, World Health Organization

There will be a global launch of the WHO/UNICEF *World report on child injury prevention* in December 2008. The report is in line with previous WHO world reports on violence prevention and road traffic injury prevention, and will address road traffic injuries, burns, falls, drowning and poisoning in children. Members of the UNRSC are invited to host or encourage national launches of the report following the global launch. For further information, visit http://www.who.int/violence_injury_prevention/child/injury/world_report/en/index.html.

Franck Flachenberg, Handicap International

Handicap International France plans to set up a road safety preliminary study in Togo in July 2008. The main risk factors are already known by the literature review but we'll try to determine the weight of each and better understand the particularities of Togo context. In particular, we'll have a qualitative approach to find the key elements that can explain the risk behaviour of some particular risk groups. This study is anchored in participatory methods which will ensure the results are owned by those in charge of road safety. For African countries, we've done already others context analyses and data collections in Mozambique, Madagascar and Burkina Faso. Our add-value is to foster the link between national local civil society and states services for a reinforcement of associations' skills and mediation spaces (e.g to generate common action between enforcement forces and sensitization campaign). We also focus on victim assistance in link with disabled people organizations.

Brigitte Chaudhry, European Federation of Road Traffic Victims (FEVR)

FEVR continues to stress the need for an improved post crash response – namely improved investigation of crashes, of criminal and civil laws and proceedings and of treatment of the bereaved and injured. RoadPeace in the UK will be holding a conference on these issues on 7 April, with key speakers covering all the above areas. FEVR will conduct a survey amongst its member organisations on the present situation in their countries in respect of these areas. FEVR is supporting the application of strict liability laws for civil compensation, which reverses the burden of proof in favour of vulnerable road users. FEVR will be promoting this through a Strict Liability information sheet. RoadPeace in the UK will hold a Parliamentary Group meeting on this topic on 7 May. The FEVR annual meeting will be held in Barcelona from 10-13 October 2008 to coincide with participation at the 9th International Conference on Walking promoted by Walk 21.

Robert McConnell, Fleet Forum

While post-election unrest necessitated the postponement of the Fleet Forum Fleet Safety Project Kenya implementation, the project will resume in May 2008. To date, 42 training sessions have resulted in more than 770 humanitarian staff trained. By the completion of the project, more than 1600 staff from 7 agencies will have gone through the training programme. Feedback from participants has been a key element of the implementation allowing for real data on the

effectiveness of the project and knowledge to help fine-tune the toolkit. Following the completion of the Kenya implementation, the Fleet Forum Fleet Safety toolkit will be updated as a result of findings and is planned for final release in late 2008.

Martin Koubek, US National Highway Traffic Safety Administration (NHTSA)

On 13-16 April 2008, the US Department of Transportation (US DOT) is organizing a Transportation and Trade Forum in Cape Town, South Africa. The Forum is organized under the auspices of the African Growth and Opportunity Act, which was passed by the US Congress to foster closer cooperation between the US and 39 countries of Sub-Saharan Africa. Deputy Secretary Vice-Admiral Thomas Barrett will lead the DOT delegation to meet with more than 30 Ministers of Transport from the region. The purpose of the Forum is to meet with African counterparts across all modes of transportation, including aviation, maritime, rail and surface to exchange information on a wide range of public and private sector expertise on factors necessary for sustainable development of safe, reliable and efficient transportation systems for Africa. NHTSA, along with the Federal Highway Administration and the Federal Transit Administration, has prepared an agenda for the Land Transportation Panel, which will feature discussions on road infrastructure development and maintenance, road safety and public transit systems. Two presentations on road safety will be included under this Panel. Dr. Olive Kobusingye, Regional Adviser for the WHO Regional Office for Africa, will give a presentation on the Road Safety Experience from the African Perspective and Mr Martin Koubek, International Transportation Specialist at NHTSA, will give a general presentation on Best Traffic Safety Practices. For further information, visit

<http://www.ustda.gov/news/events/2008/SubSaharanAfrica/SouthAfrica/AGOABrochureFinal.pdf> .

Next steps and closing

Dr Krug thanked all participants for the productive discussions and collegial atmosphere. He also thanked the colleagues who prepared the meeting. We made progress on a number of important points: comments were gathered on the Framework (which will be finalized in the coming two months); useful initial ideas for the "Ministerial Conference" were shared and will be sent to the Government of the Russian Federation; and ideas for progressing on the manuals and their implementation and fleet safety were also generated. The working groups have clear next steps identified. A highlight of the week was the adoption of the new UN General Assembly resolution. UNRSC members are encouraged to use the resolution as an advocacy tool and disseminate it widely among their networks.