

**Proceedings of the  
second United Nations  
Road Safety  
Collaboration Meeting –  
16 and 17 March 2005**

**Appendices**



World Health Organization  
Geneva, Switzerland

**Appendices to the proceedings of the UN Road Safety Collaboration Meeting  
16 and 17 March 2005, Geneva, Switzerland**

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# Appendix A: World report on road traffic injury prevention

## Recommendations

The *World report on road traffic injury prevention* provides recommendations on how to improve road safety. These recommendations should be considered as flexible guidelines for adaptation to local circumstances and should be applied across a wide range of sectors and disciplines.

### 1. Identify a lead agency in government to guide the national road traffic safety effort

Each country needs a lead agency on road safety. This agency should engage all significant groups within the country concerned with road safety. It should have the authority and responsibility to make decisions, control resources and coordinate efforts by all sectors of government – including health, transport, education and the police. The lead agency should have adequate finances to use for road safety, and should be publicly accountable for its actions.

Many different models can be effective and each country's lead agency should be tailored according to its own circumstances. For example, the agency might be a designated, stand-alone bureau, or a committee or cabinet representing several different government agencies. It might undertake projects itself or delegate work to provincial and local governments, research institutes or professional associations.

### 2. Assess the problem, policies, institutional settings and capacity relating to road traffic injury

An important element in addressing road safety is ascertaining the magnitude of the problem and how countries are able to deal with it. This entails assessing the number of traffic deaths, injuries and crashes, as well as understanding which road users are most at risk, which geographic areas are most affected and the contributing risk factors.

Useful information can often be obtained from police, ministries of health or transport, health care facilities, insurance companies, motor vehicle manufacturers, or government agencies. Data should comply with international standards and should be collected in simple, cost effective information systems. It should be shared widely among relevant authorities and concerned groups.

Where available, data on the economic impact of road traffic injuries should be collected and disseminated to help increase awareness of the scale of the problem.

### 3. Prepare a national road safety strategy and plan of action

Each country should prepare a road safety strategy that involves transport, health, education and law enforcement agencies, among others. The strategy should call on the expertise of road safety scientists, engineers, urban and regional planners and health professionals. It should take into account the needs of all road users—including pedestrians, drivers and passengers in cars, trucks, two- or three- wheeled motorized and non-motorized vehicles, and users of public transport. It should involve groups from government, the private sector, nongovernmental organizations, the mass media and the general public.

A national road safety strategy should have sufficient funding to develop, implement, manage, monitor and evaluate actions over at least five years. Once the road safety strategy is prepared, a national action plan—which specifies actions, timeframes, and resource allocation to implement the strategy, should be developed.

#### **4. Allocate financial and human resources to address the problem**

Well-targeted investment of financial and human resources can reduce road traffic injuries and deaths considerably. Information from other countries' experiences is useful in assessing the costs and benefits of specific interventions and in setting priorities for the use of scarce financial and human resources.

Where trained experts to develop and implement effective road safety programmes are lacking, appropriate training programmes in fields such as statistical analysis, road design, trauma care, urban and regional planning, and health planning should be a priority.

International networks and conferences provide valuable opportunities to exchange knowledge, establish alliances and potential partnerships, and strengthen country capacity. Efforts should be made to increase the involvement of representatives from low-income and middle-income countries in setting global and regional agendas for road safety at these and other fora. Possible income sources to finance these and other investments in road safety include fuel taxation, road and parking charges, vehicle registration fees and fines for traffic violations.

#### **5. Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions**

Specific actions to prevent road traffic crashes and to minimize their consequences should be based on sound evidence and analysis of road traffic injuries. They should be culturally appropriate and tested locally. There is no standard package of interventions suitable for all contexts and countries. However, all countries can follow several good practices.

These practices include setting and enforcing laws requiring seat-belts and child restraints for all motor vehicle occupants and helmets for riders of bicycles and motorized two-wheelers. Appropriate speed limits should be set and enforced. Blood alcohol concentration limits should be established and enforced using random breath testing at sobriety checkpoints. Law enforcement programmes should be reinforced with public information and education campaigns

Daytime running lights should be required for two-wheeled vehicles; and obligatory daytime running lights for four-wheeled vehicles should be considered. Motor vehicles should be designed for crashworthiness to protect occupants and vulnerable road users.

The management of existing road infrastructure to promote safety is essential. Safety features should be incorporated into land-use and transport planning; and new road projects should be subject to road safety audits.

The chain of help for road crash victims, from care at crash scene, to treatment at the health facility, to rehabilitation, should be strengthened.

#### **6. Support the development of national capacity and international cooperation**

Several United Nations agencies and other intergovernmental organizations are active in promoting road safety. However, there is little large-scale, coordinated planning among them, and no single agency has the responsibility to ensure such coordination. Roles and responsibilities must be clearly assigned to ensure a firm, collective commitment from the UN family and other organizations to create and implement a global plan for road safety.

The donor community urgently needs to dedicate more resources to helping low-income and middle-income countries improve road safety. Currently, the level of support given to road safety is far below budgets allocated for other health problems of comparable magnitude.

Finally, international nongovernmental organizations and the private sector should help spark action and raise awareness locally and globally, as committed citizens, employers and socially responsible corporate entities.

This information is taken from the *World report on road traffic injury prevention*. To download the report, or for more information on road safety, please visit [http://who.who.int/violent\\_injury\\_prevention](http://who.who.int/violent_injury_prevention) or e-mail: [traffic@who.int](mailto:traffic@who.int).

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# WORLD HEALTH ORGANIZATION

## 2<sup>nd</sup> United Nations Road Safety Collaboration meeting

16 & 17 March 2005  
Geneva, SWITZERLAND

Palais des Nations,  
Salle VII

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### PROGRAMME

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#### Objectives

1. To update on achievements since the 1 October 2004 meeting
    - By participating organizations
    - on products previously agreed to viz. "how to" manuals, global legislative database, advocacy meeting, world day of remembrance
  2. To further refine the objectives of the collaboration
  3. To discuss and agree on possible new products for collaboration
  4. To discuss the process of developing the Report on the implementation of Resolution 58/289 for submission to the 60<sup>th</sup> session of the UN General Assembly
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Wednesday 16 March 2005

*Afternoon session*

- |               |   |
|---------------|---|
| 14.45 - 15.00 | Registration  |
| 15.00 - 15.20 | Opening and Welcome (Etienne Krug - World Health Organization) <ul style="list-style-type: none"><li>◆ Dr Catherine Le Galès-Camus, Assistant Director-General, World Health Organization</li><li>◆ Mr José Capel Ferrer, Director, Transport Division, United Nations Economic Commission for Europe</li><li>◆ His Excellency Fuad Mubarak Al-Hinai, Permanent Representative of the Sultanate of Oman to the United Nations</li></ul> |
| 15.20 - 15.30 | Introduction of participants<br>Adoption of the programme and objectives of the meeting   |
| 15.30- 17.30  | <b><i>Road safety efforts by participating organizations</i></b> <ul style="list-style-type: none"><li>◆ Update on road safety efforts by participating organizations (3 minutes per organization)</li><li>◆ These presentations will be verbal, no powerpoint presentations please</li></ul>   |
| 17.30 - 18.00 | <b><i>Discussion and further refinement of the objectives of the Collaboration</i></b> <ul style="list-style-type: none"><li>◆ Further discussion of the Collaboration's objectives (reported on page 12 of the Proceedings of the 1<sup>st</sup> October 2004 meeting)</li></ul>   |

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Thursday 17 March 2005

09.30-10.30

*Update on progress on the development of the products presented at the last meeting - 5 minutes each*

- ◆ Best practice guides (Andrew Downing - GRSP)
- ◆ Global road safety legislation database (Margie Peden - WHO)
- ◆ Revised Consolidated Resolutions on Road Traffic and on Road Signs and Signals (José Capel-Ferrer - UNECE)
- ◆ Global Road Safety Collaborative (Mark Rosenberg - Global road safety steering committee)
- ◆ World Day of Remembrance for Road Crash Victims (Brigitte Chaudhry - FEVR)

Discussion

10.30 - 11.00

*Tea/coffee break*

11.00 - 12.30

*Future ways of collaborating*

- ◆ A cooperation framework for the implementation of UN General Assembly Resolution 58/289 (Bernard Périsset - UNECE)
- ◆ Jointly addressing 4 of the major risk factors (Etienne Krug - WHO)

12.30 - 14.30

*Lunch*

13.30 - 14.30

*Working group: Ways of collaborating with and supporting the Regional Commissions*

14.30 - 15.30

*Presentation and discussion of proposed new products for collaboration - 5 minutes each*

- ◆ Global Road Safety Initiative (Tayce Wakefield - GRSI)
- ◆ Proposal for joint campaigns (José Capel-Ferrer - UNECE)
- ◆ OECD/ECMT Working group on ambitious road safety targets (John White - OECD)
- ◆ Possible creation of a trust fund for Road Safety (Richard Scurfield- World Bank)
- ◆ Other proposed products

15.30 - 16.00

*Tea/coffee break*

16.00 - 17.00

*Progress report to 60<sup>th</sup> session of UN General Assembly on UN Resolution A/Res/58/289*

- ◆ Discussion of proposed outline and development process (Margie Peden - WHO)

17.00 - 17.30

Next steps (Etienne Krug - WHO)

Closing

## Appendix C: List of participants

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