Chair: Global Road Safety Partnership – Dr Judy Fleiter

Meeting aims:
- To share current work of road safety organizations in regard to safer road users.
- To discuss the development of the PG4 Terms of Reference, objectives and work plan for the next UNRSC meeting

Participants – 17

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<th>Name</th>
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<td>Cruz Ross, Alejandra</td>
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<td>Youhri, Houda</td>
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<td>Fleiter, Judy</td>
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<td>Ariobowo, Atsani</td>
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<td>Paichadtze, Nino</td>
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<td>Valmain, Joel</td>
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<td>Observers:</td>
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<td>Vassiliki Danelli-Myloud</td>
<td>President BD, Road Safety Institute</td>
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<td>Vangelis, Makris</td>
<td>Road Safety Institute, Mylonas</td>
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<td>Dan Campbell</td>
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1. Welcome and Introductions
2. Minutes of previous meeting adopted
3. Presentations.

Speakers

- **Vias Institute** (Vincent Leroy) presented information on the European Road Safety Charter (ERS) which is celebrating its 15th year anniversary in 2019. The ERS Charter is the largest civil society platform on road safety with more than 4000 members comprised of individuals, NGO’s and organizations from many countries, all with the goal to improve road safety. The objective of the charter is for members to sign up to make a real commitment to road safety beyond the EU, to share good practice and inspire others. Benefits of membership include access to seminars, webinars, good practice campaigns as well as eligibility for and participation in the Annual Excellence in Road Safety Awards. To learn more about the ERS Charter visit: [http://erscharter.eu/](http://erscharter.eu/)

Summary of Comments:
- ASIRT congratulated the ERS Charter on their anniversary and committed to
b. **Safe Kids World Wide** (Shushanna Mignott) presented on the programs and activities of SKW, an NGO with the mission to keep all kids safe from injury, based in Washington DC. Program delivery falls into the 3 broad categories “At Home”, “At Play” and “On the Way”, the last of which includes child passenger safety, teen driving safety, pedestrian safety and bike safety. Safe Kids network includes members in 33 countries. SKW programs include supporting The Child Health Initiative, Safe Kids Buckle Up, In and Around Cars, National Child Passenger Seat Certification Training Program, Safe Kids Walk This Way and Pedestrian Safety. SKW have developed a Children in Autonomous Vehicles (AV) consortium, and recently launched a Blue Ribbon Panel Report, highlighting a Call to Action for AV Developers and 8 recommendations for Traffic safety community. They are launching a national consortium with 2 working groups (Policy, Legislation and Enforcement; and Public Information and Education). The first meetings will occur in June 2019.

**Summary of Comments:**
- The George Institute asked if SKW was looking at safety issues concerning the recent surge of electric scooters. SKW indicated that they were aware of the emerging problem, and were just beginning to work in this area.
- Joel Valmain (France) commented that there are currently only experimental autonomous vehicles and that Europe is not ready to accept them any time soon. Very difficult questions would need to be discussed in the next 10-15 years.
- The George Institute indicated that to date there had been no debate around road user safety and autonomous vehicles.
- The Chair proposed that PG4 could report back on how the UNRSC might address this emerging issue to the plenary.

c. **Association for Safe International Road Travel – ASIRT** (Rochelle Sobel) presented the Global NGO Alliance’s Round the World Round Tables initiative. The aim of the Round Tables is to gain commitment to action from road safety authorities. NGO’s are encouraged to develop a target for a Round Table based on either the WHO SaveLIVES Package or the 12 UN Voluntary Targets for roads safety. The NGO works with authorities to get commitment for the agreed upon target, the Round Table is then used to make that commitment public. The NGO then tracks progress of the committed action to ensure delivery. A high-level launch of the Round the World Roundtable concept was conducted in Vietnam, with a government committing to concrete steps to improve helmet wearing by 2030 and was attended by the UN Special Envoy for Road Safety, Jean Todt. The Global NGO Alliance is advocating that members and non-members use this same approach on different levels. The Alliance will coordinate Roundtable events on different continents leading up to the Ministerial Conference on Road Safety in Sweden in February 2020.

d. **The Global Road Safety Partnership** (Atsani Ariobowo) provided a brief update on the status of the Botnar Child Road Safety Challenge. The twelve projects in 6
priority countries aim to address a local child road safety problem – all 12 projects commenced in the first half of 2018. Highlights from individual projects can be found via #BCRSC and #childroadsafety.

4. Project Group 4 (PG4) – Terms of Reference (ToR), Objectives and workplan

At the PG4 meeting at UNRSC in New York in 2018, work commenced on a draft of a new workplan for Project Group 4. Before the next PG4 meeting in late 2019, the group will prepare a new TOR in alignment with the UNRSC ToR, as well as new objectives and workplan – all current versions expire at the end of 2019. A discussion ensued on member ideas re how to improve the existing document and how to best complete the task. Suggestions were invited from the floor:

- Road Safety Analysis (RSA) - Observer: suggested one topic to be considered was how/whether indicators would be established and behavioral data would be collected and measured given the inherent challenges. The Chair indicated that this issue could likely be the responsibility of the PG M&E working group.
- TGI stated that similar discussions were happening in PG5. Our ToR is too broad. Groups would need to be more astute, form small committed working groups as unless work was specifically assigned it would not get done. It was recommended that any non-behavioral components, ie road audits, be dropped from PG4 and left to the relevant PG (eg PG2). PG5 had recognized that there was no communication between meetings, no email list and had discussed the idea of an on-line community of practice.
- GRSP identified shortcomings in internal communications within the UNRSC. It was not clear how communications could be managed between groups or how new UNRSC members chose a group or received communication about current PG activities. As Chair, GRSP will propose in the plenary that WHO, as convener, refine current practices to improve communications between PGs, particularly re new UNRSC members.
- ILO noted that PG4 work related road safety topics focus on people who make their main income by driving, whereas the Work related road safety PG focuses on commuters. ILO will remain focused on PG4 and is preparing regulatory guidance for their 2021 Handbook. ILO is digitizing its archive of compendia and documents dating back to the 1930’s including regulatory tools and labour resolutions. The scope of work-related road safety should be extended beyond just fatigue because there are many other relevant factors to consider.
- MAPFRE agreed that PG4 ToR needed to be more focused. They proposed that the focus should be on the “road user”, awareness raising and legislation. There should be commitments included (ie which organisations will perform which work)
- ILO indicated that the work-related group in ILO and the Transport workers Federation would like to do a side event at the Ministerial Meeting in Sweden and requested information on how this could be achieved. The group suggested asking this question to the Swedish delegation here at UNRSC.
- Joel Vailman (France) explained that the Ministerial Meeting in Sweden was being organized by 2 committees: an international advisory committee, a high level committee of NGO’s.
- TGI added that there were 2 additional committees including an Expert Advisory Committee. Discussion also on whether PG4 (and other PGs) were making representation to the Feb 2020 Ministerial in Sweden. GRSP will take the question to the Plenary in the report back session tomorrow.
- The Chair requested expression of interest by PG4 members to volunteer to work on the ToR and work plan. No volunteers received during the meeting. **Post meeting update:** the George Washington University (a newly accepted member of the UNRSC) have volunteered to assist.

- The Chair also requested volunteers for the role of Deputy of PG4. No volunteers received during the meeting. **Post meeting update:** the George Washington University (a newly accepted member of the UNRSC) have volunteered to assist.

- Suggestions invited for future topics of interest to cover in PG4 meetings. Suggestions included:
  o Educational/Behavioural indicators and measurement
  o Cell phone use and distraction
  o Road safety education for children/Training/driver training/rider education (this was a carry over topic from 2017 meeting where several presentations addressed this topic)
  o Work-related road safety issues
  o Scooter safety
  o AV safety

END
European Road Safety Charter

Our commitment saves lives
What is the ERSCharter?

• Largest civil society platform on road safety

• Launched in 2004 by the European Commission as part of the Road Safety Action Program 2003 – 2010

• Based on the principal of shared responsibility and mobilization of all stakeholders in improving road safety.

• Encourages civil society to take action on road safety; facilitates acquisition and sharing of knowledge on road safety; encourages dialogue and exchange of road safety experiences and good practices
Who are the ERSC members?

• Over almost 4,000 Charter members representing: Companies, Associations, Local and National Authorities, Research Institutions, Universities and Schools, NGO’s and other groups of civil society committed to take actions for road safety.

• Members carry out road safety actions and initiatives targeted at their members, employees and the rest of civil society.
European Road Safety Charter 2016 – 2019 milestones

• National seminars in 28 EU countries
• Annual good practice campaign
• **Annual Excellence in Road Safety Awards** - call for good practice at the beginning of the year
• Webinars on Road Safety topics
• Newsletters and Social media (Facebook, Twitter & LinkedIn)
• Website [www.erscharter.eu](http://www.erscharter.eu) – charter@vias.be
Why join the ERSC?

- Contribute to reducing the number of deaths and serious injuries every year; lessen the environmental impact of traffic crashes, reduce the hefty financial cost;

- Share information about you road safety activities;

- Share information about your road safety events, make them public and invite participants;

- Access your customized toolkit for promotional material and commitment guidelines;

- Participate in the Excellence in Road Safety Awards held annually;

- Receive genuine recognition for your efforts through visibility at European level;

- Be featured on ERSC media channels, website, Facebook, Twitter, LinkedIn;

- Explore similar actions of other ERSCharter members and get inspired;

- Inspire others by sharing a testimonial about your road safety commitment and the process of developing and implementing your action.
How to become a member of the Charter?

1. Go to the ERSCharter’s website: [http://www.erscharter.eu](http://www.erscharter.eu) (change the language on the upper right side of the website).

2. Create an account by selecting the “Join!” button
   - Give information about your organization;
   - Read and accept ERSCharter’s principles;
   - Select your target group(s) and topic(s).

3. Once you have filled out this short form, confirm your subscription. You will receive an e-mail with confirmation that you are a member of the European Road Safety Charter!
What you can do for road safety?

- Government and authorities – main role!
- Other stakeholders’ involvement boost the efforts of the government;
- Private companies - employees targeted measures or corporate-level measures impacting the society at large;
- NGOs - critical role in pushing for progress and providing alternative services;
- Schools and academic institutions - vital role in educating road users and future drivers;
- Cooperation between stakeholders brings the best outcomes.
ERS Charter Good Practice

- Addressing risky behaviour and developing awareness-raising campaigns remains a key focus for ERSC members. Members are encouraged to develop specific commitments and share good practices.

- The ERSC good practices are commitments which bring an innovative set of resources, are supported by evaluation measures and respond to key road safety challenges and so have a meaningful impact.

- Answering the call for good practices is the first condition to participate in the ERSC Excellence in Road Safety Awards.
GUIDELINES AND TOOLS

In this page you can find all the Guidelines and Tools you need to design, implement and evaluate your road safety actions. Especially useful for existing members, or any organization considering joining the Charter.

Guidelines - Candidates for Good Practice (PDF)

candidates_for_goodpractice_guidelines.pdf
Thank you for your attention!

charter@vias.be
www.erscharter.eu
OUR MISSION
TO KEEP ALL KIDS SAFE FROM PREVENTABLE INJURIES.
Our Programs

Safe Kids Worldwide provides resources to deliver community programs.

At Home
- Safe Sleep
- Fire/Burn Safety
- Water Safety
- Poison/Medicine Safety
- Falls Prevention

At Play
- Water Safety
- Sports Safety
- Wheeled Sports Safety

On the Way
- Child Passenger Safety
- Teen Driving Safety
- Pedestrian Safety
- Bike Safety
- Rail Safety
Safe Kids Network

Safe Kids works with members in 33 countries on 6 continents. In the U.S., there are more than 400 coalitions across the country.

They are nurses, doctors, firefighters, paramedics, educators, police officers, business leaders, legislators and parents.

Each member is part of a hospital, health department, nonprofit, academic or community-based organization that provides staff and operational support.

They go above and beyond for one common goal: keeping kids safe.

Our network consists of incredibly dedicated and caring volunteers.
Supporting the Child Health Initiative

Engaging our network to implement activities that support the right of every child to a safe health journey to school:

- Walk This Way – Pedestrian Safety
- Buckle Up – Child Passenger Safety
- Bike Safety
- Rail Safety
Safe Kids Buckle Up

CHALLENGE
3,058 children die each year in car crashes

ACTION
Multi-dimensional program to protect children from car seat to driver’s seat
• Educational outreach and support
• Annual national awareness campaign
• Advocacy for stronger laws

IMPACT
Program Reach to Date (21 years)
• 99,335 educational events
• 2.1 million car seats checked
• 738,817 car seats distributed
• 29 million families reached
Blue Ribbon Panel

• AV Developer Call to Action
  Acknowledge children are not small adults and require special developmental consideration:
  • Support safety standards that protect children
  • Usability testing with families
  • Inclusive design
  • Conduct research on appropriate supervision
  • Best safety practices in marketing

• 8 Recommendations for Traffic Community
  • Regulation, Legislation, Enforcement & Policy
  • Education & Outreach
Launching a National Consortium

Implementing the Blue Ribbon Panel’s recommendations

- Policy, Legislation & Enforcement Working Group
- Public Information & Education Working Group
National CPS Certification Training Program

CHALLENGE
3,058 children die each year in car crashes

ACTION
The CPS Certification Program certifies people as child passenger safety technicians and instructors who conduct child safety seat checks, where parents and caregivers receive hands-on assistance for proper use of child restraint systems and safety belts.

The U.S. CPS certification program is widely considered to be the gold standard across the globe. Recent Certification courses have been offered in Canada, China, Israel, Mexico, Qatar and the United Arab Emirates.

IMPACT
Since 1998, more than 169,000 people have successfully completed the CPS Certification Course

More than 42,000 currently certified CPS technicians
Safe Kids Walk This Way

Brazil • Canada • China • India
South Africa • South Korea • Philippines
Thailand • United States • Vietnam
Wheeled Sports Safety

**CHALLENGE**

- Nearly 100 children die from bicycle-related injuries every year
- More than 425,000 children are seen in emergency departments for nonfatal injuries every year

**ACTION**

Multi-dimensional program to keep kids safe on wheels
- Educational outreach and support
- Annual national Bike to School Day awareness campaign

**IMPACT**

- In 2017 alone, reached more than 100,000 parents, caregivers and children.
- Distributed and properly fitted more than 9,000 helmets.
Rail Safety Program

CHALLENGE
Between 2012 and 2016, there were an average of nearly 2,100 collisions at railway crossings each year, resulting in an average of 244 deaths and 930 injuries.

Children 19 and under made up 23 percent of all injuries resulting from trespassing on railway property and 21 percent of fatalities.

ACTION
Multi-dimensional program to protect children and families at railroad crossings
- Research and education
- Community outreach and support
- Start Safe Travel
- Clifford rail-safety book
Global Road Safety Week

Activations to promote the UN’s #SpeakUp campaign with activities in child passenger safety, pedestrian safety and bike safety.

• United States – SKW activity near Capitol Hill
• Argentina
• Cameroon
• Ecuador
• Jordan
• Kenya
• Malaysia
• Nepal
• New Zealand
• Uruguay
PREVCON
Childhood Injury Prevention Convention
July 17 - 20, 2019
Marriott Marquis, Washington, D.C.
Thank you.

Shushanna Mignott
Program Director
smignott@safekids.org
202-662-0608
Round the World Roundtables
It’s all about COMMITMENT and ACTION

COMMITMENT:
• Gaining the commitment of national and local government authorities to commit to road safety actions aligned to the Voluntary Targets and the Save LIVES package
• Gaining the commitment of national governments to attend the 3rd Global Ministerial Conference on Road Safety in Sweden 2020

ACTION:
• Making sure that these commitments are actioned
Not just a one-off event

**Preparation**
Commitments will be the result of longer-term advocacy for a particular intervention. They must be based on serious discussion and SMART targets.

**Commitment**
The commitments will be given by the authorities at a roundtable event. It is public confirmation of what was agreed in the preparation stage.

**Action**
The authorities will action the commitments and the NGO will follow up to make sure that the promises are kept.
Round the World Roundtables

- Public declaration of the intentions made during the preparations
- Leadership-themed roundtable discussions around the world resulting in meaningful commitments
- The commitments will be passed on like a relay baton from country to country finishing at the 3rd Global Ministerial Conference on Road Safety
- An initiative from the Alliance, implemented by Alliance member NGOs
- Roundtables will be initiated at different levels
High-Level Roundtables

- The Alliance and Jean Todt are working with Alliance member NGOs in several countries on high-level roundtables where government ministers present a national commitment in a physical baton.

- The first high-level roundtable was held on 19 March in Vietnam hosted by AIP Foundation.

- High-level national or regional roundtables are also planned with the EU in Brussels, Belgium.
NGO-Initiated Roundtables

- Can be run at local or national level
- A government decision maker with the ability to act must make a commitment
- Commitments should be in line with the voluntary targets and Save LIVES package
Commitments

Whether national or local, commitments made at the roundtables must:
• Be aligned to the voluntary targets and Save LIVES package
• Be SMART: Specific, Measurable, Achievable, Realistic, Time-limited
• Be relevant to the community in which the commitment is made
• Be actioned: follow up is a key element of the roundtable commitments

THIS IS NOT JUST A PHOTO OPPORTUNITY
**Roundtable Roles**

**Alliance**
- Coordination of events calendar
- Support to NGOs
- Toolkit
- Online commitment tracker
- Collation of commitments to be presented in Sweden 2020

**Local NGO**
- Organization of roundtable event
- Work with authorities to:
  - Identify an evidence-based need that will make roads safer
  - Agree a commitment
  - Confirm a decision-maker to make the public commitment
- Hold the event and generate media attention
- **Follow up and maintain accountability for the commitments**

**Authority**
- Work with the local NGO to:
  - Identify an evidence-based need that will make roads safer
  - Agree a commitment
  - Provide a decision maker to make the public commitment
- Support organization of the event and media
- **Action the commitment**

---

The commitment will have been defined in the preparation so that the roundtable event itself is just public confirmation of the commitment.
Outcomes

Trackable commitments from around the world

Evidence-based actions initiated

Governments demonstrating leadership in road safety

NGOs, governments, and civil society working in partnership for the global goals
Pillar 4 opportunities

Find the **key issue** that you have been **advocating** for with your **local or national government**

Are they **ready** to **commit** to a **specific intervention**?

**Engage** with them: this is an **opportunity** for **both** you and them

Some ideas:

- Reduce the BAC limit
- Enforce seat belt laws
- Increase the number of buses in the evening
- Reduce the speed limit in a particular district
- Increase penalties
Botnar Child Road Safety Challenge (BCRSC) Update

UNRSC
Crete, April 2019

Atsani Ariobowo - Manager, Global Road Safety Projects
All of the Botnar Child Road Safety Challenge projects (12/12) have commenced and are being delivered.
• Refleacciona and Centrico in Mexico have completed the baseline data collection, preliminary designs and tactical urbanism for the first round of infrastructure interventions in Culiacan;
• WR India completed their Road safety audit and first engineering remediations; policing workshops for city officials completed
• FCA Romania conducted police enforcement capacity assessment with GRSP
• SARF South Africa selected the 10 intervention schools the 1st school design of infrastructure remediations completed
• ASR Tunisia completed their assessment of road crash data collection and analysis, as well as an assessment of the data sharing process between the relevant entities
• The GRSP CRSC team’s SharePoint and Microsoft Teams platforms for the Community of Practice for the Botnar CRSC grantees was launched;
• Botnar CRSC grantees have begun to be active on social media (Twitter, LinkedIn, Facebook) utilising hashtags #BCRSC and #childroadsafety.
On the Ground
On the Ground
Merci
Gracias
Cảm ơn bạn
Mulțumesc
شكرا
धन्यवाद

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BOTNAR
Child Road Safety Challenge

fondation
BOTNAR
Project Group 4
ToR discussion

UN Road Safety Collaboration
10 April 2019, Chania, Crete
The UNRSC is an informal consultative mechanism whose members are committed to road safety efforts providing governments and civil society with good practice guidelines to support action to tackle the major road risk factors, and in particular to the implementation of the recommendations of the World report on road traffic injury prevention.
UNRSC Objectives

• To strengthen global and regional coordination on road safety through information exchange and multisectoral cooperation.

• To advocate and encourage demand and additional resources for road safety, including through major advocacy events.

• To support assessments of the magnitude of the road safety problem, harmonized data collection and research on risk factors implemented by its members along their own work programmes and mandates, in a coordinated manner.

• To coordinate and support dissemination of documentation of good practices in prevention and road traffic injury reduction efforts in regions and countries developed by its members.
UNRSC Objectives cont.

• To coordinate and support further development of guidelines for effective road safety interventions, in the areas of prevention, risk management, limitation of consequences of crashes, sustainable management of road infrastructure and safety equipment, and appropriate legislative models, elaborated by its members.

• To coordinate and support further development of guidelines for appropriate legal and medical response to crashes and injuries.

• To coordinate promotion of individual and institutional capacity development on road safety implemented by its members.

• To coordinate efforts within the UN system and to encourage a culture of road safety within these organizations.
UNRSC Project Groups

- provide a mechanism whereby a group of participants with similar interests can exchange information and collaborate on agreed specific tasks/projects in line with the Collaboration's objectives.

- should have terms of reference, clear objectives and a work plan.

- can meet during, in the margin of, or between Collaboration meetings, and will report on progress at plenary meetings of the Collaboration. Tenure is limited to the term of each 3-year work plan with an automatic sun-setting clause, with continuance possible subject to review of relevance and efficacy by the General meeting.
Has draft work plan 2015-2019
Need ToR and Objective/s
Member (2) comments on current workplan:
  • Large list – too ambitious
  • Difficult to achieve
  • Assess what has already been achieved – what was the deliverable, if any?
  • Which PG member undertook the activity?
  • Then decide what listed activities are still useful/necessary
  • Determine new needed activities – eg Do we need separate activity about Child Road Safety or a sub-group?
1. Maintain a virtual library of current good practice manuals, materials, and executive summaries related to road user behaviours
2. Build the capacity of road police to strategically and effectively enforce road safety related policies
3. Encourage countries to undertake road safety audits and provide safer road environments that protect vulnerable road uses.
4. Identify gaps in the legislative and policy framework that could be strengthened to result in safer road use.
5. Encourage and support countries to adopt and adhere to good practice road safety management systems
1. Global Targets and Indicators – need to support Member States – mechanisms and structures required to coordinate, support and assess data collection process

2. How should UNSRSC position itself towards the new regional road safety observatories that are being constructed in several regions of the world? Will they have mainly a data collection and dissemination role, or will they also be involved in awareness raising, advocacy and policy advice?

3. More attention is needed for
   - road safety of pedestrians/cyclists/moped drivers
   - impact of ageing on road safety - this should also include training and support specifically for this target group
   - road safety education/training for children and the disabled
   - impact of vehicle automation on road users’ safety and behavior (HIC?)
   - Training and behavior of professional drivers (taxi drivers, van drivers, truck drivers, tuk tuk drivers, …) for transport of people and goods.
1. Clarification needed:
   - what can reasonably be expected from UNSRC members
   - what commitments ought to be given by members
   - what budgets might be available (if any),
   - who “leads” a particular activity
   - who carries responsibility for completion
   - For workplan, include type and nature of outputs and outcomes expected, and by when.

   • Suggestion to create new ToR for 2020-2024, include columns:
     - Deliverables
     - Lead agency/Member
     - Due date