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 or e-mail: traffic@who.int. © World Health Organization 2004. All rights reserved.
United Nations Road Safety Collaboration Meeting

1 October 2004
Geneva, SWITZERLAND

PROVISIONAL PROGRAMME

08.30-09.00 Registration
09.00-09.20 Opening and Welcome
  ♦ Dr Denis Aitken, Director of the office of the Director General, World Health Organization
  ♦ Mr Jose Capel-Ferrer, Director, Transport Division, United Nations Economic Commission for Europe

9.20-9.45 Introduction of participants (name and organisation only)
Election of Chairpersons
Adoption of the programme and objectives of the meeting

Objective 1: To briefly describe the road safety programmes of UN agencies and other global organisations working in road safety

09.45-10.30 Road safety efforts by participating organisations
  ♦ Each participant will be given 3 minutes to briefly outline their global or regional road safety efforts
  ♦ These presentations will be verbal, no powerpoint presentations please
  ♦ The detailed proforma completed by participants on their organizations will be included in the file for participants

10.30-11.00 Tea/Coffee break
Objective 2: To develop objectives for this UN collaborative effort in road safety

11.00-12.30  
**Objectives of the inter-agency collaboration (short term and long term)**
- Presentation of draft objectives
- Round table discussion about these objectives and proposals for new objectives
- Finalisation of objectives

12.30-13.30  
*Lunch*

Objective 3: To discuss the process and outcomes of this UN collaborative effort in road safety

13.30-15.00  
**Products and outcomes of the collaboration**
- Short-term versus long-term outcomes
- Process for collaboration
- Presentation of a few proposed products
  - Best practice guides (World Bank - 5 minutes)
  - Global road safety legislation database (WHO/UNECE - 3 minutes)
  - Revised Consolidated Resolutions on Road Traffic and on Road Signs and Signals (UNECE – 3 minutes)
  - Global Road Safety Forum (Global road safety steering committee - 5 minutes)
  - World Day of Remembrance for Road Crash Victims (FEVR - 3 minutes)
- Discussion about proposed and possible additional products
- Financing products and outcomes
- Agreement on products and outcomes

15.00-15.30  
*Tea/Coffee break*

15.30-16.30  
Next steps and definition of roles
- Communication
- Next meeting

16.30-17.00  
Close of the meeting
Appendix C: List of participants

United Nations Road Safety Collaboration Meeting
1 October, Geneva, Switzerland

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Appendix D: Road safety profiles of participating organizations

**Asian Development Bank**

The organization's mission with regard to road safety
The ADB’s mission is to encourage and promote safety in road infrastructure projects in the Asia and Pacific region. By adopting an integrated multisector approach, ADB’s objective is to assist DMCs in developing and implementing comprehensive approaches to enhance road safety as well as to provide funding for such activities.

The organization's global-level activities related to road safety
While the ADB works with global partners the focus of its activities is on the developing countries of the Asia Pacific region. Active collaboration and networking with international organizations and bilateral road agencies such as:-
- European Commission’s Transport Policy Division
- Global Road Safety Partnership
- International Road Safety Academy
- Transport Research Laboratory
- World Health Organization
- World Road Safety Network
- United Nations
- World Bank

The organization's regional and/or country-level road safety activities
Policy/Action Plan Formulation
- Supporting ASEAN countries in developing national action plans on road safety
- Development of a ASEAN Regional Road Safety Action Plan
- Supporting the adoption of an ASEAN Ministerial Declaration on road safety
- Assistance to many countries in the Asia Pacific region to support development of various aspects of road safety

Workshops/Seminars
- 10 national road safety workshops (Brunei, Cambodia, Indonesia, Lao, Malaysia, Myanmar, Philippines, Singapore, Thailand and Viet Nam)
- ASEAN Regional Road Safety Workshop, May 2004
- Other workshops as part of assistance to individual countries
- Participating in various international events promoting road safety activity

Road safety-related publications produced within the last five years.
- On the Road to Development: Road Safety in the PRC. Kim Jraiw, 2004. (on-line article)
- Road Safety Guidelines for the Asian and Pacific Region (translations in Chinese, Bahasa Indonesia and Russian, and also produced in CD-ROM). ADB, 1998

Various study reports on national road safety in many developing countries

ASEAN Regional Road Safety Action Plan (forthcoming)

The organization's greatest strengths in the area of road safety

- Advocacy/Awareness Raising
- Policy development
- Capacity building and skills development
- Knowledge development and research
- Global/regional partnerships
- Technical support and mobilizing donor support
- Training
- Provision of financial resources to implement road safety programs

Areas for potential collaboration with other UN agencies and global road safety partners

- Knowledge development and research
- Partnerships
- Policy development
- Implementation

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Responsibilities: Chair, ADB’s Transport Sector Committee and Transport Network
Member, GRSP Steering Committee
Responsible for transport policy development, quality of project interventions and knowledge management in the transport sector
ASIRT – ASSOCIATION FOR SAFE INTERNATIONAL ROAD TRAVEL

The organization's mission with regard to road safety
ASIRT, the Association for Safe International Road Travel, is a U.S. based non-profit organization that promotes road safety through education and advocacy. ASIRT aims to improve global road safety and reduce deaths and injuries resulting from road crashes by:

- better informing travelers and residents of potential road risks
- assisting in the formation, training and support of road safety NGOs abroad
- facilitating in the exchange of road safety expertise
- engaging government leaders and agencies, corporations and the medical and tourist communities in addressing global road safety

The organization's global -level activities related to road safety

Advocacy

U.S Department of State:
- ASIRT influenced the US State Department to collect annual data of by country statistics of the number of Americans killed abroad in road crashes.
- ASIRT successfully encouraged the US State Department to expand road safety information in Consular Information sheets and public briefings.
- ASIRT encourages U.S. Embassies to assume a role in road safety initiatives in host countries.

U.S. Congress
- ASIRT helped to launch a Congressional Caucus on Global Road Safety on June 16, 2004, to raise awareness about the crisis in global road safety and the findings of the WHO World Report on road traffic injury prevention. ASIRT encourages the expansion of the mandate of US agencies with expertise in road safety and injury treatment to provide greater technical assistance abroad.
- ASIRT is currently involved in the expansion of the Caucus.

Recognition of Advocates
ASIRT annually honors individuals, organizations, NGOs and corporations in the US and abroad who have made significant contributions to global road safety.

Participation in International Road Safety Conferences and Programs
International Traffic and Road Safety Conference, Ankara, Turkey, May 2002
Rotary International Presidential Conference, Nairobi, Kenya, 2003,
Road Safety Briefings at the U.N. (2003, 2004)
The Safe Communities Injury Prevention Model, Kiryat Bialik, Israel, 2003
Turkish Road Safety and Traffic Education Centers, Ankara, Turkey, 2004
7th World conference on Injury Prevention and Safety Promotion, June 6, 2004, Vienna, Austria
**Education**

**Study Abroad Programs**
- ASIRT created a *Global Road Safety Toolbox for the Study Abroad Community*. The handbook is a systematic approach to preparing students for their overseas experience and is being disseminated to study abroad programs throughout the U.S.
- ASIRT participates in Study Abroad seminars and conducts training seminars for the use of the Toolbox.

**Road Travel Reports**
ASIRT publishes and makes available to the traveling public Road Travel Reports on over 100 countries to help tourists and corporate travelers make informed travel choices.

**The organization's regional and/or country-level road safety activities**
ASIRT promotes the founding and training of road safety NGOs and partners with NGOs in other countries in road safety initiatives.

- **Kenya**
  - ASIRT fostered the creation of ASIRT/Kenya
  - Activities include:
    - Road safety and first aid training for matatu drivers.
    - Emergency medical care training for medical professionals
    - Distribution and training in use of child safety restraints
    - Established a partnership with Drive Safe Kenya and Matatu Owners Association

- **Turkey**
  - ASIRT fosters the involvement of Turkish Rotary Clubs and ISHAD (Turkey's Business Life Cooperation Association) in road safety initiatives and provides ongoing technical assistance for these initiatives.
  - Initiatives include
    - establishment of Safe Communities, seat belt campaigns, lobbying for traffic bills, collection and evaluation of data on fatal and non-fatal crashes on specific roads, additional traffic police, signs, lane markers, and lighting.

**U.S. State Department**
With the support of US Embassy, ASIRT has established partnerships for road safety initiatives with Rotary International in Turkey.

ASIRT successfully encouraged U.S. Embassies in Kenya and Turkey to participate in road safety initiatives in host countries

**Government Officials**
ASIRT meets with government officials in Turkey and Kenya to advocate for More effective road safety initiatives
Road safety-related publications produced within the last five years.
  a. A Global Road Safety ToolBox for the Study Abroad Community
  b. Road Travel Reports on 100 countries
  c. TRAVEL SAFE – TRAVEL SMART; Road Safety Tips for International Travelers
  d. Road Safety Survey Assessment Tool
  e. Speak Up for Safety in Chinese
  f. Speak Up for Safety in Spanish
  g. Speak Up for Safety in Russian
  h. Speak Up for Safety in French
  1. Annual ASIRT Newsletter

The organization’s greatest strengths in the area of road safety
  a. Advocacy
  b. Relationship building with governments and private sector
  c. Partnership facilitation
  d. Research and publishing of Road Travel Reports
  e. Education and publicity

Areas for potential collaboration with other UN agencies and global road safety partners
  a. Joint advocacy
  b. Relationship building
  c. NGO development

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Name: Rochelle Sobel
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Agency/Organization: ASIRT
The organization's mission with regard to road safety
The Centers for Disease Control and Prevention (CDC) is recognized as a lead federal health agency for protecting the health and safety of people - at home and abroad, providing credible information to enhance health decisions, and promoting health through strong partnerships. CDC serves as a national focus for developing and applying disease and injury prevention and control, environmental health, and health promotion and education activities designed to improve the health of the people of the United States. CDC's Vision for the 21st Century is *Healthy People in a Healthy World – Through Prevention.*

Because motor vehicle crashes are the leading cause of injury death, road safety is a priority for the CDC's Injury Center. CDC's Injury Center focuses on safe mobility for everyone among its chief aims. Specifically, saving lives and reducing the number and severity of injuries caused by motor vehicle crashes through surveillance, applied research and evidence-based prevention programs are important activities.

Activities undertaken by CDC’s Injury Center, focus primarily on high risk populations and high risk behaviors and exposures.

The organization's global-level activities related to road safety
- CDC served as a co-editor of the *World Report on Road Traffic Injury Prevention (2004)* and contributed to the related planning, writing, and reviewing activities for the report and World Health Day.
- We assisted WHO in developing a 5 year plan for road traffic safety [Peden, M. (Ed). *Proceedings of WHO Meeting to develop a 5-year strategy for road traffic injury prevention*, 2001].
- We co-sponsored an International Conference on Road Safety (together with Harvard University Center for Population and Development Studies) inviting teams from 10 developing nations to assess road injuries and develop country plans for road injury prevention (Nantulya and Sleet, 2003).
- CDC drafted language for the U.S. position paper on road safety and health for the 57th World Health Assembly debate on a UN resolution on road safety and health (passed in April, 2004), as well as contributed to various other U.S. and United Nations resolutions on road safety.
- We have been involved in training visiting international scientists and staff (USAID personnel and their NGO grant applicants, personnel from Central and South America, Southeast Asia and other regions) in injury surveillance, and road traffic safety program development and evaluation. CDC assisted Vietnam in developing survey instruments to assess community injury patterns.
- CDC helped organize the U.S. plan of action for World Health Day on Road Safety and participated in organizing events for the launch in Washington, DC, April 7, 2004. CDC was the US Department of Health and Human Services representative to the official global launch of World Health Day and the World Report in Paris, France, April 7, 2004.
We have provided technical assistance on surveillance of injuries (including road traffic injuries) to Vietnam, Nicaragua, Mozambique, Argentina, Brazil, Colombia, El Salvador, Jamaica, Honduras, Guatemala, Egypt, and other countries.

CDC assisted the Fogarty Center for International Health and US AID/UNICEF in developing funding opportunities for training injury prevention researchers and for injury prevention programs in low and middle income countries.

The organization's regional and/or country-level road safety activities

CDC developed an injury surveillance and injury prevention training course and manual for low and middle income countries and delivered the course with the assistance of PAHO in 3 countries.

CDC Injury Center has developed a research agenda for injury prevention and acute trauma care with a section addressing road traffic injury.

CDC works closely with PAHO in the Region of the Americas to develop and implement injury prevention surveillance and programs, including road safety.

CDC assisted the Government of Mexico to host a Road Safety symposium bringing together road, transport and public health sectors, assisting Mexico with a plan to bring down the toll of pedestrian injuries and increase the use of safety belts [Hijar, MC, E Vazquez-Vela. *Foro Nacional Sobre Accidentes De Transito en Mexico.* 2003. (ISBN 970-93782-0-1)]

We sponsored a workshop (with the Border Health Association and the US/Mexico Border Health Commission) on road traffic issues on the US/Mexico border (2004) and we work closely with the US Mexico BHC on road traffic injury prevention and border health.

Road safety-related publications produced within the last five years.


• Shults RA, Elder RW, Sleet DA, Thompson RS. Primary enforcement seat belt laws are effective even in the face of rising belt use rates. *Accident Analysis and Prevention* 2004;36: 491-3.


**The organization’s greatest strengths in the area of road safety**

The greatest strengths of CDC’s Injury Center in the area of road safety are in applying the public health model, including developing surveillance systems, conducting applied research and disseminating information to promote science based prevention and trauma care system programs. For example, CDC has collaborated with WHO in the development of numerous injury surveillance standards and guidelines and provided surveillance technical assistance to individual countries. To synthesize the available science, CDC and the Task Force on Community Preventive Services have systematically reviewed the literature on community-based interventions to reduce injuries to motor vehicle occupants. A recent review on alcohol-impaired driving interventions found that interventions such as .08 BAC laws, server intervention, sobriety checkpoints, and under certain conditions, mass media campaigns effectively prevent alcohol-impaired driving. Another review found evidence that school-based educational programs decrease riding with alcohol-impaired drivers. Much of the research is sponsored through CDC’s $40 million extramural research program to universities. Results of these and other systematic reviews on the effectiveness of strategies to increase the use of child restraints, seat belts, and reduce alcohol impaired driving can be found at www.thecommunityguide.org. These strategies are being tested in Native American tribes and by health departments in communities to evaluate their effectiveness in reducing road crashes.
Areas for potential collaboration with other UN agencies and global road safety partners
Surveillance system development, data collection, research, community-based prevention programs, policy development, and evaluation.

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Responsibilities: Manages international collaborations for injury prevention research and guides road traffic injury projects

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Responsibilities: Coordinates NCIPC international activities. Manages WHO and related international extramural projects and research on violence and unintentional injury prevention.
The organization's mission with regard to road safety
FEVR is an umbrella organization of some 30 organizations, including RoadPeace, which represent the interests of bereaved and injured road crash victims, advocate for their rights and for a more fitting and serious response to road death and injury by governments and the general public. Such an improved attitude, together with a more appropriate legal response would serve as a deterrent and thus contribute to the reduction of deaths and injuries in road crashes.

Furthermore, an improvement in the post-crash response, including better treatment of the bereaved and injured, better medical care and justice would alleviate the severity of the impact on the lives of road crash victims and improve their ability to cope more successfully in the aftermath of a road crash.

Common to all organizations under FEVR’s umbrella is the passionate desire of those bereaved and injured to see that lessons are learnt from their tragedies, so that they are not repeated, and for this purpose many dedicate their lives to help others avoid their fate.

FEVR’s main stated aims are:

• to offer support and help to road crash victims by providing free emotional, practical and juridical assistance
• to contribute to road safety by highlighting road danger and the causes of crashes in order to influence institutions and authorities in enforcing road safety measures more effectively

The organization's global-level activities related to road safety
Policy

• Provision of free legal advice for road crash victims, for the various European countries, in five languages, via the FEVR and Member organizations' websites
• Collaboration with the UN and WHO through working parties and seminars, and highlighting road danger issues from the victims’ perspective, and the need to consider and include the post crash stage, both short and long-term, in their prevention plans

Advocacy

• Participation in the 5 April 2004 UN seminar on Aggressive driving behaviour in Geneva, with an exhibition and presentation of testimonies from bereaved and injured victims, which stressed the additional impact on them of injustice.
• Presentation of testimonies from victims for the BBC World Service website
• Organization of activities and events by most FEVR member organizations to mark UN Road Safety Week and World Health Day in April 2004 (for example, RoadPeace together with the London School of Hygiene & Tropical Medicine marked World Health Day with a UK launch event of the World Report, and RoadPeace also held a public lecture at City Hall, the seat of London’s Mayor, on the global road casualty scale and the casual response to it).
• Participation in and promotion of World Day of Remembrance for Road Crash Victims on the 3rd Sunday of November – this day has been observed by FEVR member organizations since 1993 and is now widely observed throughout Europe, and beyond, as a day offering recognition of the suffering of road crash victims.

Prevention
• Regular participation in UNECE Road Safety Working Parties, ETSC and other seminars, representing the victims' perspective and experiences

Meetings/conferences
• bi-annual FEVR assemblies, hosted by member organizations in turn, to share experiences, ideas and plans, combined with inter-professional and press conferences – in the past two years - in London, Haarlem, Vienna and Geneva.
• attendance at the UN General Assembly and Stakeholder Forum on 14 and 15 April 2004 and the 7th World Conference on Injury Prevention in June in Vienna

Research
• continuous monitoring of the situation of road crash victims, through case studies, by FEVR's member organizations, and using the information gathered to inform the public and all relevant agencies of the plight and needs of road victims, the causes of crashes and the responses to the above
• sharing of findings with relevant professionals, for example sharing on under-reporting – in Norway and in the UK - at a seminar in London's City Hall on 21 September 2004, with professionals from Norway and the West Indies

The organization's regional and/or country-level road safety activities
• Mutual assistance in the country where the crash has occurred to nationals from other FEVR member countries – this assistance continues, in accordance with the Mutual Assistance Agreement signed by the organizations in October 1996

• Actions on behalf of vulnerable road users /road safety in cities, for one year – agreed at the assembly in June 2002

• Actions in FEVR member countries on various aspects of aggressive driving behaviour, such as speeding, tailgating and red light violation.

Road safety-related publications produced within the last five years.
a.written statement to the Human Rights Commission - 'The Rights of the child',
b.written statement to the Human Rights Commission - ‘People Disabled by road accident’
d.The Missing Chapter (RoadPeace)
e.Towards Justice - response to penalties review (RoadPeace)
f.Justice Campaign Manifesto (RoadPeace)
g.Under-reporting of road traffic casualties in the UK (RoadPeace)
h. A Guide for MPs – How to help your constituents after road death or injury (RoadPeace)
The organization's greatest strengths in the area of road safety

a. Advocacy for road crash victims/championing of their rights
b. Research into and documentation of the experiences of road crash victims
c. Support based on expertise, empathy and understanding
d. Policy development
e. Prevention programmes

Areas for potential collaboration with other UN agencies and global road safety partners

Supporting and helping develop local road victim advocacy organizations in other countries – establishing helplines and producing vital information material, written from the victim perspective and practice in each country – similar to RoadPeace and other victim organizations associated to FEVR

Promoting World Day of Remembrance for Road Crash Victims as an officially recognized day that will eventually be observed in each country of the world and thus raise awareness of the carnage on the world's roads.

Conducting research into the response to road death and injury and deterrent effect – including the investigation after a crash and legal response; research into the needs of and impact on road crash victim, etc.

Promoting prevention based on road danger reduction principles.

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Responsibilities: policies of the organization, parliamentary group direction, parliamentary lobbying, partnership work, etc.; as FEVR delegate at UN meetings present road safety and human rights issues from the perspective of road victims

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Responsibilities: assistance for road crash victims and prevention of death and injuries on Luxemburg’s streets
The organization's mission with regard to road safety
The FIA Foundation objectives are to promote public safety and public health, the protection and preservation of human life and the conservation, protection and improvement of the physical and natural environment. In the area of road safety this is achieved through

- road safety advocacy – reduce the tragic toll of deaths and injuries on the road and raise the global profile of road safety
- promoting research, disseminating the results of research and providing information in any matters of public interest
- Promoting the safety of drivers, passengers, pedestrians and other road users
- Conducting research and educational activities and offering financial support to third party projects through a grants programme

The organization's global -level activities related to road safety

Road Safety Advocacy:
- Lobbying raise global profile of road safety
- Support of World Report on Road Traffic Injury Prevention (WHO/WB)
- Support of WHO Traffic Injury Prevention in Low and Middle Income countries project
- Member of the Global Road Safety Steering Committee
- Observer of the UNECE Working Party on Road Traffic Safety
- Member of the International Road Traffic Accidents Database (IRTAD)
- Member of the Global Road Safety Partnership

Hosting of international road safety conferences:

Support to international road safety conferences:
- International Symposium on Road Safety and Road Safety Education, Peru – May 2004
- African Road Safety Seminar, Namibia – May 2004 (sub-Saharan countries)
- UNECE fourth road safety seminar on aggressive driving behaviour, April 2004
- Launch of EU Road Safety Charter/World Health Day, Dublin – April 2004
- International Road Safety Conference, Verona – October 2003 coinciding with the Informal EU Transport Ministers Meeting

Transfer of best practice in seatbelt campaigns:

Production of seatbelt campaign toolkit: manual providing advice on enforcement, awareness raising and legislation on seatbelt use primarily for countries with low seatbelt use.
The organization's regional and/or country-level road safety activities

The FIA Foundation backs a number of road safety consortia that rate vehicles or roads for their safety performance and design:

- The European New Car Assessment Programme (Euro NCAP)
- The Australian New Car Assessment Programme (ANCAP)
- The European Roads Assessment Programme (EURORAP)
- Child Seat programme (NPACS)

Seatbelt wearing campaigns:

- Pilot project in Costa Rica: Por Amor Use el Cinturón (For love, use your seatbelt), September 2003 – September 2004
  The campaign led to restoration of compulsory seatbelt legislation, increased seatbelt wearing and a drop in fatalities as a result of road traffic accidents.

- Seatbelt wearing campaign in Hungary: April – October 2004 – together with the Hungarian Automobile Club, the Ministry for Transport and the Global Road Safety Partnership. Objective: to bring the seatbelt wearing rates to an EU level.

The FIA Foundation owns three seatbelt convincers which are devices that demonstrate the efficiency of the seatbelt at a low impact crash, which it makes available to entities that wish to hold demonstration events or campaigns. These seatbelt slides have been used in a number of countries:

- Cyprus (seatbelt campaign with the automobile club and the police/army)
- Tunisia (demonstration stand at a motorshow in summer 2003, beneficiary was the Traffic Injuries Prevention Association)
- Dublin (earlier mentioned EU Charter Signing event 2004)
- Hungary (Seatbelt campaign 2004)
- Costa Rica (Seatbelt campaign Por Amor Use el Cinturón)
- by BP/Ford at European stages of the FIA World Rally Championship (2003-2004)

Road safety-related publications produced within the last five years.

a. Seatbelt campaign toolkit manual, May 2004
b. Sharing Responsibility for Safer Roads, April 2003
c. Feasibility of a Systems Approach to Road Traffic Accident Investigation, March 2003
d. e-mobility: towards intelligent transport, October 2002

The organization's greatest strengths in the area of road safety

Road safety advocacy and public policy research
Road safety campaigns and best practice
Areas for potential collaboration with other UN agencies and global road safety partners
Advocacy and policy development
Research
Data collection

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Member of the Global Road Safety Steering Committee

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Responsibilities: Representational role at international forums (UNECE WP1, IRTAD, GRSP, …) and road safety conferences/seminars and road safety meetings/seminars with FIA Foundation members. Also manager road safety campaigns on behalf of the Foundation

Organization website (URL): www.fiafoundation.com
The organization's mission with regard to road safety

GRSP is a global partnership between business, civil society and government dedicated to the sustainable reduction of death and injury on the roads in developing and transition countries.

By creating and strengthening links between partners GRSP aims to increase awareness of road safety as an issue affecting all parts of society. GRSP seeks to establish sustainable partnerships and to deliver road safety interventions through increased resources, better coordination, management, greater innovation, and knowledge sharing both globally and locally.

GRSP creates:

- **Partnerships on the global level:** GRSP brings together international businesses, multi- and bi-lateral development agencies and NGO's to address road safety issues.

- **Partnerships at the local level:** where GRSP brings global members to work with national governments, country NGOs and local businesses to develop and deliver projects within the framework of the national road safety strategy.

- **Sustainability:** GRSP aims for local ownership of road safety problems and their solutions. In some countries local GRSP organizations have been registered as NGOs or Foundations, with the specific purpose of sustaining road safety activity.

- **Sharing knowledge:** - between partners and between countries. Not only technical knowledge and good practice about interventions, but also experiences of building partnerships and institutions which can address the complexity of road safety.

The organization's global-level activities related to road safety

- **Partnership development at a global level:** GRSP’s mission is to bring together (its members) from international businesses, multi- and bi-lateral development agencies and NGOs to address road safety issues and raise awareness.

- **Builds bridges globally:** GRSP as it is constituted aims to build bridges between organizations and sectors with common goals in reducing death and injury on the roads.

- **Sharing knowledge and good practice:** GRSP offers a knowledge base and good practice guidance free of charge. This growing resource is contributed to by GRSP members, practical experience and commissioned research

- GRSP staff worked with WHO and the World Bank on the World report on road traffic injury prevention

- GRSP staff have drafted a 'template' for good practice guides, aimed at implementing the recommendations of the World Report.
GRSP is active in a number of international organizations and road safety fora:
UN-ECE WP1; PIARC road safety committee; TRB International Committee;
Interim governing board of DFID’s Transport Knowledge Partnership

The organization's regional and/or country-level road safety activities
GRSP is developing regional initiatives in S E Asia with ADB and ASEAN, and in Africa with the SSATP.

GRSP currently has ongoing programmes in ten low and middle income countries, with numerous projects in the ten countries. A few examples of country-level activities follow. More information can be found in GRSP Annual Reports and web-site.

- In Bangalore, GRSP has been promoting the development of a city road safety strategy. A draft strategy has been completed with support from the Bangalore Agenda Task Force, the National Institute for Mental Health and Neuro Sciences and the Police. An extensive “don't drink and drive” campaign has been initiated by GRSP. The campaign includes enforcement, monitoring and evaluation.
- In Vietnam GRSP is working with the Asia Injury Prevention Foundation (who produce m/c helmets for adults and children) to deliver a major helmet wearing campaign.
- Thailand GRSP partners have focused on different types of driver training both for professional and private drivers and m/c riders. Distribution of free helmets has been part of the training. Different campaigns have been run to increase helmet wearing and reduce the number or alcohol related road crashes.
- TARC (Thailand Accident Research Centre) has been established at the Asian Institute of Technology, with GRSP and partners’ support. A research programme is under way, focusing initially on ‘on the spot’ crash investigation.
- GRSP Ghana (a registered NGO), in conjunction with TRL (UK) have used a participatory approach to develop a community safety project. Initially this aims to understand the cause and effects of road crashes in the Ashiaman community. This approach involves focus group discussions incorporating participants representing a cross section of the community. In 2004 the focus shifts to coordinating remedial measures in consultation with the community.
- GRSP representatives made several presentations at PIARC World Road Congress which took place in Durban, South Africa in October 2003.
- GRSP partner, the FIA-Foundation, supported the Costa Rican government’s nationwide seatbelt campaign in 2003/4. A major media campaign and enforcement programme has resulted in an increase of belt wearing. Evaluation is currently under way.
- In Brazil GRSP has aimed to strengthen road safety culture in four towns through a “proactive partnership approach” and the introduction and encouragement of partnerships in road safety activities. A comprehensive process recognizing activities and outcomes with an awards system recognizes bus drivers, taxi drivers, school bus drivers, schools and municipalities for reducing crash and injury rates and for implementing a set of agreed road safety measures. Road crash and injury statistics suggest that the approach is bearing fruit.
• In Poland, GRSP is working with WHO and the Polish Red Cross to establish an EMS system.
• In 2004, GRSP Hungary was involved with other national and international organizations to launch a seat belt campaign. This campaign, with supporting enforcement will be evaluated by the end of 2004.
• GRSP and the Interministerial Council for Road Safety in Romania organized a three-day road safety course in 2003; participants included county representatives from the road, vehicle, police, and transport sectors. Draft regional action plans were presented at the end of the course. A post course follow-up revealed that road safety knowledge acquired at the course was being implemented in local initiatives, e.g. safer pedestrian crossings, speed reduction campaigns and public information programmes.

Road safety-related publications produced within the last five years.
GRSP provides advice on knowledge and practical tools to reduce the number of road crashes and produces a number of different publications, reports, focus notes, newsletters and research summaries. Examples are given below. All GRSP publications are freely available as pdf files at www.GRSProadsafety.org

Research summaries:
a. Impaired driving in developing countries. 2004
b. Impact of road crashes on the poor. 2004
c. Road safety management. 2002

Good practice focus notes:
e. First Aid: it saves lives on the road. 2003
f. Motor vehicle insurers and road safety. 2003
g. Estimating Crash Costs. 2003

Policy publications:

Reports on GRSP programme:
i. Moving ahead: emerging lessons. 2001
j. Annual Reports – the most recent published in June 2004.

Articles in journals:


The organization's greatest strengths in the area of road safety

GRSP’s essential strengths are – Partnership and Delivery

- Partnership development to implement road safety projects in focus countries – matching needs to resources
- Project delivery
- Development and delivery of road safety courses
- Knowledge sharing - extracting good practice for different types of road safety policies, analysis and interventions

Areas for potential collaboration with other UN agencies and global road safety partners

All

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The organization's mission with regard to road safety

*Overall mission IRF with respect to road safety.*

Promotion of the concept of the “forgiving road” and safe mobility in general, with active participation in the work of WP.1 and other UN Bodies.

The two IRF Offices (Geneva with a branch in Brussels and Washington D.C) benefit from large experience of its members all over the world to promote safe roads, namely through efficient road planning, construction as well as maintenance operations to upgrade their quality, safety and technical requirements for the implementation of recognised measures tending for the use of quality materials, high performing road safety equipment, road signing and markings.

The organization's global -level activities related to road safety

*Current and recently completed (within the last two years) activities IRF has at the global level that relate specifically to road safety.*

- Data collection: IRF World statistics – a yearly publication
- Advocacy: Production and dissemination of the IRF Brochure “Safe Mobility” in 2003
- Research: Preparation of Technical Specifications and Standards for road safety Equipment

The organization's regional and/or country-level road safety activities

*IRF activities at the regional and country-level that relate specifically to road safety.*

- European Union level: Signature by IRF Geneva of the EU Road safety Charter
- World wide: Set of training and education programmes (Washington D.C Office)
- Regional Conferences, training courses and Seminars – e.g. Egypt, Brazil, South East Europe, Silk Road, etc.
- Periodic World Road Congresses.

Road safety-related publications produced within the last five years.

1. World Road Statistics (yearly)
2. Safe Mobility
3. Heavy Vehicle safety brochure
4. World Highways

The organization's greatest strengths in the area of road safety

- Data collection,
- Research,
- Support services, training and fellowship programme
- Policy development,
- Advocacy.
Areas for potential collaboration with other UN agencies and global road safety partners

All.

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The organization's mission with regard to road safety
IRU seeks to reduce the frequency and severity of road accidents involving buses, coaches, trucks and taxis by:

- promoting the systematic integration of road safety practices in the everyday activity of transport enterprises;
- promoting, accrediting and providing high-level training to road transport operators and their staff;
- contributing proactively to the preparation of international instruments and legislation aimed at improving the road safety of commercial vehicles;
- contributing proactively to the production of safer commercial vehicles through constant dialogue with the manufacturers;
- contributing to a better understanding by other road users of the physical constraints affecting large and heavy vehicles.

The organization's global-level activities related to road safety

Training and education
- establishment and operation of the IRU Academy, providing internationally recognized competence-based training standards for accredited training institutes in relation to access to the profession of road transport operator, soon also the safety officer for dangerous goods transport and driver vocational training.
- creation and publication of a Road Safety Management Programme for use by transport operators.
- Production of Road Safety Checklists for Coach and Truck Drivers.
- Production of road safety leaflets to advise motorists and two-wheeled motorized vehicle riders of the behaviour to adopt on the road in the presence of large and heavy vehicles.

Promotion of road safety
- Creation and implementation of an IRU Road Safety Charter signed by all IRU Member Associations in April 2004 and committing the IRU and its Members to specific measures to promote road safety affecting commercial vehicles.
- Creation, in annex to the above, of an IRU Road Safety Charter for Transport Operators for IRU Member Associations to have signed by their road transport operator members, committing them to specific measures to promote road safety in their everyday activity.

Promotion of road safety worldwide
- Participation in the activities of World Health Day devoted to Road Safety, to the WHO World Report and to the Stakeholders’ Conference in connection with the UN General Assembly debate.
- Participation in the activities of the Global Road Safety Partnership (GRSP) implementing road safety projects in less-developed Focus Countries and providing a road safety database.

The organization's regional and/or country-level road safety activities

Regional Activities
The IRU has formal or informal links with various governmental regional bodies which means that certain of its activities are undertaken within the regional framework of the bodies in question.

Its relations with the European Union have been the framework for the joint financing of the following activities:
- Road Safety Management Programme (See above)
- Leaflets aimed at motorists and riders of motorized two-wheeled vehicles (See above)
- European Truck Accident Causation study. This two-year study, begun in April 2004, aims to identify, in detail, the causes of more than 600 accidents involving trucks in seven European Union countries.

The IRU committed itself to the European Road Safety Charter launched by the European Union in April 2004 as a major component of the EU Road Safety Action Programme, aimed at obtaining a 50% reduction in road accident deaths by 2010.

The IRU participates regularly in the work of the Working Party on Road Traffic Safety of the UN Economic Commission for Europe and made a particularly dynamic contribution to its recent work in relation to tunnel safety and to Road Safety Week 2004.

The IRU is also in regular contact with the European Conference of Ministers of Transport and has notably taken the floor at regional meetings devoted to road safety.

National activities:
- At national level, the IRU relies on its network of over 170 National Associations in almost 70 countries to apply its road safety policies and implement its road safety instruments at national level. Their commitment to do so was given concrete expression in their approval and signature of the IRU Road Safety Charter, referred to above.
- Additionally, the IRU National Associations have their own road safety programmes which the IRU monitors and brings to the attention of all its Associations for emulation and which its Road Safety Commission examines with a view to their internationalisation as IRU projects.

Road safety-related publications produced within the last five years:
- IRU Charter for Sustainable Development
- Driving towards Sustainable Development
- IRU Guide to Sustainable Development
- Reports on Best Industry Practice (2)
- Industry as a Partner for Sustainable Development: 10 years after Rio
- Road Safety Management Manual
- The Truck Driver’s Checklist
- The Coach Driver’s Checklist
- Sharing the Road with Lorries and Buses (for car drivers)
- Sharing the Road with Lorries and Buses (for riders of two-wheeled motorised vehicles
- IRU Road Safety Charter
- IRU Road Safety Charter for Transport Operators
The organization's greatest strengths in the area of road safety
Network of national associations representing the road transport industry and able to implement at the national level the policies in favour of road safety decided democratically at the international level by the competent IRU bodies.

Areas for potential collaboration with other UN agencies and global road safety partners
Policy development, also advocacy, prevention programmes, research, data collection, support services

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The organization's mission with regard to road safety
To reduce death, injury, and associated costs due to motor vehicle crashes.

To reduce the national rate of impaired driving related traffic fatalities to .53 per 100 million vehicle miles travelled by 2005.

To increase national safety belt use to 80-85 percent by 2005.

The organization's global-level activities related to road safety

(a) The National Highway Traffic Safety Administration participates in two Working Parties under the United Nations Economic Commission for Europe (UNECE): Working Party on Road Traffic Safety (WP.1) and the World Forum for Harmonization of Vehicle Regulations (WP.29). WP.1 is currently collecting information from member states on specific traffic safety practices, while WP.29 is working towards developing globally harmonized technical regulations for vehicles.


NHTSA's National Center for Statistics and Analysis (NCSA) has contributed on behalf of the agency to the OECD/International Road Traffic Accident Data (IRTAD) Committee. NHTSA through NCSA participates in this effort in recognition of the importance of access to international comparisons of road safety. To assess national developments in the area of traffic safety more accurately, it is necessary to view the data collected by countries in an international context. IRTAD works to harmonize traffic safety data from various countries, compile the data, analyze trends, make comparisons, projections, etc. Through the work of IRTAD, OECD annually publishes a compilation of traffic safety data of OECD countries every year.

(c) The Traffic Injury Control Office has also entered into a cooperative agreement with the World Health Organization (WHO) to support the development of the World Report on Road Traffic Injury Prevention; develop a web-based resource on research and programs related to bicycle and motorcycle helmet safety and use; and support the implementation of the April 14 UN resolution through a newsletter and other web-based resources.

(d) The Traffic Injury Control Office is working with the Japanese National Police Agency (NPA) under a Cooperation Arrangement signed in September of 1999. Activity to date has consisted of joint meetings to share technical and program information and an internship program. Annual meetings were conducted over the past three years for the purpose of sharing information between the U.S. Department of Transportation (U.S. DOT) and the National...
Police Agency on topics concerning emergency services and traffic safety. Recent discussions have focused on programs to increase safety belt use and efforts to decrease alcohol-impaired driving.

U.S. and Japanese technical staff have completed a number of analyses contrasting the nature of these impaired driving and safety belt use problems in the two Nations, and comparing strategies for addressing these issues. Specific program information has been exchanged in areas where a strategy employed in one Nation appears promising in the other. Areas for potential future collaboration include the development of vehicle-based technologies to detect driver impairment.

Also under this agreement, The US DOT and the NPA established an internship program. Under this program, five professional personnel from the NPA have served details with agencies of the DOT. Each year, the NPA assigns an intern to spend approximately 6 weeks in each of the NHTSA, FHWA and the FTA. The NPA pays all expenses related to the internship. The DOT provides a desk and office equipment for the intern and offers oversight and opportunities for the intern to learn about DOT programs and share information concerning NPA programs.

(e) Jordan Ministry of Health - At the request of the US Department of Health and Human Services, on June 3, 2004, NHTSA Administrator Jeff Runge and EMS Division Chief Drew Dawson met with his Excellency, Minister of Health, Said Darwazah of Jordan, to provide an overview of Emergency Medical Services (EMS) in the United States and to identify potential areas of technical assistance for Jordan's EMS system. Subsequently, Minister Darwazah has requested NHTSA to begin video conferences with Jordan Minister of Health personnel to delineate areas of expertise that could be available to The Hashemite Kingdom of Jordan. NHTSA's EMS Division is working with the DHHS Office of Global Health to initiate these videoconferences.

(f) Egypt - In cooperation with the US Department of Health and Human Services, NHTSA met with Dr. Hasham Allam, EMS Director for Egypt, during his June visit to the United States. Dr. Hasham attending the National Association of State EMS Directors meetings and the Emergency Medical Services for Children grantee meeting. NHTSA and DHHS personnel also accompanied Dr. Hasham Allam to Baltimore for a tour of the Maryland Institute for Emergency Medical Services and the Shock/Trauma Center. NHTSA EMS Division is assisting with the DHHS with identification of personnel with specialized expertise in EMS education and EMS education program accreditation.

(g) NHTSA participates in the activities of the Automotive Standards Council under the auspices of the North American Free Trade Agreement and the Road Safety Experts Group of the Transportation Working Group under Asia-Pacific Economic Cooperation.

(h) The National Highway Traffic Safety Administration has also contributed support to conferences such as the World Conference on Injury Prevention and Control recently held in Vienna, Austria.
The organization's regional and/or country-level road safety activities

(a) Impaired Driving
Over the next three to five years, through its headquarters and regional offices, NHTSA plans to focus its efforts on the three impaired driving priority strategies – high visibility enforcement, support for prosecutors and DWI courts, and alcohol screening and brief intervention. Efforts will also be made to reach the populations at greatest risk, based on age, race, ethnicity and/or geography. Program emphasis areas will include:

- **Continue National Crackdown:** NHTSA will continue to implement a national media campaign that emphasizes *You Drink & Drive. You Lose.* and enforcement of impaired driving laws during a Crackdown period. NHTSA’s evaluation of public perceptions relating to the July 2003 Crackdown showed that public awareness of the campaign increased (especially in SES States, in other States that used paid advertising and among 18-34 year olds), but the public was not as aware of an increase in enforcement. Accordingly, we will work actively with States, law enforcement associations and other partners to increase participation in the Crackdown, and we will strongly encourage participating law enforcement agencies to employ frequent, highly visible, well-publicized enforcement strategies. We will encourage States to use remaining Section 163 and 410 funds as well as Section 402 funds and other Federal funds that may be available.

- **Sustained Impaired Driving Enforcement:** NHTSA will work with States to sustain their impaired driving enforcement efforts throughout the year, similar to the efforts that have been undertaken in the Mid-Atlantic States under *Checkpoint Strikeforce*. States will be encouraged to conduct efforts that are frequent, highly visible, well publicized and well coordinated for maximum impact. Publicity will focus on holidays and events year-round and a variety of enforcement-related messages.

- **Support Prosecutors and DWI Courts:** NHTSA will encourage States to create Traffic Safety Resource Prosecutor positions, develop mentoring programs and provide training and other technical assistance to prosecutors. NHTSA will also encourage judges to adopt DWI/Drug Court strategies to reduce recidivism among repeat and high BAC DWI offenders, support court monitoring and provide education and technical assistance to judges.

- **Promote Alcohol Screening and Brief Intervention:** NHTSA will work with medical and health care professionals and associations to promote adoption of alcohol screening and brief intervention as a routine practice in emergency departments, trauma centers, primary care facilities, colleges and places of employment.

(b) Occupant Protection
Over the next three to five years, NHSTA plans to focus efforts on the two most promising strategies, high visibility enforcement and primary laws, while continuing to explore effective public education approaches for specific demographic groups. These efforts are based on the recommendations from NHTSA’s Integrated Project Team (IPT) Safety Belt Report and the Report to Congress (May 2002). Program emphasis areas will include:
• **Continue National Mobilization:** NHTSA will continue to implement a national media campaign that emphasizes *Click It or Ticket* and enforcement of occupant restraint laws. NHTSA will also encourage States to maintain intense enforcement efforts during the May Mobilization period.

• **Promote Integrated Belt Enforcement:** NHTSA will work with States to adopt continuous enforcement of safety belt laws. This will include Mobilization periods and also extend to year round (24/7) enforcement. Coinciding with the enforcement will be sustained reinforcing messaging to reach the general population, as well as variations of the messaging to reach high-risk and underserved populations.

• **Support Primary Law Upgrades:** NHTSA will support State legislative initiatives by compiling evidence of the effectiveness of primary laws and public support of these laws. NHTSA has provided such resources to States in the form of model testimony, economic benefit fact sheets, “making the case” booklets, and other related material. The agency will also explore the potential of new materials addressing specific objections to these upgrades, such as concerns about individual freedom and differential enforcement.

• **Identify and Implement Strategies to Reach High-Risk Populations:** NHTSA will intensify efforts with high-risk groups, including teens, rural populations, minorities/diverse communities, and pickup truck occupants. Strategies will include tailored messaging and evidence-based demonstration grant programs. NHTSA will also develop strategies to reach part-time or situational belt users. States will also be encouraged to join in partnerships with NHTSA to conduct demonstration and other programs to increase occupant restraint use.

• **Child Occupant Restraint Use:** NHTSA will expand the occupant protection for children program to cover all children from 0-15 years of age in all seating positions. NHTSA will work with States to conduct Occupant Protection for Children assessments and work to increase the use of booster seats for children ages 4-8.

(c) NHTSA works in collaboration with the International Association of Chiefs of Police (IACP) on traffic law enforcement issues. Science suggests that highly visible enforcement positively impacts motor vehicle crashes. Therefore, NHTSA partners with the law enforcement community, through IACP, on two annual highly visible enforcement mobilizations focusing on impaired driving and occupant protection (see above). NHTSA also works with IACP on enforcement technology issues, officer safety, traffic records, and drugged driving issues.

(d) NHTSA also works with the motorcycle community (advocates, manufacturers, and rider groups) to improve motorcycle safety and reduce the increasing number of fatalities nationwide. In 2000, NHTSA, in collaboration with many organizations, developed the *National Agenda for Motorcycle Safety*, a comprehensive, strategic vision for the future. The agenda attempts to answer the question, “What are the most important issues in improving motorcycle safety?” In 2003, NHTSA published its Motorcycle Safety Plan, which provides an inventory of ongoing agency activities, along with plans for future work.
(e) NHTSA works in close collaboration with the National Association of State Emergency Medical Services Directors (NASEMSD) and the National Association of Emergency Medical Services Physicians (NAEMSP), other national EMS organizations and federal partners involved in any way in EMS to continually improve emergency medical services throughout the country. NHTSA recognizes that a comprehensive emergency medical services system is essential to provide prompt, quality care to automobile crash victims, to other injured patients and persons experiencing medical emergencies and to respond to disasters and terrorist events. NHTSA has been responsible for creating national standards for EMS education, operations and system development. NHTSA supported creation of a consensus-based national EMS strategic plan, the *EMS Agenda for the Future*. NHTSA serves as a lead Federal agency to ensure continual advancement for the performance of all EMS systems by providing national leadership and guidance.

Road safety-related publications produced within the last five years.

(a) Fatality Analysis Reporting System (FARS) Annual Reports and annual Traffic Safety Facts in following areas: Alcohol, Children, Large Trucks, Occupant Protection, Pedalcyclists, Pedestrians, School Transportation Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data, Young Drivers, Older Drivers

(b) Economic Impact of Motor Vehicle Crashes (2000)

(c) Alcohol & Highway Safety: A Review of the State of Knowledge

(d) State of Knowledge of Drug-Impaired Driving

(e) Drugs and Human Performance Fact Sheets

(f) Anti-histamines and Driving Related Behavior

(g) Strategic Plan for Reducing Impaired Driving (IPT)

(h) Strategic Plan for Increasing Occupant Protection (IPT)

(i) Traffic Safety in the New Millennium: Strategies for Law Enforcement

(j) National Agenda for Motorcycle Safety

(k) Emergency Medical Services Education Agenda for the Future: A Systems Approach

(l) National EMS Research Agenda

(m) Trauma System Agenda for the Future

(n) Misuse of Child Restraints

(o) May 2003 Click It or Ticket Safety belt Mobilization

(p) Evaluation of Rear Window Defrosting and Defogging Systems

(q) Evaluation of FMVSS 214 Side Impact Protection for Light Trucks: Crush Resistance Requirements for Side Doors

(r) Vehicle Weight, Fatality Risk and Crash Compatibility of Model Year 1991-99 Passenger Cars and Light Trucks

(s) NCAP Test Improvements with Pretensioners and Load Limiters

(t) Evaluation of Child Safety Seat Registration

(u) Preliminary Report: The Incidence Rate of Odometer Fraud

(v) The Effectiveness of Head Restraints in Light Trucks

(w) The Effectiveness of Retroreflective Tape on Heavy Trailers

(x) Fatality Reduction by Safety Belts for Front-Seat Occupants of Cars and Light Trucks: Updated and Expanded Estimates Based on 1986-99 FARS Data

(y) Evaluation of FMVSS 214 - Side Impact Protection: Dynamic Performance Requirement; Phase 1: Correlation of TTI (d) with Fatality Risk in Actual Side Impact Collisions of Model Year 1981-1993 Passenger Cars
The organization's greatest strengths in the area of road safety


Comprehensive approach to reducing traffic-related crashes by focusing on the vehicle, human and the environment and examining pre-crash, crash, and post-crash factors to develop approaches for improving traffic and vehicle safety. NHTSA bases its work on scientific, data-driven solutions.

Program Development – Research and program experience leading to the development of effective strategies for affecting highway safety behaviors, such as high-visibility law enforcement.

Leadership – Establishing national programs such as National safety belt use campaign (Click It or Ticket) and the National impaired driving campaign (You Drink & Drive. You Lose.)

Regulatory Analysis and evaluation

Areas for potential collaboration with other UN agencies and global road safety partners

Exchange of research, evaluations, and experience with behavioral programs to increase safety belt use, decrease impaired driving, improve the effectiveness of EMS response.

Data collection, analysis and dissemination; regulatory analysis and injury costs.

Exchange information with other safety-minded organizations and interested parties to identify and/or develop best vehicle safety standards and regulations.

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The organization's mission with regard to road safety

The European Conference of Ministers of Transport (ECMT) is an inter-governmental organization established by a Protocol signed in Brussels on 17 October 1953. It comprises the Ministers of Transport of 43 full Member countries: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, FYR Macedonia, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Netherlands, Norway, Poland, Portugal, Romania, Russia, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and the United Kingdom. There are seven Associate member countries (Australia, Canada, Japan, Korea, Mexico, New Zealand and the United States) and one Observer country (Morocco).

The ECMT is a forum in which Ministers responsible for transport, and more specifically the inland transport sector, can co-operate on policy. Within this forum, Ministers can openly discuss current problems and agree upon joint approaches aimed at improving the utilization and at ensuring the rational development of European transport systems of international importance.

At present, ECMT has a dual role. On one hand it helps to create an integrated transport system throughout the enlarged Europe that is economically efficient and meets environmental and safety standards. In order to achieve this, it is important for ECMT to help build a bridge between the European Union and the rest of the European continent at a political level.

On the other hand, ECMT’s mission is also to develop reflections on long-term trends in the transport sector and to study the implications for the sector of increased globalisation. The activities in this regard have recently been reinforced by the establishment of a new Joint OECD/ECMT Transport Research Centre.

The Joint OECD/ECMT Transport Research Centre was set up, from 1 January 2004, following decisions by the OECD Council and the ECMT Council of Ministers. The Centre has 50 OECD and ECMT member countries. The mandate of the Centre is as follows:

“The Centre shall promote economic development and contribute to structural improvements of OECD and ECMT economies, through co-operative transport research programmes addressing all modes of inland transport and their intermodal linkages in a wider economic, social, environmental and institutional context.”

OECD and ECMT Ministers of Transport, at their meeting in May 2004, approved the Joint Transport Research Centre’s Strategic Directions and Programme of Work. Road safety is one of the five key strategic orientations of the Centre. In the field of road safety, the mission of the Centre is to undertake research activities and identify improvements in current safety policy in OECD and ECMT countries and thereby to contribute to a reduction in the burden caused by road crashes. The Programme of Work includes several important road safety activities, involving a considerable number of OECD and ECMT member countries.

The ECMT and OECD also recognise the importance of outreach activities and encourage outreach to non-member countries. The outreach activities undertaken by the Joint Centre aim to transfer knowledge and experience to less developed and developing countries. Outreach activities are undertaken by member countries assuming a leadership role as well as financial and
organisational responsibility. The Secretariat also works co-operatively with other organisations to disseminate the findings and conclusions of the JTRC research work on a world-wide basis.

The organization's global-level activities related to road safety
The Joint Transport Research Centre supports member countries giving high priority to improved road safety performance and a reduction in fatalities and injuries. The Centre contributes to these outcomes through research activities focused on the key road safety issues of concern to member countries and through communication programmes to increase the level of knowledge and commitment to improved road safety.

Road safety research
The Centre undertakes road safety research activities focused on OECD/ECMT countries. The current road safety research activities include the following research Working Group projects:

- **Speed Management**, chaired by Jim White (Transport Canada), with participation of experts from 17 OECD and ECMT countries. Final report to be published in 2006.
- **Young Drivers Risks and Effective Counter-measures**, chaired by Divera Twisk (SWOV, Netherlands), with participation experts from 17 OECD and ECMT countries. Final report to be published in 2006
- **Achieving Ambitious Road Safety Targets.** Will start shortly. Final report in 2006.


Road safety statistics
The International Road Traffic and Accident Database (IRTAD) is an international association which in the past fifteen years has played an important part in bringing about international co-operation in road safety research and performance comparisons across American, European, and Asia-Pacific regions. IRTAD currently has 48 national, international and additional member institutes, encompassing a wide range of government administrations, transport research institutes and private organisations with a direct interest in road safety. IRTAD membership is open to all countries. The Joint OECD/ECMT Transport Research Committee oversees IRTAD activities and the IRTAD database is maintained by BASt as host. For more detail on IRTAD, see: [http://irtad.bast.de/](http://irtad.bast.de/)

Road safety policies
ECMT has over many years contributed to the effort to reduce accidents by publishing comparative data, by sharing good practice between governments and by agreeing forward looking recommendations that can serve as a good basis for progress in all countries. The summary of relevant ECMT recommendations is a kind of check list [CEMT/CM(2002)16], which if properly implemented, would bring large reductions in accidents. The addition to this checklist of the recommendations on rural roads covers an important and often neglected area.

The organization's regional and/or country-level road safety activities
The road safety research activities of the Centre identify policy-oriented recommendations appropriate to a wide range of OECD and ECMT countries. As there are considerable differences in the level of economic development and road safety performance of OECD and ECMT member countries, the research work also addresses the specific needs of those member countries with lower levels of economic development and road safety performance.
The ECMT also conducts regional and country specific activities. In particular, ECMT conducted in 2003 a peer review of the road safety performance in Lithuania. Since 2002, ECMT is involved in a monitoring process of a general objective of minus 50 % killed or seriously injured people in road accidents in all its Member countries for the period 2002-2012. Debate at Ministerial level should occur at mid-term (2006).

Road safety-related publications produced within the last five years.
The major road safety-related publications produced over the last five years are:

1. Road safety publications of the OECD/RTR Programme (which merged in 2004 with the ECMT Economic Research Activities, to constitute the Joint OECD/ECMT Transport Research Centre.)

2. ECMT publications on road safety
   1. Road Safety Performance - National Peer Review: Lithuania, ECMT 2004
   2. Safe and Sustainable Transport: A matter of quality assurance, ECMT 2003
   4. Safety in Road Traffic for Vulnerable Users, ECMT 2000
   5. Communication in Road Safety, ECMT 1999

The organization’s greatest strengths in the area of road safety

Research
- Road safety expertise, drawing on networks of experts nominated by OECD and ECMT countries.
- Co-operative international research leading to policy-oriented recommendations for road safety improvement
- Communication via well regarded report series setting out comparative performance assessments, best practices and possible improvements
- Ability to transfer knowledge and experience to countries with lower levels of road safety performance
- Research programmes approved by a governing Committee (the Joint Transport Research Committee) comprising representatives from the 50 OECD and ECMT countries, ensuring that activities undertaken by the programme respond to the research needs of these countries.

Statistics
- The International road Traffic and Accident Database (IRTAD) data is recognized worldwide
- IRTAD data are used by researchers worldwide for international comparisons
- IRTAD collection and quality controls are useful at national level to improve countries collection of reliable road safety data.

Policy
- A policy action framework can be developed at the international level
- The objectives can be ambitious and prospective approaches are provided to the countries.
Areas for potential collaboration with other UN agencies and global road safety partners

The Joint Transport Research Centre is most interested in collaborating with the WHO and other UN agencies and global road safety partners in ways which allow the knowledge and experience of OECD and ECMT countries to be transferred and used selectively as appropriate to improve road safety on a global basis.

The ECMT Working Group on Road Safety would be most interested to join its efforts with WHO on peer review on road safety policies on particular countries (Russia next on the list). ECMT is also developing strong relationships with WP1 in UNECE. ECMT was in the 80's/90's one of the most frequent providers of amendments to the international conventions on road traffic, signs and signals (1968 Vienna Conventions).

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IRTAD database
The organization's mission with regard to road safety
To work as a coordinating body for the different sectors and agencies in Oman to develop a multi-sectoral approach to Road Safety and Preventive community based program on reduction of road traffic injuries and deaths. The Ministry's approach:

- Develop a multi-sectoral working team
- Preventive programs
- A data base on RTC

The organization's global-level activities related to road safety
1. Instrumental in developing global awareness on importance of road safety.
2. Worked with the UN to bring about 3 Resolutions on Road Safety.
3. Developing regional integration and awareness programs.
4. Work with WHO to implement the UN Resolution on Road Safety.
5. Involved the dedication of 2004 WHD as the year for Road Safety by WHO:

The organization's regional and/or country-level road safety activities
Regional
- Organising Regional Conference in 2005
- Possibility of holding of the 2nd Stakeholders meeting in 2005
- Develop a common GCC strategy on Road Safety.

Country level
1. To work on decreasing the number of RTC and mortality.
2. Community based preventive programs at municipal level.
3. Developing a political will consensus.

Road safety-related publications produced within the last five years.
- Weekly articles in the media.
- Coordinating the data from different agencies.
- Trauma registry.

The organization's greatest strengths in the area of road safety
- Develop political will locally, regionally and globally.
- Develop policies and advocacy.
- Support services
- Development of data collection.

Areas for potential collaboration with other UN agencies and global road safety partners
- Development of political will
- Data collection (trauma registry)
- Preventive programs
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The organization's mission with regard to road safety
The Road Safety Committee of the World Road Association (PIARC) is working since many years on accident prevention in the fields of
- Road Safety Engineering,
- Road Safety Politics and
- Road Users Behavior
The issues are set by the executive committee out of the heads of Road Administrations of about 110 national governments. The defined topics are being worked out in the 4 years period between two World Road Congresses.

Important issues of the last periods have been:
- The development of Road Safety Audits to eliminate design faults
- The evaluation of Road Safety measures and programs
- The development of a hypotheses for the development of Road Safety Politics and its proof for different countries
- Road design standards related to safety and User behavior analysis or shorter: Human Factors in Road Design
- The PIARC Road Safety Manual

The organization's global-level activities related to road safety
The issues of the recent session are:

3.1.1 Cost-effective road-safety investments (Network Safety Management)
- Compare the methods for diagnosing the nature of safety problems and selecting countermeasures
- Analyze the methodologies used in priority ranking sites and proposed improvement projects
- Evaluate the methods of implemented safety improvement projects

3.1.2 Improvement of road design concepts in relation to road safety
- Investigate improvements to geometric road design policies
- Identify road system wide safety improvements
- Review the practice of road safety investigations on existing roads

3.1.3 Intelligent vehicles and infrastructure technologies to improve road safety
- Identify concepts and assess their appropriateness
- Analyze status and plans for implementation of intelligent technology systems on roads and in cars

3.1.4 – Take into consideration human behavior
- Determine status of worldwide activities regarding human factors and users behavior analysis
- Investigate relationship to roadway design and operations
- Identification of gaps and research needs
- Investigate relationship to roadway design and operations
The organization's regional and/or country-level road safety activities

We will develop a special Road Safety manual for the African Countries and have a close relationship to the improvement of Road safety conditions in developing countries and countries in transition.

Road safety-related publications produced within the last five years.

a. Booklet : Keep death off your road (PIARC + GRSP)
   Articles in Routes and Roads
b. Road Safety and/or the Environment (1998)
c. The development of Road Safety Policy – the German example (2002)
d. The evaluation of Road Safety measures
e. The Road safety Audit
f. The Road Safety Manual (December 2004)

The organization's greatest strengths in the area of road safety

a) To collect the knowledge in the member countries about accident prevention mainly on the field of road safety engineering and to spread it round the world
b) To detect lack of knowledge and to initiate research
c) To develop manuals and guidelines for the daily use in member countries road administrations, especially for developing countries and countries in transition.
d) To rise public awareness

Areas for potential collaboration with other UN agencies and global road safety partners

We are open for all possibilities of collaboration and are most interested in the field of:

3.1.4 The knowledge of road user’s physical (physiological and psychological) abilities and limitations is most important to adapt the road infrastructure to the human nature. We are looking for collaboration with human scientists.

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For Issue 3.1.2

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For Issue 3.1.3

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The organization's mission with regard to road safety
The mission of the global road safety program at The Task Force for Child Survival and Development (The Task Force) is to help raise awareness and bring people together to address the global road safety crisis, particularly in developing countries. This includes advocacy, facilitating collaboration—especially with the major institutional players—and organizing an inclusive stakeholders forum. Although we are committed to global road safety for all, we are also interested in the safety of the world’s children. Attention to children has been an important component of The Task Force since its founding in 1984.

The organization's global-level activities related to road safety
The Task Force for Child Survival and Development has focused on mobilizing global advocacy efforts for road safety. Much of this work has been done in our role as the convener and Secretariat of the Global Road Safety Steering Committee; other road safety projects have been done collaboratively with a variety of partners. The following highlights our efforts in these two broad areas.

Global Road Safety Steering Committee Work
We brought together key UN agencies with several NGOs to form the Global Road Safety Steering Committee with the mission of bringing road traffic injuries to the attention of the United Nations. The Task Force serves as the secretariat for this Steering Committee whose members include: ASIRT, the Bone and Joint Decade, the FIA Foundation for the Automobile and Society, the Global Road Safety Partnership, the Sultanate of Oman, UN DESA, UNICEF, UNDP, the World Bank, WHO, and the Task Force for Child Survival and Development.

Working closely with Ambassador Al-Hinai, Permanent Representative from Oman, we produced a number of meetings including two technical briefings for ambassadors and country representatives at the UN (May 29, 2003 and March 24, 2004), a General Assembly session (April 14, 2004) focused solely on global road safety and a stakeholders forum also at the United Nations (April 15, 2004). As part of these efforts, we have helped to draft and pass three UN resolutions—putting global road safety on the UN agenda.

We have produced a report on the UN activities that also summarizes the UN General Assembly meeting, the Stakeholders Forum, the UN and WHA resolutions, the technical briefings, The World Report on Road Traffic Injury Prevention, and highlights from World Health Day. This report should be a valuable document for policy and advocacy work.

The Global Road Safety Steering Committee has asked The Task Force to continue to lead its global advocacy efforts and produce a second stakeholders forum session in late 2005 or early 2006. We will continue as GRS Steering Committee Secretariat.
Collaboration and sharing lessons learned are critical elements of effective advocacy. For this reason we have developed a website for global road safety, www.globalroadsafety.org. This website outlines the problem of global road traffic injuries and deaths and features information about the Global Road Safety Steering Committee and their efforts to bring this problem to the United Nations. It includes links to the webcasts of the UN events mentioned above; field stories outlining initiatives in different countries, companies and organizations; and examples of successful collaboration among countries. This website also features an interactive discussion forum as well as recent publications, background information and documents, UN and WHA resolutions, and links to organizations involved in global road safety.

Other Global Road Safety Initiatives of The Task Force

We are often called upon to make presentations on global road safety to different audiences to help raise awareness and build political will.

1. We have presented on this issue to BJD audiences in Asia, Latin America, United States and Europe.
2. We worked with Michael Reich on the steering committee he assembled to help in developing and facilitating a meeting on Road Traffic Injuries and Health Equity in Developing Countries held in Cambridge, helped to co-author some of the papers that came out of this meeting, and arranged for a special volume of the international journal of Injury Control and Safety Promotion to be devoted to papers from the meeting.
3. In 2002, at the request of Etienne Krug, we made a presentation at a joint UNICEF/WHO meeting in Stockholm on behalf of WHO to put injury control on the global agenda for children.
4. We presented on the Global Road Crisis at PAHO on World Health Day, April 7, 2004.

Since collaboration is a critical component for success in road safety and the players required are often not familiar with collaborating across boundaries, we want to pay particular attention to the capacity to collaborate across sectors and organizations. With this in mind, we are working to enhance our capacity to do advocacy work by working with Tony Bliss at the World Bank to develop a road safety system assessment tool to help define country capacity to address global road safety locally. This is a comprehensive approach to determine existing capacity and competencies and a mechanism to develop a country strategy to increase capacity and to identify key action steps to address road safety.

UNICEF has asked The Task Force to support their efforts in child survival by working with them on children’s road safety and injury prevention. These issues have traditionally not been part of the “child survival package.” We are also planning to work with Ambassador Pete Peterson of The Alliance for Safe Children (TASC) on this effort.

We are working closely with the Institute of Medicine and the National Academy of Sciences/Transportation Research Board to develop a proposal for a study on the Global Road Safety Crisis. This study would complement the World Report on Road Traffic Injury Prevention by focusing on what is necessary to implement the recommendations of the World Report in low- and middle-income countries. The report will consider engineering,
behavioral, epidemiologic, economic, medical, legal, financial and political obstacles to improving the safety of road users. It will be important for the group that does this work to be representative of the developing countries with the heaviest road injury burden. The report will also address ways that developed nations can help address this looming crisis. We hope that the study will look at how the US agencies with expertise in this area (CDC, NHTSA, NIH, and USAID) can engage in the effort to stem this impending crisis.

The organization's regional and/or country-level road safety activities
We are interested in helping to build regional and national capacity through collaboration and the facilitation of multisectoral collaboration. The first step is the development of a road safety system framework. We are not providing specific technical engineering assistance or implementing specific interventions within a country. We have been working with Dr. Wahid Al-Kharusi in Oman to help think about and design a series of meetings that would help to build advocacy support for this effort. We will be participating in a national meeting on road safety in Oman and a meeting on the national trauma system in early October 2004. We are helping to think about a possible regional meeting in Oman in late 2005 or early 2006.

We are working with ASIRT to build and strengthen a Global Road Safety Congressional Caucus in the United States Congress.

Road safety-related publications produced within the last five years.
c. Articles in international *Journal of Injury Control and Safety Promotion*—a regular column on Global Road Traffic Safety
d. Contributions to Michael Reich's special issue of *Injury Control and Safety Promotion* edited by Vinand Nantulya and David Sleet

The organization's greatest strengths in the area of road safety
**Advocacy**— We have talent and experience in generating enthusiasm and energy for the road safety and mobilizing support for action. We are experienced at leading collaborative strategic thinking sessions and mapping that thinking into discrete outcomes; formulating business plans and good communications plans; and assisting with resource development. We have skills in putting together the kinds of logic models, issue trees and business plans that are necessary for developing resources for this work. We can contribute to resource mobilization by forging consensus and organizing a united voice.

**Facilitating Collaboration**—The Task Force has a history and years of experience helping to forge consensus, build coalitions and leverage scarce resources to make more than the sum of the parts. We have developed expertise in bringing people together, eliciting different partners' strengths, making a complementary and coherent whole and building a collective community.
**Project management**—We have proven our ability to create and manage project plans, and coordinate activities across multiple players and sectors to produce a shared deliverable.

**Meeting design and forum development**—The Task Force has expertise in designing and producing collaborative meetings. We can provide strategic thinking for meeting and symposia planning and can help facilitate collaborative planning sessions.

**Knowledge Sharing**—The Task Force has experience in cultivating knowledge sharing and remote collaboration through distributed communities, including design of knowledge repositories and web-based conversation spaces.

**Areas for potential collaboration with other UN agencies and global road safety partners**
- Producing the Second Stakeholders Forum meeting
- Organizing a Global Road Safety Forum
- Focusing on children and road safety
- Global advocacy
- Strategic thinking at a global level—helping to facilitate the strategic thinking process so we can get an updated global plan that would bring multiple agencies together
- Facilitation

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The organization's mission with regard to road safety
The main objectives of the Institute of Transport Economics (TOI) are to carry out applied research on issues related to transport and to promote the application of research results by advising authorities, the transport industry and the public at large. Its sphere of activity includes most current issues in road, rail, sea, and air transport, among which road safety.

Within road safety, the Institute aims at carrying out research and research related studies that can contribute to the reduction of road crashes, deaths and injuries. This also includes road safety handbooks aimed at road safety professionals and practitioners. The ensuing road safety activities target Norway, Europe and developing countries.

The organization's global-level activities related to road safety
- Evaluation of the Global Road Safety Partnership (GRSP)
- Preparation of a version in English of the so-called TOI Road Safety Handbook. The English version "The Handbook of Road Safety Measures" of more than 1000 pages has just been published by Elsevier Science
- Preparation of the road safety chapter of the new Handbook of Transportation Engineering to be published by McGraw-Hill

The organization's regional and/or country-level road safety activities
The list below comprises only 2004 projects. They are, however, largely typical of projects in 2003 and earlier years:

- The Global Road Safety Partnership (GRSP) evaluation also comprises evaluation of national GRSP activities in ten countries in Europe, Latin America, Africa and Asia
- Evaluation of road safety organisation at the regional in Norway
- Road safety effects of increased use of studded tyres in Norway (research project)
- Driver ability to perceive risk in road traffic (research project)
- Evaluation of new curriculum for driving schools in Norway
- Development of European road safety performance indicators (EU research projects)
- Bicycle accidents and injury frequencies in Norway (research projects)
- Analysis of moped and light motor cycles accidents in Norway (data collection)
- Optimal frequencies for brake inspection of heavy vehicles in Norway (research project)
- Perceptions of public transport drivers and passengers towards driving with an alcolock, the impact on the relation between drivers and passengers, the impact on drinking, driving and drunk-driving habits of the drivers, as well as the practical consequences for the drivers and passengers (EU research project)
- Pilot study of application of alcolocks on 12 buses in Norway (research project)

All the above are current projects started in 2004.

Road safety-related publications produced within the last five years.
This list would be very long. Reference is made to the Institute's website www.toi.no
The organization's greatest strengths in the area of road safety
Road safety research, policy development, planning and programming, data collection, evaluation and preparation of handbooks

Areas for potential collaboration with other UN agencies and global road safety partners
Road safety research, policy development, planning and programming, data collection, evaluation and preparation of handbooks

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Responsibilities: Road safety project manager
The organization's mission with regard to road safety
Our mandate is to reduce fatalities, injuries and property damage associated with use of motor vehicles. On the one hand, we regulate the safety of new vehicles, tires and child restraints sold in Canada, while on the other, we work with a variety of partners (e.g. provinces/territories, police, health community, universities) to promote the safety of road users, including drivers, passengers, cyclists and pedestrians through education and enforcement. We also regulate those motor carriers which operate inter-provincially or internationally.

The organization's global-level activities related to road safety
We participate in the following international fora

- UNECE WP29 World Forum on Global Harmonization of Regulations. We are leading a couple of groups working on the development of global technical regulations and participating on 3 other groups.
- OECD/ECMT Road Transport Research Committee to share information on research and program effectiveness. Recent projects that we led include The Availability of Hospitalised Road User Data in OECD Member Countries (completed). Recent projects that we have participated on include Keeping Children Safe in Traffic, Speed Management (ongoing) and Young Drivers (ongoing), IRTAD
- We participate in the World Roads Federation to advance knowledge of the construction and maintenance of safe roads.

The organization's regional and/or country-level road safety activities
We are providing leadership for Canada’s national road safety program called Road Safety Vision 2010, the objective of which is to have the safest roads in the world by 2010. Through the Canadian Council of Motor Transport Administrators, we work with the provinces and territories to identify high collision risk areas using collision data, conduct research on the reasons for these risks, develop programs to address them, evaluate these programs, and transfer knowledge regarding what works and what doesn’t. In order to have the safest roads in the world, we estimate that we need to reduce fatalities and serious injuries by 30% by 2010. To achieve this reduction, we are working on a number of sub-targets including increasing seat belt use to 95%, reducing fatalities and serious injuries caused by impaired driving by 40%, reducing fatalities and injuries in rural areas by 40%, etc. We are developing strategies based on engineering (e.g., improved occupant protection), education (e.g., clinics on how to use child restraints) and enforcement (e.g. Selective Traffic Enforcement Programs on seat belt use) to address these sub-targets. We conduct crash tests, measure driver behaviour in instrumented vehicles or in simulators, carry out surveys of driver behaviour and their perceptions and attitudes, and evaluate the effectiveness of road safety programs. We also have a network of university based collision investigation teams that provide data on the causes of collisions and injuries.

Road safety-related publications produced within the last five years.
a. Road Safety Vision 2010 Annual Report
b. Alcohol Crash Problem in Canada 2002
c. The Impact of Cognitive Distraction on Driver Visual Behaviour and Vehicle Control  
e. Results of Transport Canada's July 2001 Survey of Seat Belt Use in Canada  
f. Road Safety in Canada - An Overview  
g. Vulnerable Road User Safety: A Global Concern  
h. Evaluation of the Effectiveness of Air Bags and Seat Belts  
i. Synthesis of Safety for Traffic Operations

The organization's greatest strengths in the area of road safety  
A major strength is the multidisciplinary approach that we take to improving road safety. We look at the vehicle, the road and the road users to better understand the causes of collisions and casualties. In addition, we examine engineering, educational and enforcement approaches to safety in order to determine which measure is most cost-effective. We have a multidisciplinary research program including mechanical and civil engineers, economists, statisticians, psychologists, and ergonomists. Our national database of all collisions permits epidemiological research as well as evaluations of interventions.

Areas for potential collaboration with other UN agencies and global road safety partners  
We would be most interested in collaborating on road user behaviour research, methodologies for evaluating interventions, and on the sharing of best practices for improving road safety.

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The organization’s mission with regard to road safety

The ECA aims to provide policy assistance towards the development of an efficient, safe, affordable and well-managed regional transport system that would facilitate regional integration in Africa. Accordingly, the ECA plays a key role in the implementation of the 2002 Plan of Action of the Conference of African Ministers of Transport and Communication. In this regard, the ECA’s mandate on road safety and security is to:

a) Organise seminars on African Road Safety initiatives;
b) Collect and disseminate data on safety and security issues related to all modes of transport and communication and infrastructure and service development; and
c) Provide assistance to member States and RECs to improve safety and security in infrastructure and services development including the establishment of national/regional road safety coordinating bodies.

The organization’s global -level activities related to road safety

a) Member of the Global Road Safety Partnership
b) The ECA contributed in preparing the Report of the Secretary-General on Global Road Safety Crisis as well as the UN resolution on the subject.
c) Preparation of project documents on road safety for the Regional Economic Communities (e.g. COMESA, SADC).

The organization’s regional and/or country-level road safety activities

a) Integrated policy formulation
b) Preparing action plans for road safety and setting up the institutional frameworks for managing road safety.
c) Developing pedestrian safety strategies
d) Organization of African Road Safety Congresses

e) Incorporation of road safety into the Sub-Saharan Africa Transport Policy Programme (SSATP), which is a joint initiative between the ECA and the World Bank.
f) Organization of training workshops on road safety.

Road safety-related publications produced within the last five years.


The organization’s greatest strengths in the area of road safety

Implementing the recommendations of the African Road Safety Initiative through:

a) Developing integrated transport policies and engaging decision makers on implementation of these policies through organization/participation in seminars/workshops/conferences;
b) Setting up frameworks for managing road safety development in member States.
c) Drawing Strategies and Action plans for road safety development;
d) Periodic reviews of the road safety situation in Africa
e) Participating in conferences

**Areas for potential collaboration with other UN agencies and global road safety partners**
Developing the policy framework, drawing action plans and rendering assistance in developing institutional capacity

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The organization's mission with regard to road safety

The UNECE pursues the objective of road safety through the elaboration and, whenever necessary, updating of internationally agreed safety rules and regulations on the various components of road traffic, to be implemented by its Member States and all other interested States worldwide with a view to ensuring a high level of road traffic safety in their countries. A large number of such rules and regulations are developed in international legally binding Agreements and Conventions. Others are developed as recommendations, resolutions and other documents of recommendatory or informative character. In addition, the UNECE also carries out advocacy activities, including the organization every four years of road safety campaigns, known as Road Safety Weeks, aimed at safer road users' behavior. Furthermore, it collects and disseminates information and statistics on road accidents and their causes as well as on the national measures to prevent them. Finally, the UNECE organizes on a regular basis meetings of governmental bodies specialized in the various areas of road safety, including the Working Party on Road Traffic Safety (WP.1), in which governmental experts, in cooperation with experts from relevant NGO's, carry out the above activities.

The organization's global-level activities related to road safety

(1) Development of international legally binding rules and regulations for all components of road traffic to ensure a high level of road safety

The UNECE has developed and keeps up to date a large number of international legally binding rules and regulations on all components of road traffic, namely the road, the vehicle, road traffic management and the user. Developed into international Agreements and Conventions, they aim to prevent the risk of road accidents and to minimize the consequences of those that happen. These legal instruments are developed in conformity with the UN legal procedures and their Depositary is the UN Secretary-General. Most of these Agreements are Conventions are open for accession to all UN Member States. Some are actually global or can be considered as such. Those that are or can be considered as global are the following:

- The 1968 Vienna Conventions on Road Traffic and on Road Signs and Signals, ratified respectively by 61 and 52 States around the world, are the technical and legal basis for the national Highway Code in these countries and also in many others throughout the world. They are currently being amended to prohibit the use of mobile phones while driving, enhance cyclist safety, improve safety in tunnels, ensure better driving permit issuing and control, and set new road signs.

- The 1998 Agreement on Global Technical Regulations for Vehicles, ratified so far by 22 States from across the world, including Australia, Canada, China, EU, Japan and US, provides the legal framework for the development of GTRs that set up all active and passive safety aspects of all kinds of motor vehicles and other wheeled vehicles. The first 2 GTRs are being finalized and work on 14 others is under way.

- The 1958 Agreement on Vehicle Regulations, ratified so far by 42 States, including the EU but also Australia, Japan, New Zealand, and South Africa, is the framework within which about 120 vehicle regulations have so far been developed. These regulations set up the active and passive safety requirements and emissions requirements for the construction of vehicles.
Existing regulations are regularly updated and new regulations elaborated. Recent safety improvements include brighter and wider vehicle lights as well as cornering lamps for enhanced visibility, Adaptive Cruise Control to keep distance with the preceding vehicle, speed limiters, stronger coach superstructure and improved anchorages for child restraint systems.

(2) Development of Resolutions and Recommendations to Governments

The UNECE also develops international road safety rules and regulations of recommendatory nature. They address issues that are not so crucial to be made mandatory or issues on which there is no consensus among Governments about their mandatory nature. They include the:

- **Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2)**, which cover alcohol, speed, education and training, but also target groups such as pedestrians, persons with restricted mobility, cyclists and children. They are currently being restructured and updated in order to transform them into a catalog of best road safety practices applicable worldwide. To this end, questionnaires are being sent to all countries to have a better knowledge of their policies regarding e.g. seatbelts, child restraints and motorcycle and moped safety.

- **UN Recommendations on the Transport of Dangerous Goods**, providing for the safe carriage of such goods by all transport modes, including road transport, worldwide.

(3) Regular meetings of intergovernmental bodies on road safety and related issues

The UNECE organizes regular meetings of its intergovernmental bodies dealing with road safety and related issues. The main task of these bodies is the development and, when required, updating of the Agreements and Conventions, recommendations and resolutions under their responsibility. Decisions are mostly taken by consensus. While full membership of these bodies is limited to UNECE Member States, participation in meetings is open to all UN Member States in a consultative capacity. Some of these bodies have opened membership to States Parties to legal instruments administered by those bodies. Working under the overall guidance of the UNECE Inland Transport Committee, the UNECE bodies dealing with road safety and related issues include:

- **The Working Party on Road Traffic Safety (WP.1)**, which administers and develops the above-mentioned 1968 Vienna Conventions and other legal instruments as well as the Consolidated Resolutions also mentioned above, and organizes Road Safety Weeks. WP.1 is currently considering widening its membership to the States Parties to the Vienna Conventions.

- **The World Forum for Harmonization of Vehicle Regulations (WP.29)**, which administers the above-mentioned 1958 and 1998 Agreements on regulations for the construction of vehicles, and the 1997 Agreement on technical inspections. States that are Parties to any of these Agreements can participate as full members of WP.29. Six specialized subsidiary bodies prepare the decisions of WP.29.

- **The ECOSOC Committee of Experts on the Transport of Dangerous Goods**, which is a global body to which the UNECE provides the secretariat.
(4) Support to UN Member States

The UNECE supports UN Member States in implementing international road safety related Conventions and Agreements or in assessing the implications of acceding thereto, through:

- Advisory Services to individual countries on request
- Participation in regional workshops organized by other UN Regional Commissions

(5) Seminars, Round Tables, Workshops and other informal meetings on road safety

The UNECE has recently organized:

- A Seminar on Aggressive Driving, which was held on 5 April 2004 at the occasion of the UNECE Fourth road Safety Week with participation of countries outside the UNECE. The Seminar was organized in cooperation with the WHO.
- A Round Table on Intelligent Transport Systems, focusing on vehicle safety, which was held in February 2004 with the participation also of non-UNECE countries.

The organization's regional and/or country-level road safety activities

All activities described above as a reply to Question 2 are also applicable here, since, although global or having a global scope or being open to countries worldwide, they have a strong participation and impact at regional level in the UNECE region and particularly in Europe. In addition to those activities, the UNECE has also undertaken the following activities, targeting the regional level only:

(1) Development of legally binding road safety rules and regulations for all components of road traffic

- The 1971 European Agreements supplementing the Vienna Conventions on Road Traffic and on Road Signs and Signals respectively, which have been ratified by 28 and 27 European States, and which set up stricter road safety provisions than the Conventions. These Agreements are currently being amended in order to abate the maximum admissible level of alcohol in the blood from 0.8 g/l to 0.5 g/l.
- The Protocol on Road Markings, signed by 22 European States, which is also being updated to improve road safety.
- The 1997 Agreement on Periodical Technical Inspections of Vehicles in use, which establishes the technical conditions for such inspections and aims at maintaining an acceptable level of vehicle safety during the whole life of the vehicle. In the framework of this Agreement, a new Rule is being developed, covering vehicle roadworthiness, including brakes, steering, visibility, lighting, tyres and suspension.
- The European Agreement on Main International Traffic Arteries (AGR), ratified by 33 European States, which is being currently updated to improve safety in road planning, construction and management, including in road tunnels.
- The European Agreement on the International Carriage of Dangerous Goods by Road (ADR), which sets up the uniform conditions for a safe carriage of such goods. Although designated as European, the ADR is open to all UN Member States.
The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), which has been ratified by 42 European States and which regulates the driving and rest periods of commercial drivers in international road transport. This Agreement is currently also being amended in order to introduce a digital tachograph on vehicles in order to better check those periods, thereby reducing the risk of serious road accidents.

(2) Advocacy

The UNECE organizes every four years road safety campaigns, called Road Safety Weeks, which are the framework for simultaneous national road safety campaigns with a common theme and a common slogan. From 5 to 11 April 2004 took place the Fourth Road Safety Week with the theme “Aggressive Driving” and the slogan “Respect is safety”. For this event, the UNECE elaborated and disseminated Newsletters, Posters, a Brochure, Post Cards and Mark-pages. It also organized a road safety exhibition in the Palais des Nations.

(3) Statistics

The UNECE collects and disseminates annually the publication *Statistics of Road Traffic Accidents in Europe and North America*, which contains data on accidents and victims as well as to main causes of those accidents, including accidents happened under the influence of alcohol.

(4) Regular meetings of intergovernmental bodies on road safety and related issues

These include all those listed above in reply to Question 2 and also the following:

- The Working Party on Road Transport (S.C.1), which administers the above-mentioned AGR and the AETR Agreements.
- The Working party on the Transport of Dangerous Goods (WP.15), which administers the above-mentioned ADR.
- The Working Party on Transport Statistics (WP.6), which collects and disseminates transport statistics, including the above-mentioned publication on road traffic accident statistics.

Road safety-related publications produced within the last five years.

The main UNECE road safety related publications include the international Agreements and Conventions administered by the relevant intergovernmental bodies and described above. The texts of these legal instruments and many other road safety official and non-official documents can be found in the web site of the Transport Division of the UNECE secretariat at the following address: [http://www.unece.org/trans](http://www.unece.org/trans)

Some specific related documents include the following:

(a) Amendment to the 1968 Vienna Conventions on Road Traffic and on Road Signs and Signals as well as the European Agreements supplementing them. *(documents TRANS/WP.1/2003/1 to 5/Rev.4) – 2004 – [http://www.unece.org/trans/roadsafe/wp12004.html](http://www.unece.org/trans/roadsafe/wp12004.html)*

The organization's greatest strengths in the area of road safety

The UNECE is a pioneering and leading international organization in road safety. It has since its creation in 1947 endeavored to promote road safety and made it a major priority of its work. To this end, it created a well oiled machinery of intergovernmental bodies dealing with road safety issues, the outcome of which is a set of international legally binding Agreements and Conventions that provide Governments with a technical and legal framework for the development of their road safety regulations. Accordingly, the UNECE greatest strengths are the following:

- Elaboration, administration and, when appropriate, updating of international legally binding instruments that establish harmonized regulations and norms ensuring a high level of road safety.

- Elaboration of guidelines and recommendations on road accident risk factors.

- Advocacy in particular in countries of Eastern Europe and Central Asia

- Advice to Governments on definition and implementation of sound road safety policies.

- Collection and dissemination of information and data on national road safety measures as well as on road accidents and their causes

Areas for potential collaboration with other UN agencies and global road safety partners

- Development of guiding documents
- Joint organization of seminars
- Road safety policy development
- Joint advocacy
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Responsibilities: All transport activities mandated by the UNECE intergovernmental bodies, including road safety.

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Responsibilities: Secretary of Working Parties WP.1, SC.1 and the Group on safety of road tunnels.

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Responsibilities: Assistant Secretary of Working Parties WP.1, SC.1 and the Group on safety of road tunnels.
The overall objective of CEPAL is to contribute to the socioeconomic development of Latin América and the Caribbean and promote links between member countries and between these and the outside world. Activities in the field of road safety should be seen in this general context. Road accidents retard socioeconomic development as well as having evident serious consequences with respect to human suffering. They might be considered as disasters, the evaluation of which CEPAL is involved (initially just natural ones, although the scope has since been expanded to embrace man-made ones). The focus of work relating to road safety has, to date, been on the estimation of the cost externalities of different transport modes.

The organization's global-level activities related to road safety
Nothing has been carried out at the global level specifically on road safety. Very little has been done at this level which encompasses road safety.

The organization's regional and/or country-level road safety activities
- Research into accident costs of trucks (lorries), especially in northern Chile, responding to a specific request for technical assistance.
- Research, involving prior data collection, into the effects of different systems of bus driver compensation and working hours on accident rates, using Santiago, Chile, as a case study.

Road safety-related publications produced within the last five years.
- b. ¿Cómo, la remuneración de los choferes de la locomoción colectiva en Santiago de Chile, afecta el desempeño del sistema de buses?

The organization's greatest strengths in the area of road safety
- A network of contacts in the field of urban transport throughout Latin América.
- Conference facilities.
- A still existent, although declining. Professional capability in the analysis of transport problems.

Areas for potential collaboration with other UN agencies and global road safety partners
- Firstly, an overall study on the costs and causes of traffic accidents in Latin America, to be conducted at the macro and at the micro level.
- The preparation of an Action Plan.
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Responsibilities: Undertaking of study of accident implications of institutional aspects of bus transport in Santiago, Chile

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Responsibilities: Undertaking of studies of external costs in interurban passenger transport, transport component of disaster evaluation
The organization's mission with regard to road safety
Excerpt from ESCAP's expected accomplishment EA1: "More effective policies and programmes by Governments, civil society and the private sector to enhance: (a) transport logistics and public-private partnerships in transport; and (b) the social and environmental aspects of transport and tourism."

Road Safety Mandates:
- New Delhi Ministerial Conference, New Delhi 1996
- 1st session of the Committee on Managing Globalization, 2003
- 60th session of the Economic and Social Commission for Asia and the Pacific, 2004: “the economic, social, environmental and safety aspects of transport"
- Ministerial Conference on Infrastructure, Seoul 2001
  - 1c) “Deem it essential that the economic, social, environmental and safety impacts of transport on society be evaluated in a comprehensive manner ...”
- GA Resolution A/58/289

The organization's regional and/or country-level road safety activities
UNESCAP is a founding member of GRSP.

The organization's regional and/or country-level road safety activities
Research and Policy:
- “Road Safety”, Vol. 72 of the Transport and Communications Bulletin for Asia and the Pacific (in preparation, to be published by the end of 2004)

Data collection, verification and analysis:
- APRAD: Asia-Pacific Road Accident Database (CD and online version, with manual)
- National APRAD focal point system in place in Asia and the Pacific
- Expert Group Meeting

Current capacity building, technical cooperation projects
- Implementation of the APRAD in BIMST-EC countries and Nepal and development of a computerized national road accident database as a pilot project
- Strengthening national capacities of officials responsible for the provision of accident for the APRAD in Lao PDR (together with ADB)
- GTZ project (completed) that led to a number of publications, see 4.

Creation of regional networks:
- In 2004, ESCAP initiated the independent network of Asian Transport and Logistics Education and Research Institutes (ANTLER). Education and research institutes in this network collaborate on a number of transport-related issues including road safety
Partnerships:
- MOU-based partnership with ADB
- ESCAP is a founding member of GRSP.
- ESCAP facilitated meetings, workshops and projects in the region, e.g., with ADB, PIARC, IRF, and IRU.

Road safety-related publications produced within the last five years.
  a) Asia-Pacific Bulletin on Road Safety (to appear by the end of 2004)
  d) Asia-Pacific Road Accident Statistics and Road Safety Inventory, 1997
  e) Road Safety in Asia and the Pacific, 1997. [ST/ESCAP/1796]
  f) Review of Road Safety in Asia and the Pacific, 1995

The organization's greatest strengths in the area of road safety
According to UNESCAP's technical cooperation strategy:
  i. Projects should exploit the comparative advantages of UNESCAP:
      - regional mandate and geographic coverage
      - regional intergovernmental position
      - convening authority and wide-reaching networks
      - multidisciplinary staff
  ii. Projects should also emphasize strengthening UNESCAPs core functions namely:
      - policy advocacy and dialogue
      - knowledge networking
      - training and advisory services
  iii. Projects should concentrate on building national capacities in 5 key areas:
      - to negotiate effectively in multilateral and regional forums
      - to implement commitments resulting from global and regional conferences
      - to formulate and implement effective policies, as well as regulatory and legal frameworks
      - to build and manage partnerships with all sectors of civil society
      - to monitor progress in achieving goals & targets adopted at global & regional conferences

Areas for potential collaboration with other UN agencies and global road safety partners
UNESCAP’s technical cooperation strategy emphasizes the importance of a partner approach for all its technical cooperation activities, in order to allow UNESCAP to capitalize the most from its limited resources. Therefore, collaboration is sought for all types of activities that fall under the categories mentioned under point 5.
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Responsibilities: Overall responsibility for the completion of the Secretariat's work programme as it relates to transport and tourism, including road safety issues; Supervision of Section Chiefs;

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Email: moon.unescap@un.org
Responsibilities: Supervision of transport policy related work including all road safety-related activities of the division.
The organization's mission with regard to road safety
UN-ESCWA is planning to prepare a comprehensive study on the status of road accidents in the region. The study aims to assess the situation of road safety in member countries, hold discussions with concerned parties and comes upon with relevant recommendations. Upon the completion of the study and the response of member countries to its recommendations, further actions and follow-up activities will be undertaken.

The organization's global-level activities related to road safety
ESCWA is acting as the coordinator for the project entitled “Capacity Building in Developing Interregional Transport Linkages”. This project is a global-level activity that is carried out jointly by all five UN regional economic commissions. The main objective of the project is to establish interregional transport land and land-sea linkages among the continents of the world where harmonization of technical standards and specifications will be achieved. This will have a major bearing on the safety aspect along the linkages since the specifications will cater for high uniform safety standards.

The organization's regional and/or country-level road safety activities

The Agreement on International Roads in the Arab Mashreq adopted by ESCWA on 10 May 2001, is the first UN agreement to be negotiated under the auspices of ESCWA. This agreement is regarded as a major instrument that would enhance road connectivity between the countries of the region, on the one hand, and between them and countries of the world on the other. It covers more than 31,000 Kilometers of roads in the ESCWA region. A special road numbering and sign were designated as agreed upon in the Agreement.

The entry into force of the Agreement on 19 October 2003, has positive implications on the region and at the country level since it calls for higher technical specification and safety standards that will contribute to increasing safety on roads within this Agreement. In addition, ESCWA has participated in the national traffic study conducted in Lebanon, which was carried out by Swe Road.

Road safety-related publications produced within the last five years.
The Agreement on International Roads in the Arab Mashreq/official institutional publications: UN Treaty.

The organization's greatest strengths in the area of road safety
- Research and Data collection on road safety (to be initiated)
- Policy development.

Areas for potential collaboration with other UN agencies and global road safety partners
- Policy development.
- Research.
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Responsibilities: Director of Globalization and Regional Integration Division, in this capacity she is the overall supervisor for all Transport activities, which include traffic safety.

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Responsibilities: Coordinator of the Joint UN Project on capacity building in developing interregional transport linkages, responsible for the Agreement on International Roads in the Arab Mashreq and supervisor of the study on road traffic safety.

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Responsibilities: Responsible for preparing road safety study in ESCWA region and action taken for implementation.
The organization's mission with regard to road safety
UNICEF does not have a specific mandate or mission on road safety. However, UNICEF has a mission to be the advocate for the cause of children and to do everything in its power to protect children from unnecessary deaths and harassment of all sort. As the global community has made significant progress in reduction of mortality due to infectious and parasitic diseases among children, we are now beginning to see other important causes of deaths in children under 18 years.

The organization's global-level activities related to road safety
UNICEF has been involved in global level advocacy for road safety. In particular, we have participated in the debate at the UN on this topic.

The organization's regional and/or country-level road safety activities
UNICEF country offices in Viet Nam, Bangladesh, China and Thailand (and the list is growing) have assisted the host governments to conduct studies into the causes of death among children. From these studies, we have come to realise that accidents and injuries are major causes of death, even among children under-five years of age.

UNICEF has also participated in few regional meetings in Asia and Australia on Road Safety/Safe Communities. Two of such meetings were held in Bangladesh and Bangkok in February and April respectively, of this year. In the latter meeting, we were represented by UNICEF Deputy Executive Director and a number of country Representatives.

Road safety-related publications produced within the last five years.
- Report of study from Viet Nam
- Report of study from Bangladesh
- Report of study from China
- Report of study from Thailand (to be available very soon)

The organization's greatest strengths in the area of road safety
Ability to conduct country programme based on evidence and to advocate for important issues that affect the lives of children.

Areas for potential collaboration with other UN agencies and global road safety partners
Data collection and advocacy

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Responsibilities: Managing the UNICEF country office
The organization's mission with regard to road safety
The World Bank promotes the improvement of road safety outcomes in low and middle-income countries as an global development priority. Its mission is to assist countries accelerate their implementation of the World Report on Road Traffic Injury Prevention recommendations, with an emphasis on building their capacity to invest in road safety and mobilizing global partnerships in support of this, to achieve measurable results.

The organization's global-level activities related to road safety

Advocacy
- Membership of the Global Road Safety Steering Committee, responsible for coordinating the UN General Assembly global road safety event and ongoing global advocacy.
- Participation in international conferences and events to promote global road safety initiatives.

Strategy and Policy
- Production of the World Report on Road Traffic Injury Prevention, in collaboration with the World Health Organization and many other partners.
- Collaboration with Member States and UN agencies for the adoption of Resolutions in the UN General Assembly.
- Conduct of strategic studies at a country level to identify road safety priorities.
- Promotion of initiatives to generate funding and resources for country initiatives.

Programs and projects
- Participation in country road safety programs and projects.
- Preparation of good practice guides to support program and project initiatives.

Research and Development
- Participation in the Road Traffic Injury Network, under the auspices of the Global Forum for Health Research.
- Participation in and support of specific road safety research projects.

Coordination
- Participation in global road safety coordination initiatives directed by the World Health Organization.
- Participation in the Global Road Safety Partnership.

The organization's regional and/or country-level road safety activities
The World Bank is involved in road safety activities at a regional and country level and these are too numerous to detail.

A specific example of regional engagement is the Pan American Health Organization (PAHO) declaration for Safer Roads in the Americas, signed on World Health Day 2004 by PAHO, the US
Department of Transportation, the US Department of Health and Human Services and the World Bank. Another example of regional engagement is the development of a multisectoral guidelines for road safety projects in Sub-Saharan Africa.

Examples of road safety projects being developed or implemented at a country level can be found throughout World Bank regions. Of specific interest is a stand-alone road safety project being developed in Vietnam (details are provided in Annex 1 of Transport Note No. TN-1, referred to in the following section 4).

Road safety-related publications produced within the last five years.


The organization's greatest strengths in the area of road safety

a. Supporting the development of road safety strategies and policies and related program and project investment at a country level.
b. Providing leadership in the promotion of road safety as a global development priority and the mobilization of related resources.
c. Undertaking economic analyses.

Areas for potential collaboration with other UN agencies and global road safety partners

a. Mobilizing technical assistance and funding support.
b. Development of guiding documents.
c. Joint advocacy
d. Country programmes.

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Responsibilities: Direction and coordination of public health sector focus on road safety strategy and policy and provision of cross-support in African regions.
The organization's mission with regard to road safety
I am the Inter-Agency Fleet Management Systems Information Coordinator, originally from GTZ in Germany, now seconded to the Fleet Forum and hosted by WFP in Rome.
I am neither a spokesperson for WFP, nor for GTZ, and have no access to the Requested details.

I don’t belong to any organisation at all.
The mission of both agencies however is known.

Areas for potential collaboration with other UN agencies and global road safety partners
In all areas with bilateral as well as inter-agency aspects.
All training and career development activities, preventive measures.
Best practices, appropriate (local) technologies, alternative options.

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Responsibilities: 
The organization's mission with regard to road safety

WHO aims to integrate road safety into public health programmes around the world in order to reduce the unacceptably high levels of road traffic injuries. A public health approach is used, combining epidemiology, prevention, and advocacy. Special emphasis is given to low- and middle-income countries. WHO's objectives for road safety are:

- To incorporate road traffic injury prevention and control into public health agendas around the world
- To build capacity at a national and local level to monitor the magnitude, severity and burden of road traffic injuries
- To promote action oriented strategies and advocate for prevention and control of road traffic injuries

The organization's global-level activities related to road safety

Policy
- Production and dissemination of the *World Report on Road Traffic Injury Prevention*, in collaboration with the World Bank and many other partners.
- Collaboration with Member States and UN agencies for the adoption of Resolutions in the World Health Assembly and UN General Assembly

Epidemiology
- Development of documents to assist countries to collect data e.g. *Guidelines for conducting surveys on injuries and violence* (implementation in countries to begin in 2005) and *Injury surveillance guidelines* (currently being implemented in a number of countries).
- Development of documents describing the global data e.g. *Injury Chartbook* and *Injury: A leading cause of the global burden of disease*

Prevention
- Production of *Essential trauma care guidelines*
- Development of a global on-line database of road safety legislation
- Collaboratively involved in the production of practical manuals on how to implement the recommendations of the *World Report on Road Traffic Injury Prevention*
- Assessing capacity in countries to conduct injury related prevention through the Ministries of Health
- Developing a *Road safety manual for public health professionals.*
- Development of a training package for schools of public health

Advocacy
- Organisation of World Health Day 2004 on "Road Safety is no Accident".
- Publication of posters and factsheets
- Supporting the development of international cooperative efforts
The organization's regional and/or country-level road safety activities

1. Supporting member states in putting road safety on their public health agenda.
   - WHO supports several member states in advocacy for road safety efforts
   - Development of a practical manual on how to identify a lead agency in road safety.
   - Development of national action plans on road safety.

2. Implementing specific actions to prevent road traffic crashes
   - WHO supports the implementation of road safety programmes in Ethiopia, Mexico, Poland, Cambodia and VietNam
   - Supporting the development of national capacity

Road safety-related publications produced within the last five years.


The organization's greatest strengths in the area of road safety

a. Production of normative documents on data collection, prevention, trauma care, disability.
b. Technical support in countries.
c. Policy development.
d. Training.

Areas for potential collaboration with other UN agencies and global road safety partners

Development of guiding documents
Joint advocacy
Country programmes

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Responsibilities: Coordination of all WHO's road safety work

Name: Dr Melec Khayesi
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Responsibilities: Implementation of WHO's 5 year road traffic injury prevention strategy in five countries.

Name: Dr Tami Toroyan
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Responsibilities: International road safety initiative

A list of focal points in each of WHO's regional offices can be found at http://www.who.int/violence_injury_prevention/resources/partners_networks/en/
Resolution adopted by the General Assembly

[without reference to a Main Committee (A/58/L.60/Rev.1 and Add.1)]

58/289. Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003 and 58/9 of 5 November 2003,

Having considered the report of the Secretary-General on the global road safety crisis,¹

Noting the recommendation contained in the report of the Secretary-General that a coordinating body be identified within the United Nations system to provide support in this field² and the recommendation that the United Nations regional commissions undertake certain activities,³

Convinced that responsibility for road safety rests at the local, municipal and national levels,

Recognizing that many developing countries and countries with economies in transition have limited capacities to address these issues, and underlining, in this context, the importance of international cooperation towards further supporting the efforts of developing countries, in particular, to build capacities in the field of road safety, and of providing financial and technical support for their efforts,

Commending the initiative of the Government of France, the World Health Organization and the World Bank in launching the World Report on Road Traffic Injury Prevention in Paris on 7 April 2004, in observance of World Health Day, with the theme “Road safety is no accident”, which contains a number of recommendations,

Also commending the United Nations regional commissions and their subsidiary bodies for responding to the above-mentioned resolutions and to the report of the Secretary-General,

1. Takes note of the recommendations contained in the World report on road traffic injury prevention;

¹ A/58/228.
² Ibid., para. 44 (a).
³ Ibid., para. 44 (k).
2. \textit{Invites} the World Health Organization, working in close cooperation with the United Nations regional commissions, to act as a coordinator on road safety issues within the United Nations system;

3. \textit{Requests} the Secretary-General, in submitting his report to the General Assembly at its sixtieth session in accordance with resolution 58/9, to draw upon the expertise of the United Nations regional commissions, as well as the World Health Organization and the World Bank;

4. \textit{Underlines} the need for the further strengthening of international cooperation, taking into account the needs of developing countries, to deal with issues of road safety.

\textit{84th plenary meeting}
\textit{14 April 2004}