Proceedings of the United Nations Road Safety Collaboration Meeting

World Health Organization
Geneva, Switzerland
1 October 2004
This document was prepared at a United Nations Road Safety Collaboration Meeting, held on the 1st October 2004 at WHO Head Quarters in Geneva, Switzerland. The following participants were present:


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Introduction

Every year 1.2 million people are killed and more than 50 million are disabled as a result in road traffic crashes. While a number of countries have managed to decrease their rates of road traffic crashes, in many others - particularly in low- and middle-income countries - these rates are increasing. In 2004 a number of events took place to draw attention to road safety as a global and local public health issue. On 7th April 2004 the World Health Organization launched World Health Day, with the theme of "Road Safety is no Accident". Governments, non governmental organizations, United Nations agencies, donors, and the private sector used the occasion to highlight aspects of road safety. More than 500 events took place to mark the occasion, in over 132 countries. On this day, WHO and the World Bank also launched the *World report on road traffic injury prevention* at the global World Health Day celebration in Paris. The Report was produced in a collaborative process involving policymakers, representatives of nongovernmental organizations, and academics from around the world. Stressing the role of public health in the prevention of road traffic injuries, the Report describes the fundamental concepts of road traffic injury prevention, the impact of road traffic injuries, the major determinants and risk factors, and intervention strategies. The Report concludes with 6 recommendations that Member States can implement to improve their road safety situation (see Appendix A).

On 14th April 2004, the UN General Assembly passed a resolution which called for increased attention and resources to be directed towards road safety efforts, in addition to specifying particular actions that can be taken towards reducing road traffic injuries. Resolution 58/289 (see Appendix E) on "Improving global road safety" recognises that developing countries and countries with economies in transition have limited capabilities to address road safety, and stresses the importance of international cooperation in the field of road safety. In this Resolution, the UN General Assembly also invited WHO, in collaboration with UN Regional Commissions, to coordinate road safety efforts across the United Nations system. For more information on the Resolution and speakers at the General Assembly please see:  

On 22 May 2004, the World Health Assembly adopted a resolution on "Road safety and health" - the first in 30 years - in which it accepted the General Assembly's invitation to act as coordinator of road safety efforts within the UN system. Resolution WHA 57.10 called upon Member States to prioritise road safety as a public health issue, and to take steps to implement measures that are known to be effective in reducing road traffic injuries. Its recommendations broadly reflect those of the *World report on road traffic injury prevention*. The full text of this resolution can be found at:  

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As its first step towards implementing the coordination mandate conferred upon it, WHO hosted a meeting to which it invited all relevant United Nations agencies, as well as a number of other global partners working in road safety. The meeting aimed to review the activities of different players in global and regional road safety, particularly within the UN system, and to articulate objectives for this new collaboration. It was expected that this endeavour would facilitate cooperation amongst partners, thereby minimising overlap of efforts and maximising effect. It was anticipated that the meeting would result in the definition of some concrete products that collaborating partners would work towards, as well as designating responsibilities and timeframes for their production. This report presents the proceedings of this meeting.
Proceedings: The first United Nations Road Safety Collaboration Meeting

The programme for the meeting is shown in Appendix B. The objectives for the meeting were:

1. To briefly describe the road safety programmes of UN agencies and other global organisations working in road safety.
2. To develop objectives for the UN collaborative effort in road safety.
3. To discuss the process and outcomes of this UN collaborative effort in road safety.

A total of 42 international delegates from government and nongovernment organisations, from the health, transport, and safety sectors attended the meeting (See Appendix C for a list of participants and the organizations they represent).

The meeting was opened by Denis Aitken, Director of the office of the Director General, World Health Organization, and by José Capel Ferrer, Director of the Transport Division at the United Nations Economic Commission for Europe (UNECE) on behalf of all the UN Regional Commissions. The sessions of the day were structured around the above-mentioned objectives.

The first session comprised brief presentations of the road safety profiles of participating organisations. At the second session, the draft objectives of the Collaboration were presented for discussion, and a roundtable discussion was conducted to further develop these objectives. At the third session, a few proposed products of the Collaboration were presented by participating organisations. These were discussed and opportunities for involving other partners were identified. The final session was used to define the next steps.
Objective 1: To briefly describe the road safety programmes of UN agencies and other global organisations working in road safety

Chair: Thouka Al-Khalidi, Chief of the Globalization and Regional Integration Division, United Nations Economic and Social Commission for Western Asia (ESCWA)

Participants gave a brief outline of the global and/or regional road safety efforts of their organizations. Many organizations had a long history of work in road safety, while others were just beginning to tackle the issue. An outline of the work of each organization had been submitted to WHO by participants prior to the meeting, and these are presented in Appendix D. However, a brief summary of these efforts is provided below, listed in alphabetical order by organization:

- **Asian Development Bank (ADB)** works at a global level by collaborating and networking with international organizations and bilateral road agencies. However, most of its road safety work is at the regional and country level (within South East Asia and the Pacific). It is involved in supporting ASEAN countries in developing policies and national action plans, and providing in-country assistance to build capacity as needed. It also coordinates workshops and seminars on road safety to member countries, while working on advocacy and awareness raising.

- **Association for Safe International Road Travel (ASIRT)** is a US-based NGO that aims to provide travellers with accurate information on the risk of road crashes in countries that US citizens visit. It provides training to road safety NGO staff abroad, conducts education seminars, and advocates to raise awareness of road safety among government leaders and agencies.

- **United States Centers for Disease Control and Prevention (CDC)** is the leading federal public health agency dealing with injury prevention in the United States. Its road safety activities and research at the global level involve collaboration in a number of international road safety products and conferences, providing technical assistance to international scientists and staff in injury surveillance, and in road safety programme development and education. At the national level, CDC has developed an injury prevention training course, and works closely with a number of countries in the Americas to develop and implement injury prevention surveillance, which includes road safety.

- **European Federation of Road Traffic Victims (FEVR)** is an umbrella organization of about 30 organizations, including the UK based RoadPeace, which represent the interests of bereaved families and injured road crash victims. Participating organizations advocate for the rights of road crash victims, and to this end are involved in advocating for policy formulation to improve the response that victims receive in the countries within which they work. It conducts global and regional advocacy and is involved in research and its dissemination on the situation of road crash victims. Its member organizations also offer support and help to road crash victims through the provision of emotional, practical and juridical assistance.
- FIA Foundation for the Automobile and Society works on global road safety advocacy, promotes research and disseminates the results, conducts research and educational activities, and provides financial support to third party projects through a grants programme. At a country level it is involved in piloting a number of road safety campaigns.

- Global Road Safety Partnership (GRSP) creates partnerships at the global and local level, bringing together international and governmental development agencies, businesses and NGOs to address road safety issues. It provides assistance to build capacity and deliver demonstration projects through a number of ongoing programmes in low- and middle-income countries. These cover a wide range of engineering, enforcement and education issues, development of road safety strategies at a city level, the introduction of road safety campaigns - at country and international levels, working with NGOs to develop community road safety projects, and the organization of road safety seminars. GRSP also maintains a knowledge base of good practices in road safety.

- Institute of Transport Economics (TOI) is primarily a research institute that carries out studies that provide important data on road crashes, deaths and injuries. It develops road safety handbooks aimed at road safety professionals and practitioners. TOI is involved in the evaluation of road safety initiatives, as well as in the development of road safety education curricula.

- International Road Federation (IRF) seeks to promote safe roads through efficient road planning and construction, and to improving the quality and safety of materials and equipment used in this process. Its members are public and private entities involved in road development. At a global level it is involved in data collection, advocacy and research. At a regional level it provides training and education programmes as well as organizing training courses and seminars.

- International Road Transport Union (IRU) works to reduce road traffic injuries involving buses, coaches, trucks and taxis at a world level. It speaks on behalf of operators of coaches, taxis and trucks, from large transport fleets to driver-owners. It contributes proactively to international road transport legislation enacted by such bodies as the UN Economic Commission for Europe, the European Union and the Commonwealth of Independent States. Working through its network of National Associations, it seeks to promote road safety policies by encouraging governments to implement innovative policies and incentives to the industry as well as to provide safe infrastructure. The IRU is seeking to heighten awareness of road safety and encourage the industry to follow best practices, through the use of Road Safety Charters.

- National Highway Traffic Safety Administration (NHTSA) is the national body for the United States of America responsible for overseeing road safety, i.e., reducing deaths, injuries and
costs associated with motor vehicle crashes. At a global level it works towards the harmonization of international road safety data and vehicle technical regulations, as well as providing information to governments and international organizations in road safety activities. NHTSA is also working with international organizations to identify good practices on road traffic safety. At a national level it focuses its efforts on reducing impaired driving, improving occupant protection (for example, through enforcement campaigns to increase seat belt use and child restraint use), and improving data systems. It works in partnership with a variety of public and private organizations such as law enforcement, health and medical organizations, and advocacy groups, to improve the road safety system, including post-crash systems such as emergency medical services.

- **OECD/European Conference of Ministers of Transport:** The ECMT is a forum in which Ministers of Transport from the 43 member countries co-operate on transport policy. Road safety activities include: the -50% road safety fatality target for 2012 adopted by ECMT Ministers; and country peer reviews. The Joint OECD/ECMT Transport Research Centre (JTRC), with members from 50 OECD and ECMT countries, undertakes co-operative international transport research programmes. Current road safety projects are: Young Drivers, Speed Management and Achieving Ambitious Road Safety Targets. The JTRC also oversees the International Road Traffic and Accident Database (IRTAD) that has data from 30 countries and allows cross-country comparisons. IRTAD membership is open to all countries that can meet data quality standards. Through these activities, the OECD/ECMT actively promote road safety in the strategic areas important to achieving improved outcomes.

- **Sultanate of Oman, Ministries of Foreign Affairs, Transportation, and Health.** The Sultanate has been working with the Global Road Safety Steering Committee and the United Nations to bring about resolutions on road safety, as well as working on developing global and regional awareness of road safety. The government is currently working towards holding a regional road safety conference in 2005, and on developing a common strategy on road safety for the Gulf countries. At a country level, the ministry works actively to foster political will for road safety issues, and improved data collection, and trauma care provision.

- **The Taskforce for Child Survival and Development** addresses large scale global health problems like road safety by facilitating collaboration among large organizations and key players in road safety. The Task Force has focused on improving advocacy at a global level, creating demand for safety and generating political will for assuring road safety in developing countries. As the Secretariat for the Global Road Safety Steering Committee, the Task Force was instrumental in bringing together key UN agencies with NGOs in order to bring road safety to the attention of the UN. It held a Stakeholders forum at the UN in April 2004, and is currently planning a second global stakeholders’ forum. The Task Force helps to raise awareness of
road safety issues and mobilize resources for safety at a number of different levels and in
different countries, and aims to develop safety capacity across sectors through advocacy on
road safety.

- Transport Canada is the national Canadian body responsible for transport, a component of
which is road safety. At a global level, the organization participates in a number of international
fora on road safety, with particular involvement in research projects. At a national level it is
responsible for regulating the safety of new vehicles, tyres, child restraints sold in Canada, as
well as working with other sectors and partners (police, community, universities) to promote the
safety of road users. The organization works with the Canadian provinces and territories to
identify high risk collision areas, conducts research on risk factors, develops interventions to
address risk factors, and monitors their impact. It has specific subtargets that have been
identified to achieve an overall goal of improved road safety. Its strategies to achieve safer
roads include engineering programmes, education, and enforcement efforts.

- UNICEF is involved in global level advocacy for road safety, specifically as it pertains to
children as vulnerable road users. It has assisted governments in conducting studies on the
risk factors of child fatalities, and in view of the growing contribution of road traffic related child
deaths, is moving towards addressing road safety increasingly within its scope of work.

- United Nations Economic Commission for Africa (ECA) aims to assist countries in the African
region in developing a safe and well-managed transport system, and one that incorporates
road safety. Road safety efforts include collection and dissemination of relevant data. At a
regional level, ECA works in policy formulation, preparing action plans for road safety and
setting up the necessary institutional frameworks to manage road safety. It also coordinates
the African Road Safety Congress and works to put road safety on the Region's transport
policy agenda.

- United Nations Economic Commission for Europe's (UNECE) mission on road safety is,
through its various Working Parties (WP.1, WP.29, SC.1, WP.15) to develop and update
internationally agreed safety rules and standards in conventions, agreements, regulations and
recommendations dealing with road users, vehicles and infrastructure, with the aim of ensuring
the highest levels of road safety in member countries. The Transport Division also organizes
international road safety campaigns, works in data collection and dissemination of road safety
statistics, organizes seminars and acts as secretariat to the above-mentioned bodies dealing
with road safety issues.

- United Nations Economic Commission for Latin America and the Caribbean (ECLAC) views
road safety within the context of its overall retarding effects on the socioeconomic development
of the Latin American and Caribbean region. Thus far, its work on road safety has been on the
estimation of cost externalities of different transport modes. It has provided technical assistance to member countries by conducting research studies of the costs of traffic crashes.

- United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) works primarily at a regional level in a number of areas. It conducts research on road safety and assists in capacity development in areas such as data collection and training of government officials responsible for road safety. As coordinators of regional transport fora, ESCAP also works to integrate road safety into member countries' transport policies.

- United Nations Economic and Social Commission for Western Asia (ESCWA) is planning a research study on the status of road safety in the region. The results of this needs assessment will shape its road safety policy development and activities in the future. It aims for road safety to be integrated into the broader transport policies of its member countries. A 2001 UN agreement on International Roads in the Arab Mashreq adopted by ESCWA has improved harmonisation of road safety issues (e.g., road signs) between countries in the Region, as it has resulted in higher technical specifications and safety standards.

- World Bank: The World Bank makes loans and grants and provides technical assistance to low- and middle-income countries for transportation and health projects. Its work takes place at a global and regional level and includes advocacy, strategy and policy formulation, research and development, as well supporting specific country projects.

- World Food Programme (WFP) does not work in road safety explicitly, but was represented at the meeting by a representative of German Technical Cooperation (GTZ), who has been seconded to WFP. WFP is one of the original sponsors of the Fleet Forum, along with the International Federation of the Red Cross and Red Crescent, and World Vision. The objective of the Forum is to bring together technical experts who are directly responsible for vehicle fleet management in humanitarian agencies to discuss common challenges, share best practices, develop appropriate solutions, and mobilise expertise. The original idea and concept of the Fleet Forum has since been adopted by all participants representing 26 UN Agencies, NGO's & Red Cross and Red Crescent societies.

- World Health Organization (WHO) works on road traffic injury prevention at a global and regional level in policy formulation, epidemiology, prevention, and advocacy. It supports member states in putting road safety on their public health agendas, as well as implementing specific actions to prevent road traffic crashes. At a global policy level it dedicated World Health Day 2004 to road safety, while in collaboration with the World Bank it launched the World report on road traffic injury prevention.

- World Road Association (PIARC) has a Road Safety committee that aims to reduce road traffic crashes through road safety engineering, road safety policies and the modification of road user
behaviour. It hosts the World Road Congress meetings every 4 years, where issues pertaining to road safety are addressed. Topics addressed at previous meetings include cost effective road safety investments, and the improvement of road design concepts in relation to road safety. PIARC is working to develop a special road safety manual for the African countries.
Table 1: Summary of road safety activities carried out by participating organizations

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<th>Policy development</th>
<th>Advocacy</th>
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Objective 2: To develop objectives for this UN collaborative effort

Chair: Jeff Runge, Administrator, NHTSA

Dr. Runge presented the proposed objectives that had been drafted prior to the meeting. These were:
To develop a collaborative effort between global and regional UN agencies, as well as key other international partners, to:
  - Advocate for greater attention and investment in road safety
  - Develop guidance for member states to strengthen road safety programmes
  - Strengthen international collaboration to optimise the use of resources
  - Facilitate the exchange of information

Much discussion on the objectives for the Collaboration centred around the implementation of the recommendations of the *World report on road traffic injury prevention* (see Appendix A). The group proposed using these recommendations as an overall framework to guide future efforts in road safety. In particular, many participants stressed the need to assist governments in assessing the magnitude of their road traffic injury problem. Collecting reliable data was highlighted as an important issue in order to allow countries to identify risk factors that contribute significantly to road crashes in their countries, to identify weak areas of their systems that deal with road safety and to foster political will to address road traffic injuries. The importance of harmonisation of data collections with existing standards was also highlighted as this would allow countries to benchmark their road safety situations against other countries. It was emphasised that harmonization of road safety data should take into account the multiple sectors that should participate in this effort, and the urgent need of developing countries to begin this effort at a time when they have very few resources for it. Participants also discussed the role that the Collaboration might play in reaching common goals, and in advocacy in particular, by encouraging demand for road safety. The need for ways of measuring success, and reporting back to the General Assembly were articulated. It was identified that in addition to objectives, there was a need for the Collaboration to articulate an overall vision. After much discussion, the following draft vision, goal and objectives were agreed upon:
OBJECTIVES FOR UN COLLABORATION ON ROAD SAFETY

Vision
Morbidity and mortality should not be the price of mobility.

Goal
To facilitate international cooperation (including at a regional level) among UN agencies and other international partners to implement UN General Assembly Resolution 58/289 and the recommendations of the *World report on road traffic injury prevention* and thereby support country programmes.

Objectives

1. To assess the road safety problem /achievements of particular situations or locations
   - To develop the assessment system
   - To collect and harmonise data collected on road traffic injuries, based on existing standards that have been developed
   - To identify risk factors to road traffic crashes (those pertaining to vehicle, road user, and road infrastructure)

2. To develop guidance and support for effective road safety interventions
   - To identify and implement good practices in road traffic crash prevention, risk management, and limitation of consequences of crashes, including care and rehabilitation
   - To conduct rigorous impact assessments or evaluations

3. To provide capacity development on road safety issues
   - To strengthen the institutional settings involved in road safety in particular countries
   - To develop human resources
   - To conduct trainings related to various aspects of road safety
   - To assist in improving the financial management of road safety efforts

4. To advocate for and encourage demand for road safety
   - To set targets and articulate ways of measuring progress towards meeting these targets
   - To raise and sustain political will
   - To mobilize financial resources through multisectoral partnerships
   - To raise public awareness

5. To strengthen global and regional coordination on road safety
   - To promote WHOs/ regional commissions coordination process
   - To encourage multi-stakeholder cooperation
   - To support the organization of global and regional meetings and fora
   - To facilitate the exchange of information regarding good practices

6. To improve the safety of UN fleets (for all road users)
   - To create a culture of road safety within the UN
   - To incorporate road safety within the UN fleet forum
Objective 3: To discuss the process and outcomes of this UN collaborative effort in road safety

Chair: David Ward, Director General, FIA Foundation for the Automobile and Society

The Chair articulated the need for the Collaboration to act and produce concrete products towards improving road safety globally. To this end, a number of different products that had already been under discussion by one or groups of participating organizations, acting either alone or in groups, were presented for group discussion. The following is a summary of the presentations (more detail can be found in the written summaries that were submitted to WHO by the presenters, see Appendix D).

1. **Good practice guidelines.**

   Tony Bliss (World Bank) presented an outline of the development of a series of Good Practice Guidelines, which are being discussed by the World Bank, WHO, GRSP and the FIA Foundation for the Automobile and Society. These guidelines will be practical “how to” manuals that will assist countries in promoting road safety and implementing the recommendations of the World Report. Thus far, one of the partners has been reviewing similar guidelines, in order to develop a standard template for the guidelines to be produced. It is expected that this template will be completed by December 2004. The different guidelines will then be commissioned by the group, probably with one agency taking a lead on each, but with input and experience provided by other partners. At this stage, 6 topics for guidelines have been identified: the first 4 will be on the key risk factors identified in the World Report, (i.e., inappropriate and excessive speed, drinking and driving, safety belts and child restraints, and helmets), after which there will be 2 more produced, one on the development of a lead agency on road safety, and the second on how to develop a national road safety strategy.

   The proposal of the guidelines was greeted enthusiastically by participants. These manuals are aimed at governments in first instance, and will address both technical and human behaviour components, i.e., they will concern both setting standards and their compliance.

2. **On-line road safety legislation database**

   Margie Peden presented WHO’s plan to develop a road safety legislation database. The database will provide information on legislation on a number of risk factors for road traffic injuries - speed limits, seat belt and child restraint use, helmet use, blood alcohol limits, daytime running lights, mobile phone use. Using drop-down menus, users will be able to search the database by WHO region, country, and risk factor. The database will provide a brief overview around a legislation on a particular risk factor. The database will link to other documents that can be downloaded or other websites which go into more detail on a particular topic.
WHO will aim to update the database on a regular basis, through the contributions of information from partner organisations. Submitted information will be verified and then uploaded into the database. This work will build on existing comprehensive documentation of European legislation conducted by UNECE.

Participants felt that this would require a strong collaborative effort, involving a range of partners, such as World Bank and WHO country offices. It is foreseen that updating the information will be a significant task. It was further suggested that laws pertaining to the post crash situation should also be included.

3. Revision of the Consolidated Resolutions on Road Traffic and on Road Signs and Signals

On behalf of the UNECE Working Party on Road Traffic Safety (WP.1), Bernard Périsset, WP.1 Chairman, presented the project for the completion and updating of a series of resolutions adopted in the European region, which UNECE proposes to promote and disseminate as “good practice” road safety guides.

WP.1 administers two Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2) which go into greater detail than the Vienna Conventions of 1968 on Road Traffic and Road Signs and Signals. R.E.1 and R.E.2, which are applied on a voluntary basis, present a whole catalogue of measures and practices which should be implemented by member States including on issues such as traffic rules, technical inspections for vehicles, alcohol, speed, communication, education, training, infrastructure development, and on specific target groups, such as pedestrians, persons with restricted mobility, cyclists, motorcyclists and children.
They have been frequently updated since their initial adoption to reflect the changing road safety situation but WP.1 is currently undertaking an extensive revision process with the intention of publishing them and disseminating them throughout the world.

4. **Global Road Safety Stakeholders Forum Meetings**

This was proposed by The Task Force for Child Survival and Development, acting as Secretariat for the Global Road Safety Steering Committee. Mark Rosenberg presented the group's plan, to work on a sustained advocacy campaign in order to build political will, as well as to create demand for road safety. Advocacy of this nature is seen as instrumental in mobilizing the resources that developing countries will need to respond to the global road safety crisis and carry out the recommendations of the World Report. This campaign builds on the first Stakeholders’ Forum, held in New York after the UN General Assembly meeting in April 2004. The Forum is planning a second meeting for either late 2005 or early 2006. It is envisaged that this meeting would involve representation from developing countries from every region; and representation from the transportation, finance, health, public health, urban planning, law enforcement, and education and business sectors. The theme of the forum is Children and Road Safety - bringing key players together to start developing an advocacy agenda for children, especially those in low- and middle-income countries. This proposal was enthusiastically supported by consensus.

Following this presentation, the IRU proposed that a series of Stakeholder Reports be prepared on the follow-up by the parties concerned with the World Report. By means of a multi-stakeholder process such as that facilitated by the UN Environment Programme in relation to sustainable development, this could lead to the adoption of a World Road Safety Charter under the auspices of the United Nations.

5. **World Day of Remembrance**

Brigitte Chaudhry presented this proposal on behalf of the European Federation of Road Traffic Victims (FEVR) and RoadPeace. This Remembrance Day was introduced to offer road victims recognition of their loss and suffering. It was instigated in 1993 by RoadPeace, the UK’s charity dedicated to supporting road crash victims, which took the lead in promoting a National Day of Remembrance for Road Crash Victims in the UK. RoadPeace introduced the idea of a joint Remembrance Day to other member organisations of the FEVR, who took it up enthusiastically. From 1994, the third Sunday in November has been observed as European Day of Remembrance for Road Crash Victims with religious and secular events held in participating countries. The joining of South Africa and Argentina, and the interest from other countries has made this day a world event.

Participants were supportive of the need for this type of event, and reiterated Ms Chaudhry’s plea that the day be given legitimacy by being recognised by the United Nations. Support from the UN for a World
Day of Remembrance would give the day global importance, signalling that road victims deserve acknowledgement, while helping to raise media interest in the issue of road safety, and encouraging appropriate actions by governments in addressing road safety. The ultimate decision on this lay with the United Nations and its member states. Participants were encouraged to contact their governments to build member state support.

**Developing a framework for outcomes of the Collaboration**

All of the proposed products were endorsed by participants. Further discussion took place on the need to articulate products that pertain to each of the identified objectives, and identify which agency would take the lead on their production, and who would be additional collaborators. After an extensive discussion, the following framework was agreed upon for mission, objectives, products and outcomes:
<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>PRODUCTS</th>
<th>LEAD &amp; COLLABORATING ORGANISATIONS</th>
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<tbody>
<tr>
<td>Assessment of the problem</td>
<td>Database of road safety legislation</td>
<td>WHO, with UNECE</td>
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<td></td>
<td>Develop a framework for harmonisation and standards for data collection</td>
<td>IRTAD/ OECD, CDC, UN Regional Commissions, WHO</td>
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<tr>
<td>Develop guidance and support</td>
<td>Good practice guidelines</td>
<td>GRSP, FIA Foundation for the Automobile and Society, World Bank, WHO, UNECE WP1</td>
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<tr>
<td></td>
<td>- increasing helmet use by drivers of two wheeled vehicles</td>
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<td>- increasing use of seat belts</td>
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<td>- legislating against drinking and driving</td>
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<td>- reducing excessive or inappropriate speed</td>
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<td>- establishing a lead agency on road safety</td>
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<td>- assessing the magnitude of the road safety problem</td>
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<td></td>
<td>Revision of the Consolidated Resolutions on Road Traffic and on Road Signs and Signals</td>
<td>UNECE WP1</td>
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<td></td>
<td>Delivery of demonstration projects based on the good practice guidelines mentioned above</td>
<td>All agencies</td>
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<tr>
<td>Provide capacity development</td>
<td>Development of a product related to training for public authorities</td>
<td>WHO, FIA Foundation</td>
</tr>
<tr>
<td>Advocacy/Create demand for road safety</td>
<td>Global and Regional Stakeholders’ Forum Meetings, Regional meetings that bring together key players and UN Economic Commissions</td>
<td>The Task Force and the Global Road Safety Steering Committee</td>
</tr>
<tr>
<td></td>
<td>World Day of Remembrance</td>
<td>FEVR, with RoadPeace</td>
</tr>
<tr>
<td>Strengthening global and regional coordination</td>
<td>Process of co-ordination of meetings</td>
<td>WHO, UN Regional Commissions, FIA Foundation</td>
</tr>
</tbody>
</table>

* This table includes some suggestions of products that were made after the 1st October meeting by partner organizations.
† This refers to the organization that is leading development of the particular product mentioned in this framework only. For example, WHO is leading the development of the road safety legislation database, but is not the leading agency responsible for assessing the road safety problem in countries.
Next Steps and Definition of Roles

Chair: Etienne Krug, Director, Department of Injuries and Violence Prevention, World Health Organization

Dr. Krug gave a summary of issues that had been discussed and the decisions that had been reached. In particular, he reiterated the consensus to work towards the implementation of the recommendations of the World Report. Participants then agreed upon the next steps that were needed. These included the need to:

a) Finalise objectives of the Collaboration: participants were given two weeks to send any written comments on the draft objectives to WHO.

b) Prepare a report of the meeting: WHO will write up the proceedings of the meeting and circulate it for comment amongst participants prior to finalising it. This report will be completed and distributed by mid November 2004.

c) Summarise information in questionnaires submitted by organizations: the questionnaires describing the road safety profiles of participating organisations will be included as an Appendix in the meeting report. They will also be summarised into a synthesis and produced as a separate document on global road safety activities. Participants will be contacted if verification of information is needed, and for comments on drafts of this document.

d) Complete the list of products of the Collaboration: WHO will keep track of products that are suggested and/or proposed by participants. This will be done using the framework described above to identify how these fall within the defined objectives, and to ensure that suggested products have lead agencies and timeframes designated to them. Suggestions received by participants will be reviewed within WHO and circulated among relevant partner organizations for comment.

e) Keep communication going within the group: WHO will work to facilitate communication between participants within the Collaboration, mainly through e-mail contact and other products, for example, through WHO’s bi-annual newsletter, further meetings, etc.

f) Help to identify partnerships for funding, technical support and advocacy: WHO and partner organizations at the meeting will pursue funding opportunities for road safety efforts, as well as work to identify how different partners might collaborate to share technical or advocacy expertise and experience.

g) Submit a report of feedback to the UN General Assembly by May 2005. WHO will draft a report on progress on the UN Road Safety Collaboration, to be submitted in May 2005. This will include information on the meeting itself, efforts towards implementing decisions made at the meeting, and plans for future plans for the Collaboration.

h) The next coordination meeting will be held on 16th and 17th March 2005. This meeting will discuss contents of the above-mentioned report to the UN General Assembly, and other business suggested by participants.
Dr. Krug closed the meeting, noting how the occasion had served to clarify WHO’s coordination role, strengthen the links with the Regional Commissions, and to articulate the purpose of the Collaboration itself. It was an important achievement that the meeting had ended with the identification of products to be developed by participating members. He thanked the Chairpersons, all the participants, and WHO staff for their input into the meeting. He noted that the enthusiasm and willingness to collaborate were key elements to the success of the meeting. The participants thanked WHO and their staff for their successful team effort in moving forward in their coordinating role for the UN.