

# United Nations road safety collaboration: a handbook of partner profiles

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# Acknowledgements

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This document was prepared by staff from the Department of Injuries and Violence Prevention (VIP) at the World Health Organization, including Tami Toroyan, Désirée Kogevinas, Pascale Lanvers-Casasola and Margie Peden. Stylistic editing was done by Angela Haden.

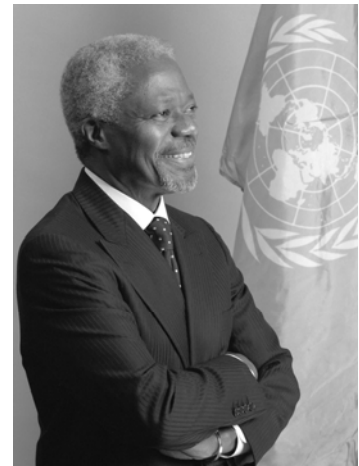
We would like to thank the United States National Highway Traffic Safety Administration, the FIA Foundation for the Automobile and Society, and Michelin for assistance provided towards the meetings of the United Nations Road Safety Collaboration and for their continuing support for WHO's work in the area of road safety.

Comments and observations by users are welcome, and should be sent to the following address:

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## Message from the United Nations Secretary-General



© United Nations, 2003

**D**espite significant improvements in road safety in several countries over the past few decades, 1.2 million people are killed every year in road traffic crashes around the world. Nine out of ten deaths occur in developing countries – most of them among pedestrians, bicyclists, motorcyclists and passengers of public transport, and more than half of them between 15 and 44 years old. Up to 50 million people are injured, many suffering life-long disability. Yet road traffic-related deaths and injuries attract little attention from the world's media. They occur one by one, in a series of personal tragedies.

Most of this enormous toll can be prevented – by tackling dangerous driving, such as speeding and driving under the influence of alcohol; by promoting the use of helmets and seat belts; by ensuring that people walking and cycling are more visible; by improving the design of roads and vehicles; by enforcing road safety regulations; and by improving emergency response services. The key to successful prevention lies in the commitment of all relevant sectors, public and private – health, transport, education, finance, police, legislators, manufacturers, foundations and the media – to make road safety happen.

In recognition of this growing global crisis, the United Nations General Assembly passed an historic resolution on 14 April 2004. In addition to urging Member States to address the growing problem of road traffic injuries, the resolution called for international cooperation to support the efforts of developing countries in particular. It invited the World Health Organization, in collaboration with the United Nations regional commissions, to coordinate road safety efforts within the United Nations family.

The World Health Organization's initial coordination efforts include bringing together a broad range of United Nations agencies and other key global partners in the United Nations Road Safety Collaboration. I commend the cooperative spirit of these entities, whose invaluable work is reflected in this Handbook, and applaud their determination to join forces to reduce road traffic injuries worldwide.

Kofi A. Annan  
Secretary-General of the United Nations  
January 2005



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# Introduction

## Background to the United Nations Road Safety Collaboration

Every year 1.2 million people are killed and up to 50 million are injured and disabled as a result of 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 7 April 2004 the World Health Organization dedicated World Health Day to road safety with the theme of "Road safety is no accident". Governments, nongovernmental organizations, United Nations agencies, donors, and the private sector used the occasion to highlight different 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*<sup>1</sup> at the global World Health Day celebration in Paris. The Report was produced through a collaborative process involving policy-makers, representatives of nongovernmental organizations, and academics from around the world. Stressing the role of public health in the prevention of road traffic injuries, the *World report on road traffic injury prevention* 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 six recommendations that Member States can implement to improve their road safety situation (see box).

### **Recommendations of the *World report on road traffic injury prevention***

1. Identify a lead agency in government to guide the national road traffic safety effort.
2. Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country.
3. Prepare a national road safety strategy and plan of action.
4. Allocate financial and human resources to address the problem.
5. Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions.
6. Support the development of national capacity and international cooperation.

---

<sup>1</sup>. Peden M, Scurfield R, Sleet D, et al. (Eds). *The world report on road traffic injury prevention*. Geneva, World Health Organization, 2004 ([http://www.who.int/world-health-day/2004/infomaterials/world\\_report/en/](http://www.who.int/world-health-day/2004/infomaterials/world_report/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,<sup>1</sup>

*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 field<sup>2</sup> and the recommendation that the United Nations regional commissions undertake certain activities,<sup>3</sup>

*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*;
2. *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. *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. *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.

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<sup>1</sup> A/58/228.

<sup>2</sup> Ibid., para. 44 (a).

<sup>3</sup> Ibid., para. 44 (k).

84<sup>th</sup> plenary meeting  
14 April 2004

On 14 April 2004, the United Nations General Assembly debated the issue of road safety and an historic resolution was passed. General Assembly Resolution 58/289 on "*Improving global road safety*" recognizes 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 (see page 2). In this resolution, the United Nations General Assembly also invites WHO, in collaboration with the United Nations regional commissions, to coordinate road safety efforts across the United Nations system.

On 22 May 2004, the World Health Assembly adopted Resolution WHA 57.10 on "*Road safety and health*" – the first resolution to address this topic in 30 years – in which it accepts the United Nations General Assembly's invitation for WHO to act as coordinator of road safety efforts within the United Nations system. The WHA resolution also calls upon Member States to prioritize 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 (see page 4). Its recommendations broadly reflect those of the *World report on road traffic injury prevention*.

As its first step towards implementing the coordination mandate conferred upon it, on 1 October 2004, WHO hosted a consultation meeting to which it invited all relevant United Nations agencies, as well as a number of other global partners working in road safety. On that day, over 50 participants representing 11 United Nations agencies (including all five United Nations regional commissions) and 14 other global road safety organizations discussed how they could collaborate on global road safety efforts. The number of participants from both governmental and nongovernmental organizations and the range of the sectors they represented (transport, health, safety) reflects the broad support that exists for this new effort.

This first meeting of the United Nations Road Safety Collaboration aimed to review the activities of different players in global and regional road safety, in order to facilitate cooperation among partners. The discussion focused on identifying an overall mission and goal for the Collaboration, articulating objectives towards meeting this goal, and defining the concrete products that collaborating partners would work towards, as well as designating responsibilities and timeframes for their production. The proceedings of this meeting can be found at the following internet address: [www.who.int/violence\\_injury\\_prevention/road\\_traffic/un\\_roadsafety\\_collab/en/](http://www.who.int/violence_injury_prevention/road_traffic/un_roadsafety_collab/en/).

**Road safety and health**

The Fifty-seventh World Health Assembly,

Recalling resolution WHA27.59 (1974), which noted that road traffic accidents caused extensive and serious public health problems, that coordinated international efforts were required, and that WHO should provide leadership to Member States;

Having considered the report on road safety and health <sup>1</sup>;

Welcoming United Nations General Assembly resolution 58/9 on the global road-safety crisis;

Noting with appreciation the adoption of resolution 58/289 by the United Nations General Assembly inviting WHO to act as a coordinator on road safety issues within the United Nations system, drawing upon expertise from the United Nations regional commissions;

Recognizing the tremendous global burden of mortality resulting from road traffic crashes, 90% of which occur in low- and middle-income countries;

Acknowledging that every road user must take the responsibility to travel safely and respect traffic laws and regulations;

Recognizing that road traffic injuries constitute a major but neglected public health problem that has significant consequences in terms of mortality and morbidity and considerable social and economic costs, and that in the absence of urgent action this problem is expected to worsen;

Further recognizing that a multisectoral approach is required successfully to address this problem, and that evidence-based interventions exist for reducing the impact of road traffic injuries;

Noting the large number of activities on the occasion of World Health Day 2004, in particular, the launch of the first *World report on traffic injury prevention*, <sup>2</sup>

1. CONSIDERS that the public health sector and other sectors – government and civil society alike – should actively participate in programmes for the prevention of road traffic injury through injury surveillance and data collection, research on risk factors of road traffic injuries, implementation and evaluation of interventions for reducing road traffic injuries, provision of pre-hospital and trauma care and mental-health support for traffic-injury victims, and advocacy for prevention of road traffic injuries;

2. URGES Member States, particularly those which bear a large proportion of the burden of road traffic injuries, to mobilize their public-health sectors by appointing focal points for prevention and mitigation of the adverse consequences of road crashes who would coordinate the public-health response in terms of epidemiology, prevention and advocacy, and liaise with other sectors;

3. ACCEPTS the invitation by the United Nations General Assembly for WHO to act as a coordinator on road safety issues within the United Nations system, working in close collaboration with the United Nations regional commissions;

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<sup>1</sup> Document A57/10

<sup>2</sup> *World report on road traffic injury prevention*. Geneva, World Health Organization, 2004.

4. RECOMMENDS Member States:

- (1) to integrate traffic injuries prevention into public health programmes;
- (2) to assess the national situation concerning the burden of road traffic injury, and to assure that the resources available are commensurate with the extent of the problem;
- (3) if they have not yet done so, to prepare and implement a national strategy on prevention of road traffic injury and appropriate action plans;
- (4) to establish government leadership in road safety, including designating a single agency or focal point for road safety or through another effective mechanism according to the national context;
- (5) to facilitate multisectoral collaboration between different ministries and sectors, including private transportation companies, communities and civil society;
- (6) to strengthen emergency and rehabilitation services;
- (7) to raise awareness about risk factors in particular the effects of alcohol abuse, psychoactive drugs and the use of mobile phones while driving;
- (8) to take specific measures to prevent and control mortality and morbidity due to road traffic crashes, and to evaluate the impact of such measures;
- (9) to enforce existing traffic laws and regulations, and to work with schools, employers and other organizations to promote road-safety education to drivers and pedestrians alike;
- (10) to use the forthcoming world report on traffic injury prevention as a tool to plan and implement appropriate strategies for prevention of road traffic injury;
- (11) to ensure that ministries of health are involved in the framing of policy on the prevention of road traffic injuries;
- (12) especially developing countries, to legislate and strictly enforce wearing of crash helmets by motorcyclists and pillion riders, and to make mandatory both provision of seat belts by automobile manufacturers and wearing of seat belts by drivers;
- (13) explore the possibilities to increase funding for road safety, including through the creation of a fund;

5. REQUESTS the Director-General:

- (1) to collaborate with Member States in establishing science-based public health policies and programmes for implementation of measures to prevent road traffic injuries and mitigate their consequences;
- (2) to encourage research to support evidence-based approaches for prevention of road traffic injuries and mitigation of their consequences;
- (3) to facilitate the adaptation of effective measures to prevent traffic injury that can be applied in local communities;
- (4) to provide technical support for strengthening systems of prehospital and trauma care for victims of road traffic crashes;
- (5) to collaborate with Member States, organizations of the United Nations system, and nongovernmental organizations in order to develop capacity for injury prevention;
- (6) to maintain and strengthen efforts to raise awareness of the magnitude and prevention of road traffic injuries;
- (7) to organize regular meetings of experts to exchange information and build capacity;
- (8) to report progress made on the promotion of road safety and traffic injury prevention in Member States to the Sixtieth World Health Assembly in May 2007.

*Eighth plenary meeting, 22 May 2004*  
A57/VR/8

# Development of the Handbook

**T**his *United Nations road safety collaboration: a handbook of partner profiles* was developed as a follow-up to the first meeting of the United Nations Road Safety Collaboration. It reflects the road safety profiles of partner organizations who participated in the first meeting, described above. Representatives of each of the participating agencies were invited to complete a questionnaire describing their agency's work on road safety. These drafts were compiled and edited in an attempt to ensure consistency of content, format and style.

The next section of this Handbook provides profiles of each of the different agencies that attended the first meeting held on 1 October 2004 in Geneva. Each profile contains an overview of the organization's activities that pertain to road safety and provides contacts for focal points to facilitate communication. This overview of activities being conducted in road safety at a global level should help to identify gaps and possible areas of collaboration.

As more organizations are expected to join the Collaboration at follow-up meetings, this version of the Handbook should be seen as a snapshot of a changing group of agencies. Reflecting a dynamic collaboration, the Handbook will be updated on a regular basis according to the involvement of partner organizations and their activities. All versions of the Handbook will be available to download from the Department of Injuries and Violence Prevention (VIP) internet site: [www.who.int/violence\\_injury\\_prevention/road\\_traffic/en/](http://www.who.int/violence_injury_prevention/road_traffic/en/).

## Partner Profiles





# Asian Development Bank (ADB)

6 ADB Avenue

Mandaluyong City

1550 Metro Manila

Philippines

[www.adb.org](http://www.adb.org)

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## ADB'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 multisectoral approach, the ADB's objective is to assist its developing member countries in developing and implementing comprehensive approaches to enhance road safety, as well as to provide funding for such activities.

## ADB activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

While ADB works with global partners, the focus of its activities is on the developing countries of the Asia Pacific region. ADB collaborates and networks actively 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.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

The policy and action plan of ADB consists of:

- supporting Association of South-East Asian Nations (ASEAN) countries in developing national action plans on road safety;

- developing an ASEAN regional road safety action plan;
- supporting the adoption of an ASEAN ministerial declaration on road safety;
- providing assistance to many countries in the Asia Pacific region to support development of various aspects of road safety.

The workshops and seminars ADB is involved in include:

- 10 national road safety workshops (Brunei, Cambodia, Indonesia, Lao People's Democratic Republic, Malaysia, Myanmar, Philippines, Singapore, Thailand and Viet Nam) ;
- ASEAN regional road safety workshop, May 2004;
- other workshops as part of the assistance to individual countries;
- various international events promoting road safety activity.

## ADB's greatest strengths in the area of road safety

- advocacy and awareness raising
- policy development
- capacity building and skills development
- knowledge development and research
- global and regional partnerships
- technical support and mobilizing donor support
- training
- provision of financial resources to implement road safety programmes.

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- knowledge development and research
- partnerships
- policy development
- implementation.

## Recent publications

- *ASEAN region road safety strategy and action plan 2005–2010*. Manila, ADB, 2005.
- *Road safety situation reports, accident costing reports and national road safety action plans*. Manila, ADB, 2005.
- *Road funds and road maintenance: an Asian perspective*. Manila, ADB, 2003.
- *Road safety audit for road projects: an operational toolkit*. Manila, ADB, 2003.
- *Technical assistance for road safety in the Association of Southeast Asian nations*. Manila, ADB, 2002 ([http://www.adb.org/Documents/TARs/REG/tar\\_stu\\_36046.pdf](http://www.adb.org/Documents/TARs/REG/tar_stu_36046.pdf)).
- *Road safety guidelines for the Asian and Pacific Region*. Manila, ADB, 1998 (translations in Chinese, Bahasa Indonesia and Russian, and also produced on CD-ROM).

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### ADB's contacts concerning road safety:

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Finance and Infrastructure Division, Regional and Sustainable Development Department

Tel: + 632 632 6803 Fax: + 632 636 2198 E-mail: [cmelhuish@adb.org](mailto:cmelhuish@adb.org)

# Association for Safe International Road Travel (ASIRT)

11769 Gainsborough Road

Potomac

Maryland

United States of America

[www.asirt.org](http://www.asirt.org)

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## ASIRT's mission with regard to road safety

ASIRT is a non-profit organization based in the United States 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:

- informing travellers of potential road risks;
- assisting in the formation, training and support of road safety nongovernmental organizations 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.

## ASIRT activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

#### *Advocacy*

- ASIRT influenced the US State Department to collect annual statistics by country on the number of citizens 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 Embassies to assume a role in road safety initiatives in host countries.
- ASIRT helped to launch the Congressional Caucus on Global Road Safety on 16 June

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 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 honours individuals, governmental and nongovernmental organizations, and corporations in the United States and abroad that have made significant contributions to global road safety.

Participation in international road safety conferences and programmes.

- International Traffic and Road Safety Conference, Ankara, Turkey, 2002.
- Rotary International Presidential Conference, Nairobi, Kenya, 2003.
- Road Safety Briefings at the United Nations, 2003, 2004.
- 6<sup>th</sup> National Injury Prevention Conference, Perth, Australia, 2003.
- The Safe Communities Injury Prevention Model, Kiryat Bialik, Israel, 2003.
- World Health Day, Paris, France, 2004.
- Turkish Road Safety and Traffic Education Centres, Ankara, Turkey, 2004.
- 7<sup>th</sup> World Conference on Injury Prevention and Safety Promotion, Vienna, Austria, 2004.

## Education

### Study abroad programmes:

- ASIRT has devised a systematic approach to preparing students for their overseas experience that is being disseminated to study abroad programmes. This approach is reflected in a handbook entitled *Global road safety toolbox for the study abroad community*.
- ASIRT participates in study abroad seminars and conducts training seminars based on the handbook.

### Road travel reports:

- ASIRT publishes and makes available road travel reports on over 100 countries to help tourists and corporate travellers make informed travel choices.

## REGIONAL AND COUNTRY-LEVEL ACTIVITIES

With the support of the Embassy in Turkey, ASIRT has established partnerships for road safety initiatives with Rotary International in Turkey. ASIRT successfully encouraged United States embassies in Kenya and Turkey to participate in road safety initiatives in the respective host countries.

ASIRT met with government officials in Kenya and Turkey to advocate for more effective road safety initiatives.

- In Kenya, ASIRT fostered the creation of ASIRT/Kenya. Activities include: road safety and first aid training for "matatu" drivers; in training emergency medical care for medical professionals; distribution of child safety

restraints with training in their use; and the establishment of a partnership with Drive Safe Kenya and Matatu Owners Association.

- In 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. Activities include: establishment of Safe Communities; seat-belt campaigns; and lobbying for traffic laws, collection and evaluation of data on fatal and non-fatal crashes on specific roads, additional traffic police, signs, lane markers, and lighting.

## ASIRT's greatest strengths in the area of road safety

- advocacy
- building relationships with governments and the private sector
- facilitating partnerships
- research and publishing road travel reports
- education and publicity.

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- joint advocacy
- relationship building
- development of nongovernmental organizations.

## Association for Safe International Road Travel (ASIRT)

- Wexler L, Sobel R, Beaulieu A, Black L, Friend J, Hoffa W, Larsen D, Martin P, Powers M, Steinberg M. *A global road safety toolbox for the study abroad community*. Potomac, Maryland, ASIRT, National Automobile Dealers Charitable Foundation, 2004.
- *Travel safe - Travel smart: Road safety tips for international travellers*. Potomac, Maryland, ASIRT, 2003 (<http://www.asirt.org/toolbox.htm#TRAV>).
- *Speak up for safety* (in Chinese, French, Russian and Spanish). Arlington, Virginia, ASIRT and ASET International Services Corporation, 2001 (<http://www.asirt.org/toolbox.htm#SPK>).
- Annual ASIRT newsletter. Potomac, Maryland, ASIRT.
- *Road safety survey assessment tool*. Potomac, Maryland, ASIRT, 2000.
- Road travel reports on 150 countries. Potomac, Maryland, ASIRT, updates annually.

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### ASIRT contacts concerning road safety:

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**Rochelle Sobel**, President

Tel: + 1 301 983 5252 Fax: + 1 301 983 3663 E-mail: [asirt@erols.com](mailto:asirt@erols.com)

## European Federation of Road Traffic Victims (FEVR) and RoadPeace (a charity based in the UK dedicated to supporting road crash victims)

PO Box 2080

CH-1211 Geneva 2

Switzerland

[www.fevr.org](http://www.fevr.org)

PO Box 2579

London NW10 3PW

United Kingdom

[www.roadpeace.org](http://www.roadpeace.org)

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### FEVR's mission with regard to road safety

FEVR is an umbrella organization of roughly 30 organizations, including RoadPeace (a charity based in the United Kingdom that is dedicated to supporting road crash victims), which represent the interests of bereaved and injured road crash victims, advocate for their rights and for a more fitting and serious response by governments and the general public to road death and injury. The organizations comprising FEVR are promoting such an improved attitude, which together with a more appropriate legal response, would serve as a deterrent and would contribute to the reduction of deaths and injuries in road crashes. Furthermore, the FEVR organizations are seeking to bring about an improvement in the post-crash response, including better treatment of the bereaved and injured, better medical care and justice, which 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 members of the organizations under FEVR's umbrella is the fervent desire of those bereaved and injured to see that lessons are learnt from their tragedies, so that they are not repeated.

FEVR's main aims are:

- to offer support and help to road crash victims by providing free emotional, practical and legal assistance;
- to contribute to road safety by highlighting road danger and the causes of crashes in order to influence institutions and authorities to enforce road safety measures more effectively.

### FEVR's activities related to road safety

#### GLOBAL-LEVEL ACTIVITIES

##### *Policy:*

- provision of free legal advice for road crash victims, for the various European countries, in five languages, via FEVR and member organizations' web sites;
- collaboration with the United Nations and WHO through working parties and seminars;
- 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 prevention plans.

##### *Advocacy:*

- participation in the 5 April 2004 United Nations seminar, in Geneva on aggressive driving behaviour, including an exhibition and presentation of testimonies from bereaved and injured victims, which stressed the additional impact on them;

- presentation of testimonies from victims for the BBC World Service web site;
- organization of activities and events by most FEVR member organizations to mark United Nations Road Safety Week and World Health Day on 7 April 2004 (for example, RoadPeace together with the London School of Hygiene & Tropical Medicine marked World Health Day with a United Kingdom launch event for the *World report on road traffic injury prevention*, and RoadPeace also held a public lecture at City Hall, the seat of London's Mayor, on the scale of global road casualties and the inadequate response to the situation);
- participation in and promotion of World Day of Remembrance for Road Crash Victims on the third 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 United Nations Economic Commission for Europe road safety working parties, European Transport Safety Council and other seminars, representing the victims' perspective and experiences.

#### *Meetings and conferences:*

- biannual FEVR assemblies, hosted by member organizations in turn, to share experiences, ideas and plans, combined with inter-professional and press conferences;
- attendance at the United Nations General Assembly and Stakeholder Forum on 14 and 15 April 2004, and the 7<sup>th</sup> World Conference on

Injury Prevention, in June 2004 in Vienna, Austria.

#### *Research:*

- continuous monitoring of the situation of road crash victims, through case studies, by FEVR's member organizations, and disseminating 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;
- sharing of findings with relevant professionals, for example at a seminar in London, on 21 September 2004, sharing information with professionals from Norway and the West Indies on underreporting in Norway and the United Kingdom.

#### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

- mutual and continuing assistance in the country where the crash has occurred to nationals from other FEVR member countries, in accordance with the Mutual Assistance Agreement signed by FEVR organizations in October 1996;
- actions on behalf of vulnerable road users and in favour of road safety in cities;
- actions in FEVR member countries on various aspects of aggressive driving behaviour, such as speeding, tailgating and red light violation.

#### **FEVR's greatest strengths in the area of road safety**

- advocacy for road crash victims and championing of their rights;
- research into and documentation of the experiences of road crash victims;
- support based on expertise, empathy and understanding;

- policy development;
- prevention programmes

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- supporting and helping develop local road victim advocacy organizations in other countries – establishing help lines and producing vital information material written from the victims' perspective in each country – similar to RoadPeace and other victims' organizations associated with 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 to raise awareness of the carnage on the world's roads;
- conducting research into the response to road death and injury, the deterrent effect of responses, including investigation after a crash and legal response, and the needs of and impact on road crash victims;
- promoting prevention based on the principles of road danger reduction.

## Recent publications

### European Federation of Road Traffic Victims (FEVR)

- *People disabled by road accidents* [written statement submitted to the 59th session of the Human Rights Commission]. Geneva, FEVR, 2003.
- Haegi M. A new deal for road crash victims [editorial]. *British Medical Journal*, 2002, 324:1110.
- *FEVR economic, social and cultural rights* [written statement submitted to the 57th session of the UN Commission for Human Rights]. Geneva, FEVR, 2001 ([http://www.fevr.org/English\\_news\\_current\\_activities.htm#Human](http://www.fevr.org/English_news_current_activities.htm#Human)).
- *The rights of the child* [written statement submitted to the 58th session of the United Nations Human Rights Commission]. Geneva, FEVR, 2001.
- Haegi M, Chaudhry B, Barry J. *Impact of road death and injury - Research into the principal causes of the decline in quality of life and living standards suffered by road crash victims and victim families - Proposals for improvement*. Geneva, FEVR, 1997 (<http://www.fevr.org/Executiv.html>).

### RoadPeace

- *Safety camera advocacy pack*. London, RoadPeace, 2005.
- *Road crash, not road accident*. London, RoadPeace, 2004.
- *Road danger reduction* [Briefing sheet]. London, RoadPeace, 2004.
- *A guide for MPs – How to help your constituents after road death or injury*. London, RoadPeace, 2003.
- Popplestone R. *An equitable approach to road traffic law*. London, RoadPeace, 2002.



- *Towards justice – RoadPeace's response to the government's consultation paper on road traffic penalties.* London, RoadPeace, 2001.
- Aeron-Thomas A. *Under-reporting of road traffic casualties in the UK.* London, RoadPeace, 2001.
- Aeron-Thomas A. Chaudhry B. *Missing chapter: Support and better treatment of road crash victims.* London, RoadPeace, 2000.
- *Justice campaign manifesto.* London, RoadPeace, 1998.

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## FIA Foundation's mission with regard to road safety

The FIA Foundation objectives are the promotion of 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 to 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.

## FIA Foundation's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

#### *Road safety advocacy:*

- lobbying to raise the global profile of road safety;
- support for the *World report on road traffic injury prevention* (WHO/WB);
- support for WHO's projects on traffic injury prevention in low- and middle-income countries;

- member of the Global Road Safety Steering Committee;
- observer at the United Nations Economic Commission for Europe Working Party on Road Traffic Safety;
- member of the International Road Traffic Accidents Database;
- member of the Global Road Safety Partnership.

#### *Hosting of international road safety conferences:*

- International Policy Forum on Child Safety, Baden, Austria, June 2004;
- International Conference on Global Traffic Injury Prevention Sharing Responsibility for Safer Roads, London, United Kingdom, 11 February 2003.

#### *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);
- United Nations Economic Commission for Europe fourth road safety seminar on aggressive driving behaviour, Geneva, Switzerland, April 2004;
- Launch of European Union Road Safety Charter/World Health Day, Dublin, Ireland, April 2004;
- International Road Safety Conference, Verona, Italy, October 2003, coinciding with an informal meeting of European Union transport ministers.

#### *Transfer of best practice in seat-belt campaigns:*

Production of seat-belt campaign toolkit: manual providing advice on enforcement, awareness raising and legislation on seat-belt use, primarily for countries with low seat-belt use.

#### REGIONAL AND COUNTRY-LEVEL 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;
- The Australian New Car Assessment Programme;
- The European Roads Assessment Programme;
- Child Seat Programme.

#### *Seat-belt wearing campaigns:*

- pilot project in Costa Rica: *Por Amor Use el Cinturón* (For love, use your seat-belt), September 2003 to September 2004, resulting in the restoration of compulsory seat-belt legislation, increased seat-belt wearing and a drop in fatalities as a result of road traffic collisions;
- seat-belt wearing campaign in Hungary, April to October 2004, together with the Hungarian Automobile Club, the Hungarian Ministry for Transport and the Global Road Safety Partnership, with the objective of bringing the seat-belt wearing rates up to the European Union level.

The FIA Foundation owns three "seat-belt convickers". These are devices that demonstrate the efficiency of the seat-belt at a low impact crash. The FIA Foundation makes available these devices to entities that wish to hold demonstration events or campaigns. The seat-belt devices have been used in a number of countries:

- Cyprus (seat-belt campaign with the automobile club and the police/army);
- Tunisia (Traffic Injuries Prevention Association stand at a motor show in summer 2003);
- Ireland (European Union Road Safety Charter signing event, 2004) ;
- Hungary (seat-belt campaign 2004);
- Costa Rica (seat-belt campaign *Por Amor Use el Cinturón*) ;
- Several European countries, during the FIA World Rally Championship (2003–2004).

#### **FIA Foundation'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 United Nations agencies and global road safety partners**

- advocacy and policy development
- research
- data collection.

## Recent publications

- *Review 2004*. London, FIA Foundation, 2004 ([http://www.fiafoundation.com/resources/documents/1994230847\\_\\_fia\\_foundation\\_review\\_2004.pdf](http://www.fiafoundation.com/resources/documents/1994230847__fia_foundation_review_2004.pdf)).
- *International policy forum 2004* [Conference Proceedings]. London, FIA Foundation, 2004 ([http://www.fiafoundation.com/resources/documents/1207950056\\_\\_ipf.pdf](http://www.fiafoundation.com/resources/documents/1207950056__ipf.pdf)).
- *Seatbelt campaign toolkit manual*. London, Transport Research Laboratory, FIA Foundation, 2004 (<http://www.fiafoundation.com/media/toolkit.html>).
- *Sharing responsibility for safer roads* [Conference Proceedings]. London, FIA Foundation, 2003 ([http://www.fiafoundation.com/resources/documents/482477220\\_\\_sharing\\_responsibility\\_lo.pdf](http://www.fiafoundation.com/resources/documents/482477220__sharing_responsibility_lo.pdf)).
- Parker D, Dimmer A. *Feasibility of a systems approach to road traffic accident investigation*. London, FIA Foundation, 2003 ([http://www.fiafoundation.com/resources/documents/1102901180\\_\\_sa\\_executive\\_summary.pdf](http://www.fiafoundation.com/resources/documents/1102901180__sa_executive_summary.pdf)).
- *E-mobility. Towards intelligent transport* [Conference Proceedings]. London, FIA Foundation, 2002.

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# Global Road Safety Partnership (GRSP)

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## GRSP'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 sectors 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 at the global level: GRSP brings together international businesses, multilateral and bilateral development agencies and nongovernmental organizations to address road safety issues.
- Partnerships at the local level: GRSP brings global members to work with national governments, country nongovernmental organizations 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 nongovernmental organizations or foundations, with the specific purpose of sustaining road safety activities.

- Sharing knowledge: GRSP facilitates the exchange of 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.

## GRSP's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

- Partnership development at global level: GRSP's mission is to bring together partners from international businesses, multilateral and bilateral development agencies and nongovernmental organizations to address road safety issues and raise awareness.
- Building bridges globally: GRSP 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; GRSP members contribute practical experience, and GRSP commissions research to add to the knowledge base.
- 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 on road traffic injury prevention*.

- GRSP is active in a number of international organizations and road safety forums: United Nations Economic Commission for Europe Working Party 1; Road Safety Committee of the World Road Association; Transportation Research Board International Committee; Interim governing board of Department for International Development's Transport Knowledge Partnership.

#### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

GRSP is developing regional initiatives in South-East Asia with the Asian Development Bank and Association of South-East Asian Nations, and in Africa with the Sub-Saharan Africa Transport Policy Program. GRSP currently has numerous ongoing programmes in ten low- and middle-income countries. A few examples of country-level activities follow. More information can be found in GRSP annual reports and on their web site.

- In Bangalore, India, 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 Neurosciences and the Police. An extensive "don't drink and drive" campaign has been initiated by GRSP. The campaign includes enforcement, monitoring and evaluation.
- In Viet Nam, GRSP is working with the Asia Injury Prevention Foundation (which produces motor-cycle helmets for adults and children) to deliver a major helmet wearing campaign.
- In Thailand, GRSP partners have focused on different types of driver training both for professional and private drivers and motor-cycle riders. Distribution of free helmets has been part of the training. Different campaigns have been run to increase helmet wearing and reduce the number of alcohol-related road crashes.
- The 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 nongovernmental organization), in conjunction with Transport Research Laboratory, United Kingdom, have used a participatory approach to develop a community safety project. Initially this aims to understand the causes 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 shifted 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.
- One GRSP partner, the FIA Foundation, supported the Costa Rican government's nationwide seat-belt campaign in 2003 and 2004. A major media campaign and enforcement programme has resulted in an increase of seat-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 assessment

awards system based on a partnership approach 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 emergency medical service system.
- In 2004, GRSP Hungary was involved with other national and international organizations in launching 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.

## GRSP'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 United Nations agencies and global road safety partners

All areas relating to road safety.

## Global Road Safety Partnership (GRSP)

- *GRSP annual report*. Geneva, GRSP, 2004 (<http://www.grsproadsafety.org/activities/reports/5/AR04Final.pdf>).
- *Impact of road crashes on the poor* [Research note]. Geneva, GRSP, 2004 (<http://www.grsproadsafety.org/activities/reports/5/FinalPoverty.pdf>).
- *Impaired driving in developing countries*. Geneva, GRSP, 2004 (<http://www.grsproadsafety.org/activities/reports/5/97.pdf>).
- *First Aid: it saves lives on the road* [Focus notes]. Geneva, GRSP/IFRC, 2003 (<http://www.grsproadsafety.org/activities/reports/5/93.pdf>).
- *Motor vehicle insurers and road safety* [Focus notes]. Geneva, GRSP, 2003 (<http://www.grsproadsafety.org/activities/reports/5/80.pdf>).

- *Estimating crash costs* [Focus notes]. Geneva, GRSP, 2003 (<http://www.grsproadsafety.org/activities/reports/5/94.pdf>).
- *Keep death off your roads*. Geneva, PIARC/DFID/GRSP, 2003 (<http://www.grsproadsafety.org/activities/reports/5/74.pdf>).
- *Road safety management*. Geneva, GRSP, 2002.
- Jacobs G, Aeron-Thomas A. *Estimating global road fatalities - summary*. Geneva, GRSP, 2001 (<http://www.grsproadsafety.org/activities/reports/5/50.pdf>).
- *Moving ahead: emerging lessons*. Geneva, GRSP, 2001 (<http://www.grsproadsafety.org/activities/reports/5/28.pdf>).

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## TØI's mission with regard to road safety

TØI's main objectives 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. TØI's sphere of activity covers most current issues in road, rail, sea, and air transport, including road safety. Within road safety, TØI aims to carry out basic research-related activities that can contribute to the reduction of road crashes, deaths and injuries. This also includes the preparation of road safety handbooks aimed at road safety professionals and practitioners. The ensuing road safety activities target Norway, Europe and developing countries.

## TØI's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

- evaluation of the Global Road Safety Partnership (GRSP);
- preparation of an English version of the TØI road safety handbook, entitled *Handbook of road safety measures*, published by Elsevier Science;
- preparation of the road safety chapter of the new *Handbook of transportation engineering* to be published by McGraw-Hill.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

The list below comprises projects initiated in 2004 (largely typical of projects in 2003 and earlier years):

- GRSP evaluation comprising evaluation of national GRSP activities in ten countries in Africa, Asia, Europe and Latin America;
- evaluation of road safety organizations at the regional level 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 (European Union research projects);
- bicycle collisions and injury frequencies in Norway (research project);
- analysis of moped and light motorcycle collisions 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 (device for checking driver's alcohol level that must be applied before starting the bus and automatically blocks ignition if level is too high), the impact on the relationship 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 (European Union research project);
- pilot study of application of alcolocks on 12 buses in Norway (research project).

## **TØI's greatest strengths in the area of road safety**

- road safety research
- policy development
- planning and programming
- data collection
- evaluation
- 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
- preparation of handbooks.

## **Recent publications**

To view the publications of the Institute of Transport Economics, please visit: [www.noi.no](http://www.noi.no)

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# International Road Federation (IRF)

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## IRF's mission with regard to road safety

The IRF mission consists of the promotion of the concept of the “forgiving road” and safe mobility in general, with active participation in the work of UNECE Working Party 1 and other United Nations bodies. IRF in Geneva, Brussels and Washington, DC, benefits from the wide experience of its members all over the world to promote safe roads, namely through efficient road planning and construction, as well as maintenance operations to upgrade road quality, safety and technical requirements for the implementation of recognized measures that lead to the use of high-quality materials, high-performance road safety equipment, road signs and markings.

## IRF's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

Current and recently completed activities include:

- data collection: *IRF world statistics* – an annual publication;
- advocacy: production and dissemination of the IRF brochure *Safe Mobility* in 2003;
- research: the preparation of technical specifications and standards for road safety equipment;

- training: set of training and education programmes.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

- European Union level: signature of the European Union Road Safety Charter;
- regional conferences, training courses and seminars, for example, in countries such as Brazil and Egypt, as well as in countries in Asia and South-East Europe;
- periodic World Road Congresses.

## IRF'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 United Nations agencies and global road safety partners

All areas related to road safety.

## Recent publications

- *Safe mobility*. Geneva, IRF, 2004.
- *Heavy vehicle safety brochure*. Geneva, IRF, 2004.
- *World road statistics*. Geneva, IRF, 2004.
- *World highways*. Monthly publication, Route One Publishing Ltd (<http://www.worldhighways.com>).

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# International Road Transport Union (IRU)

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## IRU's mission with regard to road safety

IRU seeks to reduce the frequency and severity of road collisions involving buses, coaches, lorries 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.

## IRU's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

#### *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 to be extended to cover 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, 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 activities.

#### *Promotion of road safety worldwide*

- participation in the activities of World Health Day 2004 devoted to road safety, to the WHO *World report on road traffic injury prevention* and to the stakeholders forum in connection with the United Nations General Assembly debate;
- participation in the activities of the Global Road Safety Partnership, implementing road safety

projects in less-developed focus countries and providing a road safety database.

#### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

##### *Regional activities*

- IRU has formal or informal links with various governmental regional bodies so that certain of its activities are undertaken within the regional framework of the bodies in question.
- IRU's relations with the European Union have been the framework for the joint financing of the following activities:
  - road safety management programme;
  - leaflets aimed at motorists and riders of motorized two-wheeler vehicles;
  - European Truck Accident Causation study, a two-year study, begun in April 2004, which aims to identify, in detail, the causes of more than 600 collisions involving lorries in seven European Union countries.
- IRU committed itself to the European Road Safety Charter launched by the European Union in April 2004 as a major component of the European Union Road Safety Action Programme, aimed at obtaining a 50% reduction in road traffic deaths by 2010.
- 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.
- 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 a national level, 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;
- Additionally, the IRU national associations have their own road safety that the IRU monitors and brings to the attention of all its member associations for emulation, and that its Road Safety Commission examines with a view to their internationalization as IRU projects.

#### **IRU's greatest strengths in the area of road safety**

IRU has a network of national associations representing the road transport industry and is 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 United Nations agencies and global road safety partners**

- policy development
- advocacy
- prevention programmes
- research
- data collection
- support services.

## Recent publications

To view the publications of the International Road Transport Union, please visit:  
[www.iru.org/Publications/Welcome.E.html](http://www.iru.org/Publications/Welcome.E.html)

- 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.

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# National Highway Traffic Safety Administration,

## United States Department of Transportation (NHTSA)

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### NHTSA's mission with regard to road safety

- to reduce death, injury, and associated costs attributable to motor vehicle crashes;
- to reduce the traffic fatality rate to 1 per 100 million vehicle miles travelled by 2008;
- to reduce the national rate of impaired driving related traffic fatalities to 0.53 per 100 million vehicle miles travelled by 2005;
- to increase the national safety belt usage to 80–85 % by 2005.

### NHTSA's activities related to road safety

#### GLOBAL-LEVEL ACTIVITIES

- NHTSA 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).
- The Traffic Injury Control Office of NHTSA recently served on an OECD committee that addressed the issue of children in traffic. The committee's report *Keeping children safe in traffic* was published in 2004 and updated the 1983 OECD report on children's transport safety.
- The Traffic Injury Control Office of NHTSA participates, as a corresponding member, in the

OECD's *The young driver risks and effective counter-measures* research project, that is currently being conducted by a working group of volunteers from member countries. The group intends to complete its research by the end of 2005 and publish in 2006.

- NHTSA's National Centre for Statistics and Analysis (NCSA) has contributed to the OECD/ International Road Traffic Accident Data (IRTAD) committee. NHTSA participates in this effort in recognition of the importance of access to international comparisons of road safety.
- The Traffic Injury Control Office also entered into a cooperative agreement with WHO to support the development of the *World report on road traffic injury prevention*, develop a web-based resource on research and programmes related to bicycle and motorcycle helmet safety and use; and support the implementation of the United Nations General Assembly resolution 58/289 through a newsletter and other web-based resources.
- The Traffic Injury Control Office is working with the Japanese National Police Agency under a cooperation arrangement signed in September of 1999. Activity to date has consisted of an internship programme and joint meetings to share technical and programme information. Technical staff have completed a number of analyses contrasting the nature of problems of



impaired driving and safety belt use in the two countries, and comparing strategies for addressing these issues.

- NHTSA provided an overview of emergency medical services in the United States and identified potential areas of technical assistance for Jordan's emergency medical services system to the Ministry of Health of Jordan.
- NHTSA Emergency Medical Services Division is assisting Egypt with the identification of personnel with specialized expertise in emergency medical services and the accreditation of emergency medical services education programmes.
- 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.
- NHTSA has also contributed support to conferences such as the World Conference on Injury Prevention and Control, held in Vienna, Austria, on 6–9 June 2004.

#### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

##### *Impaired driving*

Over the next three to five years, NHTSA plans to focus its efforts on the three impaired driving priority strategies: high visibility enforcement; support for prosecutors and driving while impaired (DWI) courts; and alcohol screening and brief intervention. Based on recommended strategies of NHTSA's Integrated Project Team on Impaired Driving, efforts will also be made to reach those populations at greatest risk, according to age, race, ethnicity and geography. Areas of emphasis will include:

- Continuing national crackdown: NHTSA will continue to implement a national media campaign with the message "*You Drink & Drive. You Lose*" and the high visibility enforcement of state impaired-driving laws during a crackdown period.
- Sustaining impaired driving enforcement: NHTSA will work with states to sustain their impaired driving enforcement efforts throughout the year.
- Supporting prosecutors and DWI courts: NHTSA will encourage states to create Traffic Safety Resource Prosecutor positions, develop mentoring programmes and provide training and other technical assistance to prosecutors.
- Promoting 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 centres, primary care facilities, colleges and places of employment.

##### *Occupant protection*

Over the next three to five years, NHTSA plans to focus efforts on the two most promising strategies – high visibility enforcement and primary safety belt 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 *Safety belt report* and the *Report to Congress* (May 2002). Areas of emphasis will include:

- continuing national mobilization – NHTSA will continue to implement a national media campaign with the message "Click It or Ticket"

and high visibility enforcement of state occupant protection laws;

- promoting sustained safety belt enforcement;
- strengthening primary safety belt laws;
- identifying and implementing strategies to reach high-risk populations;
- expanding the use of child occupant restraint.

NHTSA also works in other road safety areas such as pedestrian, bicycle and motorcycle safety and comprehensive Emergency Medical Services systems support.

### **NHTSA's greatest strengths in the area of road safety**

- data collection – Fatality Analysis Reporting System and General Estimates System data systems, National Occupant Protection Use Survey, Motor Vehicle Occupant Safety Survey, National Survey of Drinking and Driving;
- comprehensive approach to reducing traffic-related crashes by focusing on the vehicle, the human and the environment and examining pre-crash, crash and post-crash factors, to develop approaches for improving traffic and vehicle safety;
- programme development – research and programme experience leading to the development of effective strategies for affecting

highway safety behaviours, such as high-visibility law enforcement;

- leadership – establishing national programmes such as the national safety belt use campaign and the national impaired driving campaign;
- regulatory analysis and evaluation.

### **Areas for potential collaboration with other United Nations agencies and global road safety partners**

- exchange of research, evaluations, and experience with behavioural programmes to increase safety belt use, decrease impaired driving, and improve the effectiveness of highway safety programmes including emergency medical services response;
- data collection, analysis and dissemination, including regulatory analysis and analysis of injury costs;
- exchange of information with other safety-minded organizations and interested parties to identify or develop best vehicle safety standards and regulations.

### **Recent publications**

- *Traffic safety facts 2003: A compilation of motor vehicle crash data from the Fatality Analysis Reporting System and the General Estimates System: Early edition.* Washington, DC, NHTSA, 2004 [Report No. DOT HS-809-775] ([www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/2003/TSF2003-Early.htm](http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/2003/TSF2003-Early.htm)).
- *Initiatives to address impaired driving.* Washington, DC, NHTSA, 2003 [Report No. NHTSA-2003-14621] ([www.nhtsa.dot.gov/people/injury/alcohol/IPTReport/FinalAlcoholIPT-03.pdf](http://www.nhtsa.dot.gov/people/injury/alcohol/IPTReport/FinalAlcoholIPT-03.pdf)).

- Jones RK, Shinar D, Walsh JM. *State of knowledge of drug-impaired driving*. Washington, DC, NHTSA, 2003 [Report No. DOT HS-809-642] ([www.nhtsa.dot.gov/people/injury/research/StateofKnowledgeDrugs/StateofKnowledgeDrugs/](http://www.nhtsa.dot.gov/people/injury/research/StateofKnowledgeDrugs/StateofKnowledgeDrugs/)).
- Kahane CJ. *Vehicle weight, fatality risk and crash compatibility of model year 1991–99 passenger cars and light trucks*. Washington, DC, NHTSA, 2003 [Report No. DOT HS-809-662] ([www.nhtsa.dot.gov/cars/rules/regrev/evaluate/pdf/809662.pdf](http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/pdf/809662.pdf)).
- *Trauma system agenda for the future*. Washington, DC, American Trauma Society, 2004 ([www.nhtsa.dot.gov/people/injury/ems/TRAUMA\\_SYSTEM/](http://www.nhtsa.dot.gov/people/injury/ems/TRAUMA_SYSTEM/)).
- *Initiatives to address safety belt use*. Washington, DC, NHTSA, 2003 [Report No. NHTSA-2003-14620] ([www.nhtsa.dot.gov/people/injury/SafetyBelt/OPIPT\\_FinalRpt\\_07-17-03.html](http://www.nhtsa.dot.gov/people/injury/SafetyBelt/OPIPT_FinalRpt_07-17-03.html)).
- Blincoe LJ et al. *The economic impact of motor vehicle crashes 2000*. Washington, DC, NHTSA, 2002 [Report No. DOT HS-809-446] (<http://www.nhtsa.dot.gov/staticfiles/DOT/NHTSA/Communication%20&%20Consumer%20Information/articles/Associated%20Files/EconomicImpact2000.pdf>).
- Jones RK, Lacey JH. *Alcohol and highway safety 2001: A review of the state of knowledge*. Washington, DC, NHTSA, 2001 [Report No. DOT HS-809-383] ([www.nhtsa.dot.gov/people/injury/research/AlcoholHighway/index.htm#Contents](http://www.nhtsa.dot.gov/people/injury/research/AlcoholHighway/index.htm#Contents)).
- Kahane CJ. *Fatality reduction by safety belts for front-seat occupants of cars and light trucks: Updated and expanded estimates based on 1986–99 FARS data*. Washington, DC, NHTSA, 2000 [Report No. DOT HS-809-199] (<http://www.nhtsa.dot.gov/staticfiles/DOT/NHTSA/Vehicle%20Safety/Studies%20&%20Reports/Associated%20Files/809199.pdf>).
- *NHTSA national agenda for motorcycle safety*. Washington, DC, NHTSA, 2000 [Report No. DOT HS-809-156] ([www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/00-NHT-212-motorcycle/](http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/00-NHT-212-motorcycle/)).

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# Oman, Ministry of Foreign Affairs

Ministry of Foreign Affairs

Muscat

Oman

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## Ministry of Foreign Affairs' mission with regard to road safety

The Ministry of Foreign Affairs works as a coordinating body for the different sectors and agencies in Oman to develop a multisectoral approach to road safety and preventive community-based programmes on reduction of road traffic injuries and deaths. The Ministry's approach is to:

- develop a multisectoral working team
- implement preventive programmes
- establish a database on road traffic crashes.

## Ministry of Foreign Affairs' activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

The Ministry of Foreign Affairs has been instrumental in developing global awareness of the importance of road safety in the following ways:

- working with the United Nations to bring about three resolutions on road safety;
- developing regional integration and awareness programmes;
- working with WHO to implement the United Nations General Assembly resolution on road safety;
- involvement with World Health Day 2004 on road safety.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

#### *Regional:*

- organizing regional conference in 2005;
- possibility of hosting the 2<sup>nd</sup> stakeholders meeting in 2005;
- developing a common policy on road safety for the six states of the Gulf Cooperation Council: Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and the United Arab Emirates.

#### *Country-level:*

- work on decreasing the number of road traffic crashes and the resulting mortality;
- community-based preventive programmes at municipal level;
- developing political will.

## Ministry of Foreign Affairs' greatest strengths in the area of road safety

- development of political will locally, regionally and globally;
- development of road safety policies and advocacy;
- provision of support services;
- development of data collection.

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- development of political will
- data collection (trauma registry)
- preventive programmes.

## Recent publications

- Weekly articles in the media.

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# Organization for Economic Cooperation and Development

## European Conference of Ministers of Transport (OECD/ECMT)

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### **OECD/ECMT's mission with regard to road safety**

The European Conference of Ministers of Transport (ECMT) is an intergovernmental organization established by a protocol signed in Brussels on 17 October 1953. It comprises the Ministers of Transport of 43 member countries. ECMT is a forum in which Ministers responsible for transport, and more specifically the inland transport sector, can cooperate on policy.

ECMT has a dual role. On one hand it helps to create an integrated transport system throughout Europe that is economically efficient and meets environmental and safety standards. On the other hand, ECMT's mission is to develop reflections on long-term trends in the transport sector and to study the implications for the sector of increased globalization. The activities in this regard have been reinforced by the establishment, on 1 January 2004, of a Joint OECD/ECMT Transport Research Centre. The mandate of the Centre is to "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 inter-modal linkages in a wider economic, social, environmental and institutional context."

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.

ECMT and OECD also recognize the importance of outreach activities and encourage outreach to non-member countries. The outreach activities undertaken by the 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 organizational responsibility. The Secretariat of the Centre cooperate with other organizations to disseminate the findings and conclusions of the Centre's research work on a worldwide basis.

### **OECD/ECMT's activities related to**

#### **road safety**

##### **GLOBAL-LEVEL ACTIVITIES**

The ECMT and Joint Transport Research Centre support 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 projects on: speed management; young drivers risks and effective counter-measures; and achieving ambitious road safety targets. For more information on the safety research activities under the Centre's approved Programme of Work (2004 – 2006) ([www1.oecd.org/cem/online/council/2004/CM200425e.pdf](http://www1.oecd.org/cem/online/council/2004/CM200425e.pdf)).

#### *Road safety statistics*

The ECMT collects and publishes road safety statistics which provide an overview of trends in ECMT member countries. The ECMT's annual and quarterly publications disseminate this information widely to its member countries. Short term trends provide data on the number of fatalities ([www1.oecd.org/cem/stat/conjunct](http://www1.oecd.org/cem/stat/conjunct)).

The International Road Traffic and Accident Database (IRTAD) is an international association which in the past fifteen years has contributed to international cooperation in road safety research and performance comparisons across the American, European, and Asia-Pacific regions. The Joint OECD/ECMT Transport Research Committee oversees IRTAD activities ([www.irtad.bast.de](http://www.irtad.bast.de)).

#### *Road safety policies*

ECMT has over many years contributed to the effort to reduce crashes by publishing comparative data, by sharing good practice between governments and

by agreeing on forward-looking recommendations that can serve as a good basis for progress in all countries. The summary of relevant ECMT recommendations forms a checklist which, if properly implemented, would result in large reductions in the numbers of road traffic crashes. The addition to this checklist of the recommendations on rural roads covers an important and often neglected area. For Resolutions/Recommendations agreed by Ministers ([www1.oecd.org/cem/resol/safety](http://www1.oecd.org/cem/resol/safety)).

#### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

Since 2002, ECMT has been involved in a monitoring process which has the general objective of achieving a 50% reduction in the numbers of people killed or seriously injured in road crashes in all its member countries for over the period 2002 – 2012. The ECMT also conducts regional and country specific activities. In particular, in 2002, ECMT conducted a peer review of the road safety performance in Lithuania and in 2004, the same exercise, with World Bank and WHO, in the Russian Federation. 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.

## OECD/ECMT's greatest strengths in the area of road safety

- research
- statistics
- policy development.

## Areas for potential collaboration with other United Nations agencies and global road safety partners

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

## Recent publications

- *Keeping children safe in traffic*. Paris, OECD, 2004.
- *Road safety: Impact of new technologies*. Paris, OECD, 2003.
- *Safety on roads: What's the vision*. Paris, OECD, 2002.
- *Ageing and transport: Mobility needs and safety issues*. Paris, OECD, 2001.
- *Safety in tunnels: Transport of dangerous goods through road tunnels*. Paris, OECD, 2001.
- *Road safety performance - National peer review: Lithuania*. Paris, ECMT/OECD, 2004.
- *Safe and sustainable transport: A matter of quality assurance*. Paris, ECMT/OECD, 2003.
- *Economic evaluation of road traffic safety measures*. Paris, ECMT (Round Table 117)/OECD, 2001.
- *Safety in road traffic for vulnerable users*. Paris, ECMT/OECD, 2000.
- *Communication in road safety*. Paris, ECMT/OECD, 1999.

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# The Task Force for Child Survival and Development: Global Road Safety Collaborative

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## The Task Force's mission with regard to road safety

The mission of the Task Force for Child Survival and Development's Global Road Safety Collaborative is to help raise awareness and bring people together to address the global road safety crisis in developing countries. This includes advocacy, facilitating collaboration – especially with the major institutional players – and organizing inclusive stakeholders' forums both regionally and globally. Although attention to children has been an important component of the Task Force's mission since the founding of the Task Force in 1984, it's Global Road Safety Collaborative addresses road safety for all ages.

## The Task Force's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

The Task Force has focused on mobilizing global advocacy efforts for road safety. Much of this work has been done through the Task Force's role as the convenor 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 efforts in these two broad areas.

### *Global Road Safety Steering Committee work:*

- The Task Force brought together key United Nations agencies (WHO, World Bank, UNICEF, UNDP, UN DESA) with several nongovernmental organizations (ASIRT, Bone and Joint Decade, FIA Foundation for the Automobile and Society, Global Road Safety Partnership, and the Task Force) to form the Global Road Safety Steering Committee with the initial mission of bringing world attention to road traffic injuries through the United Nations.
- The Task Force has organized a number of meetings including two technical briefings for ambassadors and country representatives at the United Nations (29 May 2003 and 24 March 2004), a General Assembly session (14 April 2004) that focused solely on global road safety, and a stakeholders forum at the United Nations (15 April 2004). As part of these efforts, the Task Force worked closely with the UN Ambassador from Oman to draft and promote three United Nations resolutions – putting global road safety on the United Nations agenda for the first time.
- The Task Force produced a report *The global road safety crisis: we should do much more* on activities leading up to and including the April 2004 UN meetings, for use in 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 global stakeholders forum session as well as working regionally to produce local stakeholders forums.
- The Task Force has developed a web site for global road safety outlining the problem of global road traffic injuries and deaths, and featuring information about the Global Road Safety Steering Committee (with links to all partners) and their efforts to bring this problem to the UN ([www.globalroadsafety.org](http://www.globalroadsafety.org)).

#### *Other global road safety initiatives of The Task Force*

- The Task Force has made numerous presentations on global road safety to different audiences to help raise awareness and build political will, including for the Pan American Health Organization on World Health Day 2004 and talks in Asia, Europe, Latin America, and the United States of America.
- The Task Force is working to enhance its capacity to do advocacy work to develop a road safety system assessment tool to help define country capacity to address global road safety locally.
- The Task Force is planning to work with UNICEF and Ambassador Pete Peterson of The Alliance for Safe Children (TASC) on children's road safety and injury prevention.
- The Task Force is working closely with the United States 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, to complement the *World report on road traffic*

*injury prevention* by focusing on what is necessary to implement the recommendations of the Report in low- and middle-income countries.

#### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

The Task Force helps to build regional and national capacity through the facilitation of multisectoral collaboration.

- The first step is to develop a road safety system framework to assess capacity.
- The second step is to bring together the key sectors within a region or country to address road safety and share knowledge. For example, The Task Force has been working in Oman to help design a series of meetings to build advocacy support. The Task Force is also working with key partners to promote the development and implementation of national and regional plans in Latin America and the Caribbean, and build a regional network.
- The Task Force is working with ASIRT to build and strengthen a global road safety congressional caucus in the United States Congress.

#### **The Task Force's greatest strengths in the area of road safety**

- advocacy
- facilitating coalitions and leveraging scarce resources.
- bringing people together to collaborate – eliciting different partners' strengths, to create a complementary and coherent whole and building a collective community
- project management

- meeting design and forum development
- promoting knowledge sharing
- supporting national and regional action plans.

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- organizing a Latin American and Caribbean road safety forum
- 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 to draw up an updated global plan that would bring multiple agencies together
- facilitation.

## Recent publications

- McIntyre MH, Rosenberg ML, Hayes ES. *The global road safety crisis: We must do much more*. Atlanta, GA, Global Road Safety Steering Committee, 2004 ([http://www.globalroadsafety.org/full\\_grsun\\_report.pdf](http://www.globalroadsafety.org/full_grsun_report.pdf)).
- Rosenberg ML, McIntyre MH, Sloan R. Global road safety. *Injury control and safety promotion*, 2004, 11(2):141–143.
- Rosenberg, ML, Rogmans W. Foreword to Special Issue on global road traffic safety. *Injury control and safety promotion*, 2003, 10(1–2): 1–2.
- Nantula VM, Sleet DA, Reich MR, Rosenberg ML, Peden M, Waxweiler R. The global challenge of road traffic injuries. *Injury control and safety promotion*, 2003, 10(1–2):3–7.

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# Transport Canada, Road Safety and Motor Vehicle Regulation Directorate

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## Transport Canada's mission with regard to road safety

Transport Canada's mandate is to reduce fatalities, injuries and property damage associated with the use of motor vehicles. Transport Canada regulates the safety of new vehicles, tyres and child restraints sold in Canada, as well as working 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. It also regulates those motor carriers that operate inter-provincially or internationally and it works with provinces and territories to improve the safety of the road infrastructure.

## Transport Canada's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

Transport Canada participates in the following international fora:

- United Nations Economic Commission for Europe's World Forum for Harmonization of Vehicle Regulations (WP. 29). Transport Canada is leading two groups working on the development of global technical regulations and participating in three other groups.
- Organization for Economic Cooperation and Development (OECD)/ European Conference of Ministers of Transport Joint Transportation

Research Committee. Transport Canada's objective is to share information on research and programme effectiveness. Recent activities include leading a project on the availability of data on hospitalized road users in OECD Member Countries (completed), and participating in projects on keeping children safe in traffic (completed), achieving ambitious road safety targets (ongoing), speed management (ongoing), young drivers (ongoing), and the International Road Traffic and Accident Database (ongoing).

- World Road Association. Transport Canada's objective is to advance knowledge of the construction and maintenance of safe roads.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

Transport Canada is providing leadership for Canada's national road safety programme, 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, it works with the provinces and territories to identify high collision risk areas or road users using collision data, conducting research on the reasons for these risks, developing programmes to address them, evaluating these programmes, and transferring knowledge regarding what works and what does not work. In order to have the safest roads in the world, Transport Canada estimates that there is a need to reduce fatalities and serious

injuries by 30% by 2010. To achieve this reduction, Transport Canada is working on a number of sub-targets including increasing seat-belt and child restraint use to 95%, reducing fatalities and serious injuries caused by impaired driving by 40%, reducing fatalities and serious injuries in rural areas by 40%, etc. It is 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 programmes on seat-belt use to address these sub-targets). It conducts crash tests, measures driver behaviour in instrumented vehicles or in simulators, carries out surveys of driver behaviour and their perceptions and attitudes, and evaluates the effectiveness of road safety programmes. It also has a network of university-based collision investigation teams that provide data on the causes of collisions and injuries.

## **Transport Canada's greatest strengths in the area of road safety**

A major strength is the multidisciplinary approach that Transport Canada has adopted to improving road safety. It looks at the vehicle, the road and road user to better understand the causes of collisions and casualties. In addition, it examines engineering, educational and enforcement approaches to safety in order to determine which measure is most cost-effective. It has a multidisciplinary research programme including mechanical and civil engineers, economists, statisticians, psychologists and ergonomists. Its national database of all police reported collisions occurring on public roadways permits epidemiological research as well as evaluations of interventions.

## **Areas for potential collaboration with other United Nations agencies and global road safety partners**

Transport Canada is most interested in collaborating on road user behaviour research, methodologies for evaluating interventions, and on the sharing of best practices for improving road safety.

## **Transport Canada: Road safety and Motor Vehicle Regulation Directorate**

- *Alcohol crash problem in Canada 2002*. Ottawa, Canada, Canadian Council of Motor Transport Administrators, Standing Committee on Road Safety Research and Policies and Transport Canada, CCMTA, 2004.
- *Results of Transport Canada's surveys of seat belt use in Canada 2002–2003* [Factsheet]. Transport Canada, Road Safety and Motor Vehicle Regulation, 2004 (<http://www.tc.gc.ca/roadsafety/tp2436/rs200405/pdf/rs200405e.pdf>).

- *Road safety in Canada - An overview*. Transport Canada, Road Safety and Motor Vehicle Regulation and Health Canada, Injury Surveillance Unit, 2004 (<http://www.tc.gc.ca/roadsafety/stats/overview/2004/pdf/overview.pdf>).
- *Road safety vision 2010 – 2002 Annual Report*. Transport Canada, Road Safety and Motor Vehicle Regulation, 2004 ([www.tc.gc.ca/roadsafety/vision/2002/menu.htm](http://www.tc.gc.ca/roadsafety/vision/2002/menu.htm)).
- *Vulnerable road user safety: A global concern* [Road safety leaflet]. Transport Canada, Road Safety and Motor Vehicle Regulation, 2004 (<http://www.tc.gc.ca/roadsafety/tp2436/rs200403/pdf/2004-03e.pdf>).
- *Impacts of cannabis on driving: An analysis of current evidence with an emphasis on Canadian data*. Transport Canada, Road Safety and Motor Vehicle Regulation, 2003 ([http://www.tc.gc.ca/roadsafety/tp/tp14179/Impacts%20of%20cannabis\\_E\\_v3.pdf](http://www.tc.gc.ca/roadsafety/tp/tp14179/Impacts%20of%20cannabis_E_v3.pdf)).
- *Strategies for reducing driver distraction from in-vehicle telematics devices: A discussion document*. Transport Canada, Road Safety and Motor Vehicle Regulation, 2003 (<http://www.tc.gc.ca/roadsafety/tp/tp14133/pdf/tp14133e.pdf>).
- *Synthesis of safety for traffic operations*. Transport Canada, Road Safety and Motor Vehicle Regulation, 2003 (<http://www.tc.gc.ca/roadsafety/tp/tp14224/pdf/tp14224e.pdf>).
- *Canadian motor vehicle traffic collision statistics: 2003* [Brochure]. Transport Canada, Road Safety and Motor Vehicle Regulation, 2004 (<http://www.tc.gc.ca/roadsafety/tp/tp3322/2003/pdf/3322e03s.pdf>).
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# United Nations Children Fund (UNICEF)

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## UNICEF'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 from infection and parasitic diseases among children, UNICEF is now beginning to focus on other important causes of deaths in children under 18 years of age.

## UNICEF's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

UNICEF has been involved in global-level advocacy for road safety. In particular, UNICEF has participated in the debate at the United Nations General Assembly on this topic.

### REGIONAL AND COUNTRY LEVEL ACTIVITIES

UNICEF country offices in Bangladesh, China, Thailand and Viet Nam have assisted the host governments to conduct studies into the causes of death among children. From these studies, UNICEF

realized that crashes and injuries are major causes of death, even among children under 5 years of age. UNICEF also participated in a few regional meetings in Asia and Australia on Road Safety/Safe Communities. Two such meetings were held in Bangladesh and Thailand in February and April 2004 respectively.

## UNICEF's greatest strengths in the area of road safety

- ability to conduct country programmes based on evidence
- ability to advocate on important issues that affect the lives of children.

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- data collection and advocacy.

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# United Nations Economic Commission for Africa (UNECA)

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## UNECA's mission with regard to road safety

UNECA 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, UNECA 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, UNECA's mandate on road safety and security is to:

- organize seminars on African road safety initiatives;
- collect and disseminate data on safety and security issues related to all modes of transport, and to communication, infrastructure and service development;
- provide assistance to United Nations Member States and Regional Economic Communities to improve safety and security in infrastructure and services development, including the establishment of national and regional bodies to coordinate road safety.

## UNECA's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

- membership of the Global Road Safety Partnership;
- contribution to preparing the report of the United Nations Secretary-General on global road safety crisis as well as the United Nations resolution on the subject;

- preparation of project documents on road safety for the regional economic communities.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

#### Integrated policy formulation:

- preparing action plans for road safety and setting up the institutional frameworks for managing road safety;
- developing pedestrian safety strategies;
- organization of African road safety congresses;
- incorporation of road safety into the Sub-Saharan Africa Transport Policy Programme, which is a joint initiative between UNECA and the World Bank;
- organization of training workshops on road safety.

## UNECA's greatest strengths in the area of road safety

#### Implementing the recommendations of the African Road Safety Initiative through:

- developing integrated transport policies and engaging decision-makers on implementation of these policies through organization of and participation in seminars, workshops, and conferences;
- setting up frameworks for managing road safety development in Member States;
- drawing up strategies and action plans for road safety development;
- periodic reviews of the road safety situation in Africa;
- contributing to conferences.



## Areas for potential collaboration with other United Nations agencies and global road safety partners

Developing the policy framework, drawing up action plans and rendering assistance in developing institutional capacity.

### United Nations Economic Commission for Africa (UNECA)

- *A framework for managing road safety at national level*. Beira, Mozambique, 2004.
- *The proceedings of the third African road safety congress - Pretoria, South Africa, 14–17 April 1997*. Paris, Organisation for Economic Cooperation and Development, 1997.
- Spencer TJ. The Victoria model in Kwazulu-Natal. In: *Proceedings of third African road safety congress, vol. 1, Pretoria, South Africa, 14–17 April 1997*. Paris, Organization for Economic Cooperation and Development, 1997:153–169.
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# United Nations Economic Commission for Europe (UNECE)

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## UNECE's mission with regard to road safety

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 with a view to ensuring a high level of road traffic safety in their countries. In addition, UNECE carries out advocacy activities, collects and disseminates information and statistics on road crashes and their causes as well as on the national measures to prevent them, and organizes meetings of intergovernmental bodies specialized in the various areas of road safety.

## UNECE's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

*Development of international legally binding rules and regulations for all components of road traffic to ensure a high level of road safety:*

- The 1968 Vienna Conventions on Road Traffic and on Road Signs and Signals (61 and 52 Contracting Parties respectively);
- The 1998 Agreement on Global Technical Regulations for Vehicles (22 Contracting Parties including the EU);

- The 1958 Agreement on Vehicle Regulations (44 Contracting Parties including the EU).

*Development of resolutions and recommendations to governments:*

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

*Regular meetings of intergovernmental bodies on road safety and related issues:*

- Working Party on Road Traffic Safety (WP.1): 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 in the UNECE region;
- World Forum for Harmonization of Vehicle Regulations (WP.29) administers the above-mentioned 1958 and 1998 Agreements on regulations for the construction of vehicles, and the 1997 Agreement on technical inspections;

- ECOSOC Committee of Experts on the Transport of Dangerous Goods, which is also serviced by the UNECE secretariat.

*Support to United Nations Member States:*

UNECE supports United Nations 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 United Nations regional commissions.

*Other meetings on road safety:*

- A Seminar on aggressive driving, which was held on 5 April 2004 on the occasion of the UNECE Fourth Road Safety Week and which was organized in cooperation with WHO;
- A Round Table on intelligent transport systems, focusing on vehicle safety, which was organized by UNECE in February 2004.

REGIONAL AND/OR COUNTRY-LEVEL ACTIVITIES

*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, which set stricter road safety provisions than the Vienna Conventions (28 and 27 Contracting Parties respectively);
- The 1973 Protocol on Road Markings (22 States Contracting Parties);
- The 1997 Agreement on Periodical Technical Inspections of Vehicles, which establishes the conditions for technical inspections of vehicles in use (9 Contracting Parties);

- The European Agreement on Main International Traffic Arteries (AGR), which defines the E Road Network and its infrastructure parameters (33 Contracting Parties);
- The European Agreement on the International Carriage of Dangerous Goods by Road (ADR), which sets uniform conditions for the safe carriage of such goods (39 Contracting Parties);
- The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), which regulates the driving and rest periods of commercial drivers in international road transport (42 Contracting Parties).

*Advocacy:*

Every four years, UNECE organizes a road safety campaign, called the Road Safety Week in the UNECE region, which acts as the framework for simultaneous national road safety campaigns with a common theme and a common slogan.

*Statistics:*

Each year, the UNECE publishes *Statistics of Road Traffic Accidents in Europe and North America*, which contains data on accidents and victims, as well as the main causes of those accidents.

*Regular meetings of intergovernmental bodies on road safety related issues:*

- Working Party on Road Transport (SC.1), which administers the above-mentioned AGR and AETR Agreements;
- Working Party on the Transport of Dangerous Goods (WP.15), which administers the above-mentioned ADR Agreement;

- Working Party on Transport Statistics (WP.6), which collects and disseminates road accident statistics.
- 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 crashes and their causes.

## UNECE's greatest strengths in the area of road safety

- 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 crash risk factors;
- advocacy, in particular in countries of Eastern Europe and Central Asia;

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- development of guidelines
- organization of seminars
- development of road safety policy
- advocacy.

## Recent publications

- *Collection and dissemination of information on national requirements concerning road traffic safety* [Trans/WP.1/80/Rev.3]. Geneva, UNECE, Working Party on Road Traffic Safety, 2004 (<http://www.unece.org/trans/main/wp1/wp1fdoc/TRANS-WP1-80r3e.pdf>).
- *European agreement concerning the work of crews of vehicles engaged in international road transport (AETR)* [Trans/SC.1/371/Add.1/Rev.1]. Geneva, UNECE, Working Party on Road Transport, 2004 (<http://www.unece.org/trans/doc/2004/sc1/TRANS-SC1-371a1r1e.pdf>).
- *Amendments to and implementation of the 1968 Conventions on Road Traffic and on Road Signs and Signals and the 1971 European Agreements supplementing them* [Trans/WP.1/2003/4/Rev.4]. Geneva, UNECE, Working Party on Road Traffic Safety (WP.1), 2004 (<http://www.unece.org/trans/doc/2003/wp1/TRANS-WP1-2003-04r4e.pdf>).
- *Statistics of road traffic accidents in Europe and North America, volume XLIX*. Geneva, UNECE, Transport Division, 2004 ([www.unece.org/trans/main/wp6/pdfdocs/accstatTOC.pdf](http://www.unece.org/trans/main/wp6/pdfdocs/accstatTOC.pdf)).
- *Recommendations on the group of experts on safety in road tunnels - Final Report*. Geneva, UNECE, Transport Division, 2002/2003 (<http://www.unece.org/trans/doc/2002/ac7/TRANS-AC7-09e.pdf>).
- *Recommendations concerning safety of pedestrians and assistance to victims of road accidents*. Geneva, UNECE, Working Party on Road Traffic Safety (WP.1), 2001.

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# United Nations Economic Commission for Latin America and the Caribbean (UNECLAC)

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## UNECLAC's mission with regard to road safety

The overall objective of UNECLAC is to contribute to the socioeconomic development of Latin America and the Caribbean, as well as to promote integration both between member countries and between them and the outside world. Activities in the field of road safety should be seen in this general context. Road crashes retard socioeconomic development and have serious consequences in terms of human suffering. They may be considered as disasters, in the evaluation of which, both natural and man-made, UNECLAC has been heavily involved since 1973. The focus of UNECLAC's work relating to road safety has, to date, been on the estimation of the cost externalities of different transport modes.

## UNECLAC's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

So far, UNECLAC has not been involved in road safety activities at a global level.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

- research into collision costs of lorries, especially in northern Chile (in response to a specific request for technical assistance);
- research, involving data collection, into the effects on collision rates of different systems of wage payments to drivers and their working hours, using Santiago, Chile, as a case study.

## UNECLAC's greatest strengths in the area of road safety

- a network of contacts in the field of urban transport throughout Latin America;
- conference facilities;
- professional capacity to analyse transport problems, although this capability is declining due to resources being switched to other areas.

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- an overall study on the costs and causes of traffic accidents in Latin America, to be conducted at macro- and micro-level;
- preparation of an action plan.

## Recent publications

- *How do driver compensation schemes affect bus system performance? A comparison between fixed wage and "guerra por el boleto"(war over a ticket) in Santiago, Chile.* Chile, UNECLAC, 2004 (<http://www.cepal.cl/Transporte/noticias/bolfall/2/19452/FAL217E.htm>).
- Thompson I, *The preliminary assessment of socioeconomic viability of interurban passenger trains in America Latina.* Chile, UNECLAC, 1997.

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# United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)

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## UNESCAP's mission with regard to road safety

UNESCAP promotes more effective policies and programmes by governments, civil society and the private sector to enhance:

- transport logistics and public-private partnerships in transport;
- the social and environmental aspects of transport and tourism.

UNESCAP's mandate with regard to road safety derives from:

- New Delhi Ministerial Conference, New Delhi 1996;
- New Delhi Action Plan, Phase II, 2001–2006;
- 1<sup>st</sup> session of the Committee on Managing Globalization, 2003;
- 60<sup>th</sup> session of the Economic and Social Commission for Asia and the Pacific, 2004;
- Ministerial Conference on Infrastructure, Seoul 2001;
- United Nations General Assembly resolution 58/289.

## UNESCAP's road safety activities

### GLOBAL-LEVEL ACTIVITIES

UNESCAP is a founding member of the Global Road Safety Partnership.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

#### *Research and policy:*

- Special Issue on Road Safety, *Transport and Communications Bulletin for Asia and the Pacific*.

#### *Data collection, verification and analysis:*

- Asia-Pacific Road Accident Database (APRAD) CD and online version, with manual;
- national APRAD focal point system in place in Asia and the Pacific;
- expert group meetings.

#### *Current capacity building, technical cooperation projects:*

- implementation of APRAD in BIMST Economic Cooperation countries (Bangladesh, Bhutan, India, Myanmar, Nepal, Sri Lanka, Thailand) and development of a computerized national road collision database as a pilot project;
- together with the Asian Development Bank, strengthening capacities of national officials responsible for the provision of collision data for APRAD in Lao Peoples' Democratic Republic (completed);
- German Agency for Technical Cooperation project (completed) leading to a number of publications.



*Creation of regional networks:*

- In 2004, UNESCAP 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:*

- partnership with Asian Development Bank;
- to facilitate meetings, workshops and projects in the Asia and Pacific region. Collaboration with the Asian Development Bank, the International Road Federation, the International Road Union, the World Road Association and others.

## **UNESCAP's greatest strengths in the area of road safety**

*Projects should exploit the comparative advantages of UNESCAP:*

- regional mandate and geographic coverage;
- regional intergovernmental position;
- convening authority and wide-reaching networks;
- multidisciplinary staff.

*Projects should emphasize strengthening UNESCAP's core functions:*

- policy advocacy and dialogue;
- knowledge networking;
- training and advisory services.

*Projects should concentrate on building national capacities in the following key areas:*

- negotiating effectively in multilateral and regional forums;
- implementing commitments resulting from global and regional conferences;
- formulating and implementing effective policies, as well as regulatory and legal frameworks;
- building and managing partnerships with all sectors of civil society;
- monitoring progress in achieving goals and targets adopted at global and regional conferences.

## **Areas for potential collaboration with other United Nations agencies and global road safety partners**

- UNESCAP's technical cooperation strategy emphasizes the importance of partnerships in all its technical cooperation activities, in order to allow UNESCAP to capitalize on its limited resources. Therefore, collaboration is sought for all types of activities that are mentioned in the previous section.

## Recent publications

- *Transport Bulletin for Asia and the Pacific, No.74: Road Safety*. New York, UNESCAP, 2005.
  - *Asia-Pacific road accident database (APRAD): User manual*. New York, UNESCAP, 2001 ([http://www.unescap.org/ttdw/Publications/TIS\\_pubs/pub\\_2178.pdf](http://www.unescap.org/ttdw/Publications/TIS_pubs/pub_2178.pdf)).
  - *Asia-Pacific road accident statistics and road safety inventory*. New York, UNESCAP, 1998 ([http://www.unescap.org/ttdw/Publications/TIS\\_pubs/pub\\_1815/pub\\_1815\\_fulltext.pdf](http://www.unescap.org/ttdw/Publications/TIS_pubs/pub_1815/pub_1815_fulltext.pdf)).
  - *Guidelines on road safety action plans and programmes*. New York, UNESCAP, 1997 ([http://www.unescap.org/ttdw/Publications/TIS\\_pubs/pub\\_1996/pub\\_1996\\_fulltext.pdf](http://www.unescap.org/ttdw/Publications/TIS_pubs/pub_1996/pub_1996_fulltext.pdf)).
  - *Road safety in Asia and the Pacific*. New York, UNESCAP, 1997.
  - *Review of road safety in Asia and the Pacific*. New York, UNESCAP, 1995 ([http://www.unescap.org/ttdw/Publications/TIS\\_pubs/Pub\\_1984/pub\\_1984\\_fulltext.pdf](http://www.unescap.org/ttdw/Publications/TIS_pubs/Pub_1984/pub_1984_fulltext.pdf)).
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# United Nations Economic and Social Commission for Western Asia (UNESCWA)

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## UNESCWA's mission with regard to road safety

UNESCWA aims to assess and improve the road safety situation in member countries. In particular, UNESCWA is planning to prepare a comprehensive study on the status of road crashes in the region. The study team will assess the situation of road safety in member countries, hold discussions with concerned parties and develops 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.

## UNESCWA's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

UNESCWA 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 being carried out jointly by all five United Nations 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 impact on safety along the interregional

linkages, since the specifications will require high uniform safety standards.

### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

The Agreement on International Roads in the Arab Mashreq, adopted by UNESCWA on 10 May 2001, is the first United Nations agreement to be negotiated under the auspices of UNESCWA. This agreement is regarded as a major instrument and will enhance road connectivity between the countries of the Western Asia region and between them and other countries. It covers more than 31 000 km of roads in the UNESCWA region. A special road numbering and road sign system was designated in the Agreement. The entry into force of the Agreement on 19 October 2003 has positive implications for safety in the UNESCWA region and at country level, since it calls for higher technical specifications and safety standards, which will contribute to increasing safety on roads covered by the Agreement. In addition, UNESCWA has participated in a national traffic study conducted in Lebanon.

## UNESCWA's greatest strengths in the area of road safety

- research and data collection on road safety
- policy development.

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- policy development
- research.

## Recent publications

- *Agreement on international roads in the Arab Mashreq*. Beirut, ESCWA, 2001 ([http://untreaty.un.org/english/notpubl/11\\_B\\_33E.pdf](http://untreaty.un.org/english/notpubl/11_B_33E.pdf)).

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# United States Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Injury prevention and Control, Division of Unintentional Injury Prevention (CDC)

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## CDC's mission with regard to road safety

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 Centre. Among its chief aims, CDC's Injury Centre focuses on safe mobility for everyone. Specifically important activities include surveillance, applied research and evidence-based prevention programmes. Activities undertaken by CDC's Injury Centre focus primarily on high-risk populations and high-risk behaviours and exposures.

## CDC's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

- CDC served as a co-editor of the *World report on road traffic injury prevention* (launched on 7 April 2004) and contributed to the related planning, writing, and reviewing activities for the report and World Health Day 2004.
- CDC assisted WHO in developing a *5-year plan for road traffic safety*.
- CDC co-sponsored the Road Traffic Injuries and Health Equity Conference, held on 10–12 April 2002 in Boston, Massachusetts, (together with Harvard University Centre for Population and Development Studies) inviting teams from 10 developing nations to assess road injuries and develop country plans for road injury prevention.
- CDC has been involved in training visiting international scientists and staff (USAID and other aid personnel and their nongovernmental organization grant applicants, personnel from Central and South America, South-East Asia and other regions) in injury surveillance, and road traffic safety programme development and evaluation. CDC assisted Viet Nam in developing survey instruments to assess community injury patterns.
- CDC helped organize the United States plan of action for World Health Day 2004 on road safety

and participated in organizing events for the launch in Washington, DC, on 7 April 2004. CDC represented the United States Department of Health and Human Services representative to the official global launch of World Health Day and the *World report on road traffic injury prevention* in Paris, France, on 7 April 2004. CDC provided technical assistance on the surveillance of injuries (including road traffic injuries) to Argentina, Brazil, Colombia, Egypt, El Salvador, Guatemala, Honduras, Jamaica, Mozambique, Nicaragua, Viet Nam and other countries.

- CDC assisted the Fogarty Centre for International Health and USAID/UNICEF in developing funding opportunities for training injury prevention researchers and for injury prevention programmes in low- and middle-income countries.

#### REGIONAL AND COUNTRY-LEVEL 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 the Pan American Health Organization (PAHO) in three countries.
- CDC Injury Centre 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 WHO Region of the Americas to develop and implement injury prevention surveillance and programmes that included 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 seat-belts.

- In 2004 the CDC sponsored a workshop (with the Border Health Association and the United States /Mexico Border Health Commission) on road traffic issues on the US/Mexico border, and they work closely with the Mexico Border Health Commission on road traffic injury prevention and border health.

### CDC's greatest strengths in the area of road safety

The greatest strengths of CDC's Injury Centre 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 programmes. 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 blood alcohol concentration (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 programmes decrease riding with alcohol-impaired drivers. Much of the research is sponsored through CDC's \$40 million extramural research programme 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](http://www.thecommunityguide.org). These strategies are being tested among Native American tribes and by health departments in communities to evaluate their effectiveness in reducing road crashes.

### Areas for potential collaboration with other United Nations agencies and global road safety partners

- surveillance system development
- data collection
- research
- community-based prevention programmes
- policy development
- evaluation.

### Recent publications

- Dellinger A, Sleet DA, Jones B. Motor vehicle safety. In: Ward J, Warren C, eds. *A safer, healthier America: the advancement of public health in the 20th century*. New York, Oxford University Press, 2005.
- Zaza S, Sleet DA, Shults RA, Elder RW, Dinh-Zarr T, Nichols JL, Thompson RS. Reducing injuries to motor vehicle occupants. In: Zaza S, Briss P, Harris K, eds. *The guide to community preventive services: What works to promote health?* New York, Oxford University Press, 2005 (<http://www.thecommunityguide.org/mvoi/default.htm>).
- Elder RW, Shults RA, Sleet DA, Nichols JL, Thompson R, Rajab W. Task force on community preventive services. Effectiveness of mass media campaigns for reducing drinking and driving and alcohol-involved crashes: a systematic review. *American Journal of Preventive Medicine*, 2004, 27:57–65.
- Howat, P, Sleet, D, Elder, R, Maycock, B. Preventing alcohol-related traffic injury: a health promotion approach. *Traffic Injury Prevention*, 2004, 5:208–219.
- Nantulya VM, Sleet DA, eds. The global challenge of road traffic injuries: Road traffic injuries and health equity in developing countries. *Injury Control and Safety Promotion*, 2003, 10(1–2):1–120.
- Elder RW, Shults RA, Sleet DA, Nichols JL, Zaza S, Thompson RS. Effectiveness of sobriety checkpoints for reducing alcohol-involved crashes. *Traffic Injury Prevention*, 2002, 3:266–74.
- Preventing transportation injuries. In: *CDC injury research agenda*. Atlanta, Georgia, National Center for Injury Prevention and Control, Centers for Disease Control and Prevention, Department of Health and Human Services, June 2002 ([http://www.cdc.gov/ncipc/pub-res/research\\_agenda/06\\_transportation.htm](http://www.cdc.gov/ncipc/pub-res/research_agenda/06_transportation.htm)).
- Shults RA, Sleet DA, Elder RW, Ryan GW, Sehgal M. Association between state level drinking and driving countermeasures and self reported alcohol impaired driving. *Injury Prevention*, 2002, 8:106–10.
- Task force on community preventive services. Recommendations to reduce injuries to motor vehicle occupants: increasing child safety seat use, increasing safety belt use, and reducing alcohol-impaired driving. *American Journal of Preventive Medicine*, 2001, 21(suppl 4):16–22 (<http://www.thecommunityguide.org/mvoi/default.htm>).

- Schieber RA, Vegega ME, eds. *National strategies for advancing child pedestrian safety*. Atlanta, Georgia, National Center for Injury Prevention and Control, Centers for Disease Control and Prevention, 2001 (<http://www.cdc.gov/ncipc/pedestrian>).

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## World Bank's mission with regard to road safety

The World Bank promotes the improvement of road safety outcomes in low- and middle-income countries as a global development priority. Its mission is to assist countries accelerate their implementation of the recommendations of the *World report on road traffic injury prevention*, with an emphasis on building their capacity to invest in road safety and mobilizing global partnerships in support of this, to achieve measurable results.

## World Bank's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

#### *Advocacy:*

- membership of the Global Road Safety Steering Committee, responsible for coordinating the United Nations 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 WHO and many other partners;
- collaboration with Member States and United Nations agencies for the adoption of resolutions in the United Nations 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.

#### *Programmes and projects:*

- participation in road safety programmes and projects;
- preparation of good practice guides to support programme 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 WHO;
- participation in the Global Road Safety Partnership.

### REGIONAL AND COUNTRY-LEVEL 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 United States Department of Transportation, the United States Department of

Health and Human Services, and the World Bank. Another example of regional engagement is the development of multisectoral guidelines for road safety projects in Sub-Saharan Africa. Examples of road safety projects being developed or implemented at country level can be found throughout World Bank regions. Of specific interest is a stand-alone road safety project being developed in Viet Nam (details are provided in Annex 1 of Transport Note No. TN-1, referred to in the publications section).

### Areas for potential collaboration with other United Nations agencies and global road safety partners

- mobilizing technical assistance and funding support
- development of guiding documents
- joint advocacy
- country programmes.

### Recent publications

- Peden M, Scurfield R, Sleet D, Mohan D, Hyder AA, Jarawan E, Mathers C, eds. *World report on road traffic injury prevention*. Geneva, WHO, 2004 ([http://www.who.int/world-health-day/2004/infomaterials/world\\_report/en/](http://www.who.int/world-health-day/2004/infomaterials/world_report/en/)).
- Bliss T. *Implementing the recommendations of the World report on road traffic injury prevention* [Transport Note No. TN-1]. Washington DC, World Bank, 2004 ([http://siteresources.worldbank.org/INTTRANSPORT/214578-1099488338138/20281136/tn-1-rd%20safety\\_b&w\\_eng.pdf](http://siteresources.worldbank.org/INTTRANSPORT/214578-1099488338138/20281136/tn-1-rd%20safety_b&w_eng.pdf)).
- Kopits E, Cropper M. Traffic fatalities and economic growth. *Accident analysis and prevention*, 2005, 37(1):169–178.
- Jarawan E. *Road safety at a glance*. Washington DC, The World Bank, 2003.

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# World Food Programme (WFP)/ Fleet Forum

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## WFP's mission with regard to road safety

WFP does not work in road safety explicitly, but was represented at first meeting of the United Nations Road Safety Collaboration, held at WHO on 1 October 2004, 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 Fleet 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 mobilize expertise. The concept of the Fleet Forum has to date been adopted by a total of 26 entities, comprising United Nations agencies, nongovernmental organizations

and Red Cross and Red Crescent societies. More information on the Fleet Forum can be found on their web site ([www.unjlc.org/content/index.phtml/itemId/18362](http://www.unjlc.org/content/index.phtml/itemId/18362)).

## Areas for potential collaboration with other United Nations agencies and global road safety partners

- all areas of road safety with bilateral as well as interagency aspects
- all training and career development activities, with regard to preventive measures
- best practices, appropriate (local) technologies, other options.

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## WHO'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 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.

## WHO's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

#### *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 United Nations agencies to implement the recommendations of resolutions in the World Health Assembly and United Nations 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 ministries of health;
- developing a *Road safety manual for public health professionals*;
- development of a training package for schools of public health.

#### *Advocacy:*

- organization of World Health Day 2004 on "Road Safety Is No Accident";
- publication of posters and fact sheets;

- supporting the development of international cooperative efforts.

#### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

*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.

*Implementing specific actions to prevent road traffic crashes:*

- WHO supports the implementation of road safety programmes in Cambodia, Ethiopia, Mexico, Poland and Viet Nam;
- supporting the development of national capacity.

#### WHO's greatest strengths in the area of road safety

- Production of normative documents on data collection, prevention, trauma care, and disability
- surveillance
- technical support in countries
- policy development
- training.

#### Areas for potential collaboration with other United Nations agencies and global road safety partners

- development of guiding documents
- joint advocacy
- country programmes.

#### Recent publications

- Peden M, Scurfield R, Sleet D, Mohan D, Hyder AA, Jarawan E, Mathers C, eds. *World report on road traffic injury prevention* [Main report, summary, factsheets, multiple languages]. Geneva, WHO, 2004 ([http://www.who.int/world-health-day/2004/infomaterials/world\\_report/en/](http://www.who.int/world-health-day/2004/infomaterials/world_report/en/)).
- Racioppi F, Eriksson L, Tingvall C, Villaveces A, eds. *Preventing road traffic injury: a public health perspective for Europe*. Rome, European Centre for Environment and Health, WHO Regional office for Europe, 2004 (<http://www.euro.who.int/document/E82659.pdf>).
- *Road safety is no accident. A brochure for World Health Day 2004*. Geneva, WHO, 2004 ([http://www.who.int/world-health-day/2004/infomaterials/en/brochure\\_jan04\\_en.pdf](http://www.who.int/world-health-day/2004/infomaterials/en/brochure_jan04_en.pdf)).
- Mock C, Lormand JD, Goosen J, Joshipura M, Peden M. *Guidelines for essential trauma care*. Geneva, WHO, 2004 (<http://whqlibdoc.who.int/publications/2004/9241546409.pdf>).
- Sethi D, Habibula S, McGee K, Peden M, Bennett S, Hyder AA, Kleven J, Odero W, Suriyawongpaisal P, eds. *Guidelines for conducting community surveys on injuries and violence*. Geneva, WHO, 2004 (<http://whqlibdoc.who.int/publications/2004/9241546484.pdf>).

- Peden M, McGee K, Sharma G. *The injury chart book: A graphical overview of the global burden of injuries*. Geneva, WHO, 2002 (<http://whqlibdoc.who.int/publications/924156220X.pdf>).
  - Peden M, McGee K, Krug E, eds. *Injury: A leading cause of the global burden of disease, 2000*. Geneva, WHO, 2002 (<http://whqlibdoc.who.int/publications/2002/9241562323.pdf>).
  - Peden MM, Krug E, Mohan D, et al. *Five-year WHO strategy on road traffic injury prevention*. Geneva, WHO, 2001 ([http://whqlibdoc.who.int/hq/2001/WHO\\_NMH\\_VIP\\_01.03.pdf](http://whqlibdoc.who.int/hq/2001/WHO_NMH_VIP_01.03.pdf)).
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A list of focal points in each of WHO's regional offices can be found at

[www.who.int/violence\\_injury\\_prevention/resources/partners\\_networks/en/](http://www.who.int/violence_injury_prevention/resources/partners_networks/en/)

# World Road Association (PIARC)

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## PIARC's mission with regard to road safety

For many years, the Road Safety Committee of the World Road Association (PIARC) has been working on collision prevention in the areas of:

- road safety engineering
- road safety politics
- road users' behaviour.

The issues to be tackled are defined by an executive committee of the heads of road administrations, comprising about 110 national governments. The defined topics are composed and worked on in the 4-year period between World Road Congresses. Important issues that have recently been addressed are:

- development of road safety audits to eliminate design faults;
- evaluation of road safety measures and programmes;
- framework for the development of road safety politics and its testing in different countries;
- road design standards related to safety and user behaviour analysis, i.e. human factors in road design;
- the PIARC *Road safety manual*.

## PIARC's activities related to road safety

### GLOBAL-LEVEL ACTIVITIES

- cost-effective road-safety investment (network safety management):
  - compare the methods for diagnosing the nature of safety problems and selecting counter-measures;
  - analyse the methodologies used in priority ranking of sites and proposed improvement projects;
  - evaluate the methods of implemented safety improvement projects.
- improvement of road design concepts in relation to road safety:
  - investigate improvements to road design policies;
  - identify road safety improvements that are applicable system-wide;
  - review the practice of road safety investigations on existing roads.
- intelligent vehicles and infrastructure technologies to improve road safety
  - identify concepts and assess their appropriateness;
  - analyse the situation and plan for implementation of intelligent technology systems on roads and in cars.
- take into consideration human behaviour:
  - determine the status of global activities regarding human factors in road crashes

- and conduct analysis of road users' behaviour;
  - investigate the relationship of human behaviour with regard to roadway design and operations;
  - identify the gaps in knowledge and research needs.
- identifying knowledge gaps and initiating appropriate research;
  - developing manuals and guidelines for use by the road administrations of member countries, especially developing countries and countries in transition;
  - raising public awareness about road safety.

#### REGIONAL AND COUNTRY-LEVEL ACTIVITIES

PIARC is developing a special road safety manual for the African countries and is closely involved in the improvement of road safety conditions in developing countries and countries in transition.

#### PIARC's greatest strengths in the area of road safety

- collecting knowledge on collision prevention from its member countries mainly in the field of road safety engineering, and disseminating this knowledge globally;

#### Areas for potential collaboration with other United Nations agencies and global road safety partners

PIARC is most interested in understanding road users' physical, physiological and psychological abilities and limitations, as important factors in adapting the road infrastructure to human nature. PIARC is open to all possibilities of collaboration and is seeking collaboration with researchers in the sciences.

#### Recent publications

- *The PIARC road safety manual: a basic reference for transport engineers* (road safety management and technical sheets). Paris, PIARC, 2004.
- *Keep death off your road* [a road safety brochure for politicians in developed and developing countries]. PIARC/GRSP, 2003.
- *The development of road safety policy*. Political Phases in correlation with types of preventive measures. Paris, PIARC, *Articles in Routes and Roads*, 2002.
- *The road safety audit, accident prevention in the phases of road design*. Paris, PIARC, 2001.
- *The evaluation of road safety measures*. Paris, PIARC, 2000.



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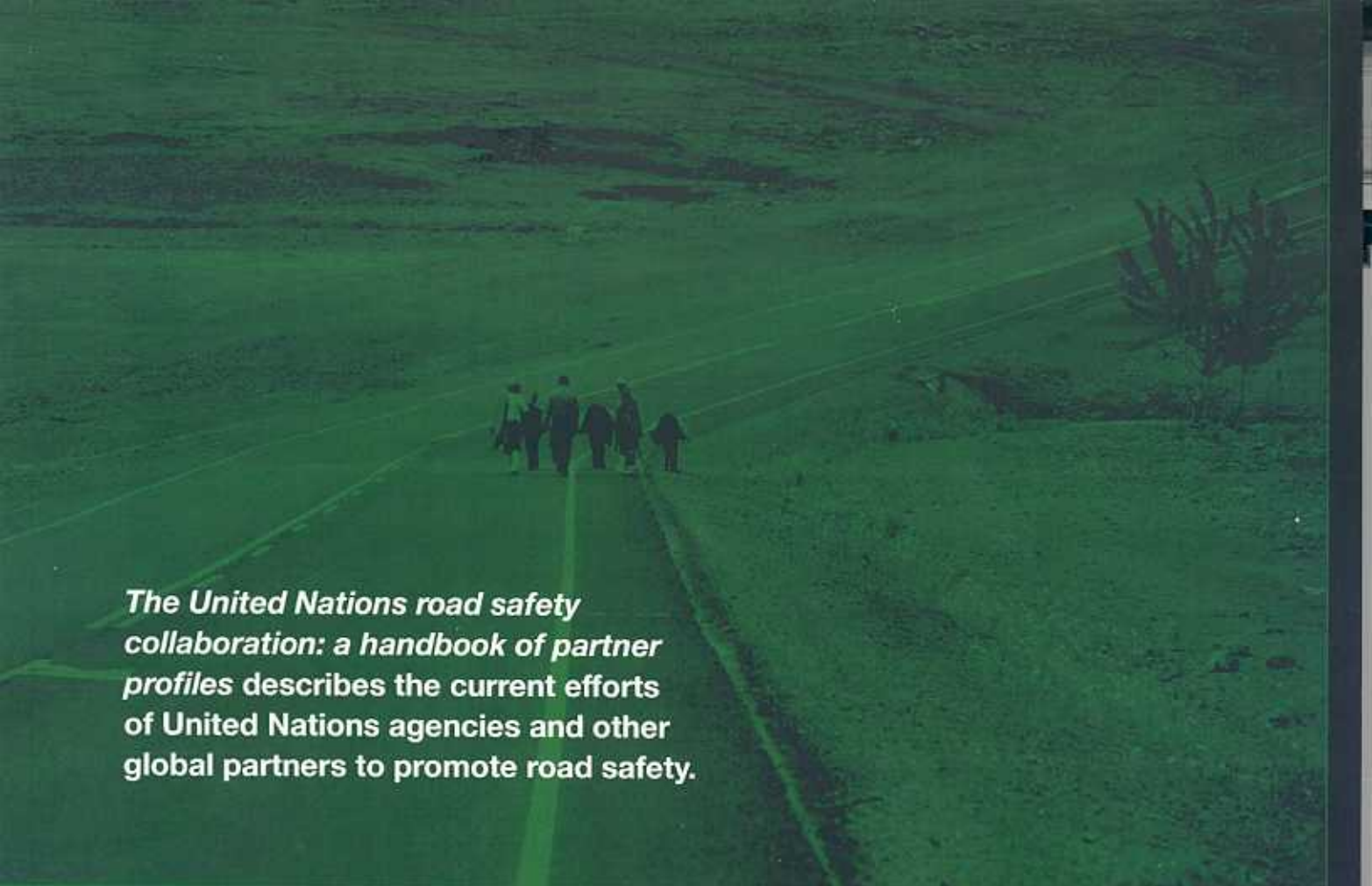
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A group of about six people, including children and adults, are walking away from the viewer on a dirt road that stretches into the distance. The landscape is arid with sparse vegetation and some small trees on the right side. The sky is clear and bright.

***The United Nations road safety collaboration: a handbook of partner profiles* describes the current efforts of United Nations agencies and other global partners to promote road safety.**

*"The World Health Organization's initial coordination efforts include bringing together a broad range of United Nations agencies and other key global partners in the United Nations Road Safety Collaboration. I commend the cooperative spirit of these entities, whose invaluable work is reflected in this Handbook, and applaud their determination to join forces to reduce road traffic injuries worldwide."*

Kofi A. Annan, Secretary-General, United Nations

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