



**13<sup>th</sup> Meeting of the United Nations Road Safety Collaboration**  
**11-13 April 2011**  
**Whitehall Suite, One Whitehall Place (part of Royal Horseguards Hotel),**  
**Whitehall Court, London, United Kingdom**

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**PROCEEDINGS**

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**DAY 1: 11 April 2011**  
**Opening and welcome**

Dr Etienne Krug, Director VIP and Chair of the UNRSC, opened the meeting and welcomed everyone to London. He reiterated the objectives of the meeting which were to:

- Discuss plans for the Decade of Action for Road Safety (2011–2020)
- Update on and define future activities for the working groups
- Update and inform on global activities by UNRSC partners

The agenda (see Appendix 1) was adopted.

Mrs Eva Molnar, Director Transport, UNECE welcomed participants on behalf of the Regional Commissions.

Mr Saul Billingsley, FIA Foundation welcomed everyone to London and gave a brief history of the hotel and conference room in which the meeting was being held. The FIA Foundation had kindly offered to host this 13<sup>th</sup> meeting back to back with the launch of the report from the Global Commission for Road Safety planned for 12 April 2011.

Dr Krug asked participants to briefly introduce themselves (see Appendix 2 for the list of participants).

**Plans for the Decade of Action**

***Decade launch***

Ms Laura Sminkey, WHO, updated on preparations for the launch of the Decade of Action for Road Safety 2011-2020 (see Appendix 3 for the PowerPoint presentation). She noted that ideally national and local launch events would take place on or around 11 May 2011; be high-profile, involving dignitaries from the highest levels of government; feature presentations of national plans or expressions of support for the Decade and announcements of planned activities; and be well covered by the national media. National monuments would be illuminated with either the image of the tag or in the colour of the tag. To date nearly 100 events in 37 countries have been officially registered, although many more are being planned. In terms of materials, she noted that the following have been developed: Global Plan; road safety tag; toolkit for organizers; calendar of activities; listing of focal points; video statements; posters; Facebook; Twitter; Flickr; web sites; and stickers. Regarding the road safety tag, she noted that local

productions are underway in Cambodia, Poland, Philippines, South Africa and Thailand, and there is interest to do this in China, El Salvador, Hungary, Mexico, Russian Federation and Ukraine. Local production is encouraged in order to more widely roll out the tag. The monuments which will be illuminated include the Empire State Building and Times Square in New York City; Christ the Redeemer statue in Rio de Janeiro; the Giant Swing in Bangkok; Trafalgar Square in London and the Jet d'Eau in Geneva, among others. Short video statements have been obtained from the UN Secretary-General, WHO Director-General, Prime Minister Thailand and Mayor of New York City while others are under preparation. Following this presentation, many participants shared their plans for the Decade, including UNECE, ASIRT, Johnson and Johnson, RoadSafe, International Transport Forum, UNECA, YOURS, Australian Road Research Board, International Road Federation, FEVR, UNESCAP, and the governments of Mexico, South Africa and the USA. All were urged to officially register their events. This is important in terms of sharing ideas and approaches with those not yet sure of their plans and having a record of the events taking place. Although much has been done to prepare the launch, we should all make an effort to take additional urgent steps in the weeks ahead.

Action items before 11 May 2011:

- Support countries/cities not already planning launch events
- Register your launch event
- Promote, purchase, wear the tag
- Encourage local productions of tag
- Illuminate a monument
- Obtain a video statement of support
- Outreach to national and local media
- Join us on Facebook
- Follow us on Twitter
- Share photos on Flickr
- Link to web sites from your web site

Action items following 11 May 2011:

- Encourage launch events throughout the year
- Assist countries to develop plans and implement commitments
- Monitor and evaluate the Decade
- Encourage private companies to contribute to the Road Safety Fund.

During the discussion period, many participants indicated events that they would be involved with. Laura encouraged them all to register these on the website as this is the only way we can keep note of what is happening when (see [http://www.who.int/roadsafety/decade\\_of\\_action/launch/planned\\_events/en/index.html](http://www.who.int/roadsafety/decade_of_action/launch/planned_events/en/index.html)).

All material which the UNRSC is producing for the Decade is available on the website, see [http://www.who.int/roadsafety/decade\\_of\\_action/en/index.html](http://www.who.int/roadsafety/decade_of_action/en/index.html)). Participants were encouraged to link their websites to this page and also share their documents for uploading to this site.

### ***Use of the DoA tag and the Road Safety Fund***

Mr Saul Billingsley presented on behalf of David Ward from the FIA Foundation (see Appendix 4 for the PowerPoint presentation). He gave a brief history of how the tag was developed and then went on to explain:

- What the purpose of the tag is;
- Who can use the tag and what they need to do; and
- How physical tags may be purchased;

He then went on to provide details about the Road Safety Funding, including:

- what the objectives of the Road Safety Fund are;
- the governance structure (including the role of the FIA-Foundation);
- where funds come from; and
- who will benefit from the funds.

He encouraged all UNRSC members to register their events / use of the tag and promote its usage.

### ***Plans for the DoA***

Dr Margie Peden, WHO, gave a brief presentation on how the focus for the Decade needs to shift from advocacy events (in the run up to the launch on 11 May 2011) to implementing good practices in order to save lives (for the rest of the Decade). She indicated that UNRSC members added value over the next Decade will be:

- to assist countries develop (or improve) road safety plans (where these are lacking);
- to provide technical assistance to implement these plans; and
- to monitor and evaluate progress over the Decade.

In order to monitor progress, a new Project Group (4) has been constituted. Members of the group will meet for the first time at this 13<sup>th</sup> UNRSC meeting. A set of core and optional indicators will be discussed.

### **Global road safety week**

Mrs Eva Molnar, ECE introduced the idea of another Road Safety Week. Some discussion ensued around whether this week should coincide with the World Day of Remembrance Day, but no consensus could be found. Themes, dates and strategies need to be identified. Eva Molnar will take the discussion further through email.

### **DAY 2: 12 April 2011**

UNRSC participants were invited to attend the launch of the Global Commission for Road Safety report which recommends, inter alia, a UN Road Transport Agency, a Framework Convention for Safe and Sustainable Road Transport, and a new funding mechanism which would be a voluntary opt out initiative on new car sales (see [http://www.makeroadssafe.org/publications/Documents/mrs\\_iii\\_report\\_lr.pdf](http://www.makeroadssafe.org/publications/Documents/mrs_iii_report_lr.pdf)). In addition, the Mandela Family announced a scholarship and Sesame Street's Grover launched their new Public Service Announcements.

The four project groups held their individual meetings in the afternoon of Day 2.

## Day 3: 13 April 2011

### Report back from the project group meetings

#### ***PG1: Good Practice Group***

The project group was attended by 12 participants and chaired by Ms Gayle di Pietro from GRSP. The following were discussed at the meeting:

1. Distracted driving document  
This has been published in English and is available online at the following site ([http://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/distracted\\_driving/en/index.html](http://www.who.int/violence_injury_prevention/publications/road_traffic/distracted_driving/en/index.html)). Additional languages will be added.
2. Pedestrian Safety Manual  
Dr Melecki Khayesi, WHO, informed the group that the concept paper has been revised since last meeting & includes comments received. Will now include how to do situational assessments & developing a work/action plan. It will attempt to address children, adults and impaired pedestrians (including disabled and intoxicated pedestrians). The working group are likely to meet around mid-year once WHO has secured funding for the manual. In 2011 basic work will be done to establish what the issues are. Two modules should be completed in 2011 while a first draft for piloting should be available in 2012. A lively discussion ensued including issues such as what messages will be pushed in the manual and issues of sustainable transport, liveable cities, road planning and design.
3. Guidance Document on Heavy Vehicle Safety.  
APEC has provided a small amount of funding to develop a Heavy Vehicle Safety Guide (like the distracted driving document this will not be a Good Practice Guide). ARRB has successfully tendered for this task. The emphasis of this resource will be on Freight. It will provide a compendium of good practices and include case studies of problems and solutions, surveys and issues relating to design, regulations and management of overweight vehicles and cross border issues. However, this guide is focused on APEC countries. So the group determined that this APEC resource should be a first step towards a Global Guide. It was decided that:
  - The Good Practice Group would work closely with the Work Related Road Safety Group on this item
  - Gayle Di Pietro and Blair Turner would further investigate the opportunity to leverage against the APEC resource to create a global resource.
4. Guide to help countries assess their legal framework  
The countries involved in the RS10 project have asked for assistance with regard to improving their road safety legislations. Ms Evelyn Murphy (WHO Geneva) explained that she is currently developing a booklet that will assist jurisdictions to assess and strengthen legislation that impacts on road safety. This guide is not coming from UNRSC, but through the funding from Bloomberg Philanthropies under the RS10 project. Ultimately this resource will be available globally. There is an aggressive timeline, and it is expected to be drafted by September and completed by the end of 2011. Writers will commence gathering global information and synthesizing it early May, and an Advisory group will oversee progress and critically review it. There will be an opportunity for anyone to add case studies online.

5. Supporting the Decade of Action with Resources
  - Through AustRoads, 97 guidance documents, including 9 manuals which pertain to road safety, road safety audits and risk assessment will be made freely available to LMICs as a contribution to the Decade of Action for Road Safety by the Australian Government.
  - AusAid has provided funds to the Australian Red Cross to establish and implement a Volunteers Programme. Skilled road safety technical persons should be prepared to commit and support a developing country with their road safety programmes for up to 2 years. Currently the volunteers are available to work in Asia and Africa.
  - PIARC are finalizing a web-based Road Safety Manual which will be accessible and easy to use. Content will include: Policy; Planning; Infrastructure; VRUs; Human Factors; audit guidelines; inspection; catalogue of design inefficiencies; tools for crash investigation: It will be in French, English and Spanish.
  - ROSPA in the UK is establishing a road safety portal where all their resources will be downloadable for free.
6. Toolkit:

Blair Turner discussed the demand for a resource or toolkit that assists jurisdictions to put forward a case for funding of road safety interventions – Costing of Road Safety. This resource should include steps, measures and value of life estimations. The group is to determine whether there is a demand for such a resource and seek sources of funding.
7. Road Safety Hub:

The group discussed the plethora of excellent resource that already exist. The problem is that they are dispersed and for people in developing countries they do not know how to access them or what to look for. A suggestion came that having a hub where access to resources is centralised would be a useful idea and that this hub should be managed by a single lead organisation. Further, it is thought that that the hub be housed within the Decade of Action website as people and organisations are being drawn to this website anyway and it would be a natural extension of what already exists there. The group recommended that the road safety resources to support the Decade of Action be centralised through an online 'hub'. This hub could include items relating to resources (printed guidelines, research, toolkits, seminars, e learning, samples of Strategies and Action plans etc). This support portal be established and managed by a selected lead organisation and have a recognisable web address that has Decade of Action and Road Safety in the title.
8. Post Crash Care:

The group queried who would be supporting the pillar related to Post Crash services. Discussions identified many organisation that are currently providing E Learning and other resources for building capacity in this area. The group recommended that a new group be established within the UNRSC to address issues relating to Post Crash Care.

## **PG 2: Work-related road safety**

The group was attended by approximately 30 participants and was chaired by Ms Lori Mooren from Australia.

The Group shared updates on work related road safety projects in Africa, Europe, and Asia. In Western Africa there has been concerted efforts to strengthen commitments and collaboration between NGO, government and private sector organisations. Total is supporting road safety programs in 19 major road corridors. Also the IRU will be undertaking a truck accident causation study in the League of Arab States. The UNECA reported that they are promoting the definition of road safety targets for African nations and that a conference will be held in Gabon in October, 2011.

The European Transport Safety Commission reported that the PRAISE project has thus far produced five thematic reports on key work related safety issues, conducting an award program, assisting small and medium enterprises to develop safety management systems that are compliant with ISO39001, and holding country seminars for road safety professionals in all sectors. The ILO in partnership with the IRU and IRF has produced a report about unstable loads on heavy vehicles and the problem of rollovers. Also, the IRF reported that they are conducting campaigns to support worker drivers who suffer problems of tired driving due to poor working conditions.

NIOSH, with its CDC partner agencies, is working with the Institute of Road Traffic Education (IRTE) to implement a project that seeks to promote safer trucking operations in India. Project funding comes from the Conrad Hilton Foundation. The Confederation of Indian Industries is pursuing projects relating to safety and security on the Delhi-Jaipur corridor.

There is an APEC project to put together a compendium of case studies on road safety in South East Asia that the ARRB group has been awarded a contract to develop. There will be additional APEC projects related to transport safety especially focused on South East Asia. UNESCAP, reported on the Asia Highway project that supports good road safety practices as a demonstration of good practice and forums for Asian nations to advance good practices in road safety. Currently ESCAP is facing the challenge of harmonization of metrics definitions for data collection on road fatalities and injuries. Also, the IRU, reported that the IRU and the United Nations Mine Action Service (UNMAS) launched their unique, innovative public-private partnership to undertake demining activities in Afghanistan as a concrete contribution to the UN Decade of Action for Road Safety.

SIS advised that ISO 39001 is progressing to plan and will be available in the autumn of 2011 and publication is expected by the end of 2012. There was some discussion of the draft commitment statement drafted by GRSP in support of ISO 39001. Comments from the Group were mixed, but the presentation of the document at the plenary session of UNRSC was supported.

With respect to work related road safety research, it was reported that the US Transportation Research Board has a number of safety related committees and in January a new subcommittee on Global Road Safety was established, chaired by Bella Dinh-Zarr. Lori Mooren is a co-chair and invites anyone interested to contact her about becoming involved. A NIOSH report on a global review of work related road safety is

expected to be released before the end of 2011. BHP Billiton is co-sponsoring a major rollover protection research project to be conducted in association with the UNSW.

BHP Billiton is spearheading a major work related road/vehicle safety initiative and is gaining support for this in the mining and oil and gas sectors. They are also in active discussions with a vehicle manufacturer about improving roof strength on light utilities. BHP Billiton is also including safety in road design for major project early development plans in Indonesia and Liberia.

A description of Network of Employers for Traffic Safety (NETS) was provided for the Group. There are 60 members of (NETS) who are participating in a benchmarking program. This program provides a gap analysis across 25 safety management elements.

Adrian Walsh, RoadSafe, led a discussion on the future strategy of the WRRPG. He advised that a strategic approach should involve understanding which private sectors are involved and why and what their current practices are as well as encouraging them to spread their influence to communities at large and support the The Global Road Safety Fund. He described the potential roles of the private sector in participating in road safety. The Group generally thought that to distinguish the work of the Group, the focus should be on managing work related road safety within employing organisations. A work program will now be prepared to guide the work of this Group.

Lori Mooren tendered her resignation as Chair of the Group and Awa Sarr was elected to be the new Chair, with Adrian Walsh as Co-Chair.

### **PG3 : 'Infrastructure, Mobility and Access**

The group, attended by eight participants, was chaired by Mrs Sibylle Rupprecht of the IRF. The rapporteur was Mr John Mumford of iRAP.

The group concluded there was a need to focus in order to achieve progress and the most urgent priority was dealing with the very high level of fatalities on major roads in low and middle income countries, many of these roads being ones that have been relatively newly built with development bank funds. It was observed that the process of managing road development was leading to decisions which exposed communities to unnecessary levels of risk. There was a systemic failure to evaluate risk and consider alternatives that could reduce risk.

It was also observed that road safety engineer capacity in low and middle income countries is severely constrained and local engineers get overwhelmed by the processes required by various institutions and confused by the plethora of design standards and advice.

The lack of in-country expertise often means that international consultants are used to perform functions such as Road Safety Audit, which can mean high cost. Moreover, some international consultants may not be familiar with conditions in the country or complex road user behaviour.

### ***Principles of safe design for mobility***

Eight guiding principles were identified that are critical to ensuring the development of safe infrastructure in low and middle income countries

1. Roads are essential to the life of communities and a contributor to MDG
2. Every road user has the right to use a safe road
3. Safety, accessibility and environment are fundamental to a healthy infrastructure system
4. Safety must be integrated into wider transport and infrastructure policies
5. Roads must be considered as part of the wider transportation framework – inter-modality of walking cycling and public transport
6. Journey time must not be the key determining factor in roads planning – safety, accessibility and environment need also to be considered
7. The safety of all road users need to be considered at every stage of planning – pedestrians, pedal cyclists, motorcyclists and users of public transport as well as vehicle users
8. Safety audit (including not only RSA but also more macro issues) is essential in early design and before roads are opened

The group identified four main areas of need:

- Although development banks and governments do have good road safety policies, successful implementation does not always follow.
- Road safety engineers/road authorities can gain access to a number of excellent road safety infrastructure management tools, however it is not clear what combination of tools should be applied, for what function and at what stage.
- There are a number of road safety manuals and guides available to engineers, but it is quite likely that there are a number of quick win solutions that are applicable in most places around the world. These principles of safe road design could be promoted widely among the non-road safety specialist engineering community.
- Although there are often many highly qualified engineers in LMCs, there are very few road safety engineers and often expensive experts from overseas are commissioned to undertake activities such as Road Safety Audit. This model is un-sustainable in the long term.

The following outputs were proposed by the group:

- A paper addressing Successful integration of road safety into existing systems and policies
- Road safety infrastructure management good practice
- 'How to' Tips for road safety engineering in low and middle income countries
- Model for road safety engineering capacity building

The participants created small groups which will address each of these issues over the next months. Participants who were present in the past meetings will be invited to consider working in one of these sub-groups.

### ***PG4 : Monitoring and evaluation of the Decade of Action***

The meeting was chaired by Dr Adnan Hyder from Johns Hopkins University/Road Traffic Injury Research Network and attended by 12 participants. The rapporteur was Mr Alan Ross.

The main aims of the meeting were to:



- Establish rationale for the working group
- Review principles on which M&E of the DoA should be organized
- Define key projects/initiatives already in place that allow opportunistic ways of M&E of the DoA
- Identify a set of "global/overarching" indicators to help with M&E of the DoA

The group discussed the following overarching principles with regard to M&E of the DoA:

- Use of M&E as a tool for creating and sustaining momentum for DoA;
- Communication and dissemination of M&E is essential – feedback and responses (periodic);
- Diversity of countries and regions, and needs (HIC vs. LMIC) has to be recognized;
- Effort vs. quality ratio – simple understandable indicators for M&E;
- Diversity of indicators – current indicators in the DoA plan were selected since they are measurable; and
- Focused on DoA plan at global level and 5 pillars in the global plan.

Potential sources of data for M&E for the DoA were identified as:

- WHO Global Status Reports on Road Safety 2009, 2012, 2015
- UN Regional Commissions: Ongoing work and data
- Other UNRSC members and partners, e.g. OECD, IRTAD
- Data from NGOs, networks and academics

The group agreed that the work of this Project Group should focus on :

- collating and commenting on the "global" progress of the implementation of the DoA plan
- reviewing information and data from key sources, and currently available information
- reporting back to the UNRSC larger group annually (to start)

It was agreed that Disaggregated data (country level) will be reviewed but not reported (at least for now).

Dr Hyder, JHU, was confirmed as the ongoing chair of the group.

### **Global commitment to Road Safety**

Mr Andrew Pearce introduced the Global Commitment. The Global road safety commitment is a pledge by organizations' management towards the Decade of Action for Road Safety since almost 30% of all fatal road traffic crashes are work-related. The commitment will help organizations develop a systematic approach to managing the key risks arising from road transport thereby contributing to successful road safety outcomes. By signing the commitment an organization pledges to work towards zero deaths and severe injuries as a result of its operations. The Global Road Safety Commitment may be signed by any organization that is committing to this systematic approach (see Appendix 5 for a copy of the final pledge).

### **Updates on global activities by UNRSC partners**

#### ***MDB Road Safety Initiative and WB facility***

Mr Marc Shotten from the World Bank reported that the "Banks" are working towards a harmonized approach to road safety. They issued a joint statement in 2009 which committed to a coordinated response to road deaths and injuries, through improving

safety measures in road infrastructure projects funded by the banks and building institutional capacity within countries. Mr Shotten announced that on 20 April 2011 the Banks would launch a "Multilateral Development Banks' Road Safety Initiative". Partners of the Multilateral Development Banks' Road Safety Initiative include the Inter-American Development Bank, the Asian Development Bank, the African Development Bank, European Bank for Reconstruction and Development, the Islamic Development Bank, the European Investment Bank, and the World Bank. The initiative calls for an integrated Safe System approach which promotes shared responsibility for ensuring safe mobility, and starts with countries naming a lead agency to direct a national road safety strategy. The initiative is coordinated by the Global Road Safety Facility.

### ***2nd global NGO road safety meeting***

Ms Cathy Silberman from ASIRT, announced that As part of ongoing efforts to support nongovernmental organizations (NGOs) in their advocacy efforts, WHO hosted the Second Global Meeting of NGOs Advocating for Road Safety and Road Victims on 14-15 March 2011. The gathering, held at the headquarters of the WHO Regional Office for the Americas (WHO AMRO) in Washington, DC, convened 100 participants representing NGOs from 48 countries. The meeting was officially opened by Dr Mirta Roses Peragio, Regional Director of WHO AMRO. The group shared experiences and approaches to advocating for road safety and road victims; discussed creation of a global alliance of NGOs; and described plans for the Decade of Action for Road Safety. A presentation from the Campaign for Tobacco-Free Kids highlighted this NGO's experiences and approaches to advocacy across 15 years. A draft document *Advocating for Road Safety and Road Victims: A Guide for NGOs*, currently in preparation by WHO and NGO members of the UN Road Safety Collaboration, was described and discussed in plenary. Sesame street public service announcements

### ***Global Status Report on Road Safety version 2***

Dr Margie Peden, WHO, announced that the second Global Status Report was underway. The questionnaire and instruction booklet had been finalized and workshops were being conducted in the six WHO regions to train National Data Coordinators. Data collection will take place between June and September. It is likely that the Report will be launched at the World Injury Conference which is planned for New Zealand in the fall of 2012. See [http://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/en/index.html](http://www.who.int/violence_injury_prevention/road_safety_status/en/index.html) for more information.

### ***Bus rapid transit system***

Ms Claudia Adriazola from EMBARQ gave an overview of the work of her organization which is focused on Urban Sustainable Transport systems. She explained the strategy behind Bus Rapid Transit systems and provided some examples of how safer transportation systems can save lives. See appendix 6 for her full Powerpoint presentation.

### ***SOL project***

Ms Kathleen Elsig from GRSP gave an overview of the European Union funded "Save Our Lives" project. The project is currently being conducted in a number of Eastern European countries. See Appendix 7 for her full Powerpoint presentation.

### ***Safekids work in road safety***

Ms Moira Donahue from SafeKids Worldwide gave an overview of the work of their organization focusing on their road safety advocacy projects for children. See Appendix 8 for her full Powerpoint presentation.

### ***IRTAD road safety trends 2009***

Ms Veronique Feypell from ITF/OECD gave a short presentation in which she profiled the IRTAD group on road safety and presented their latest annual report which provides detailed data, including trends, for 32 OECD countries. She also went on to discuss the twinning projects that the organization is involved with as well as the upcoming ITF Summit planned for Leipzig, Germany from 25-27 May 2011. See Appendix 9 for her full Powerpoint presentation.

### ***iRAP and road safety***

Mr John Mumford from iRAP provided an overview of the work of iRAP in a number of countries and their contribution to making roads safer for all road users. See Appendix 10 for his full Powerpoint presentation.

### ***Distracted driving document***

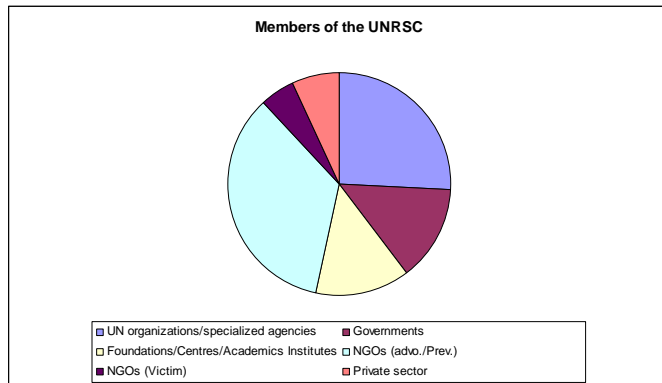
Dr Margie Peden, WHO, drew participants attention to the recently published booklet on Mobile Phone use as an example of distracted driving. The full report can be downloaded from

### ***Social marketing: Do we need a library***

Ms Gayle di Pietro, GRSP, proposed the idea of a Global Road Safety Digital Library website (see Appendix 11) to house the many excellent social marketing campaigns that have been used around the world. Lively discussion ensued and it was agreed to look into this issue more and discuss further at the next UNRSC meeting.

## Membership

Dr Margie Peden, WHO, explained that there are currently 59 members of the UNRSC (see figure below).



She reminded participants that the UNRSC framework under paragraph 5 "Membership" states that, inter alia, members should be active in the field of road safety internationally, share UNRSC objectives, be self-funded, and organization-based (not person based). Also, the private sector may not account for more than 25% of members.

The current process for membership is as follows:

- Informal request
- Attend one UNRSC meeting with observer status
- Submit a formal letter requesting membership (including governance structure of organization, funders, countries) to the chair of the UNRSC
- Make a "membership request" presentation at the next UNRSC, followed by discussion by current members
- Once membership has been approved, the organization will be asked to complete a membership form in Survey Monkey.

Dr Etienne Krug welcomed NETS as a new member of the UNRS collaboration. Delegates from South Africa presented their membership request. Following some discussion it was agreed that the Road Traffic Management Corporation from South Africa met membership criteria and should be made full members. The South African delegates were invited back into the room and congratulated on their successful bid for membership.

## Report back to the General Assembly

Dr Margie Peden, WHO, reminded participants that the next report from the Secretary General to the United Nations General Assembly is due for the 66<sup>th</sup> session of the UN scheduled to start in September 2011. The SG report, requested in Resolution 64/255, must report on "progress made in the attainment of the objectives of the Decade".

The following process was agreed:

- WHO/RC to propose a structure for the report;
- Circulate to all members (early May for 1 week);
- WHO/RC to write report (May-June);

- Draft circulated to members for comment (July/August for 2 weeks, no response will be taken as acceptance);
- Submit to New York on 9 September 2011.

### **Upcoming events**

Dr Krug invited comments from the floor on upcoming events. Many members indicated what their organizations will be doing for the Decade launch. They were reminded to register their events on the UNRSC Decade website.

### **Close of the meeting**

Dr Krug thanked all participants for their contributions. He indicated that tentative dates for the next meeting will be circulated in the coming weeks. He reminded delegates that the meeting would be in Geneva, most likely in October or November. He wished everyone good luck with their launches of the Decade.