



19th Meeting of the United Nations Road Safety Collaboration

8–9 April 2014

Convence Center, 101 Park Avenue, New York City, USA

PROVISIONAL REPORT

Day 1: 8 April 2014

Opening and welcome

The 19th United Nations Road Safety Collaboration (UNRSC) meeting was hosted by the World Health Organization, in New York City, New York, USA on 8-9 April 2014. The objectives of the meeting were:

1. To provide an update of the Decade of Action.
2. To discuss implementation of the UNGA resolution.
3. To discuss progress and future global road safety initiatives.
4. To discuss current and future activities of the project groups.
5. To provide updates on UNRSC partner activities and review membership requests.

Opening of meeting

Dr E. Krug (WHO) officially opened the meeting, and called for a moment of silence in memory of UNRSC member Dr Daouda Sagna from LASER International. Dr Krug then welcomed participants and outlined the main objectives of meeting. The 19th UNRSC meeting programme and the report of the 18th UNRSC meeting were adopted, followed by the introduction of the participants.

A keynote speech was given by H.E. Mr A. Florencio Randazzo, Minister of Interior and Transportation, Argentina. He highlighted the seriousness of road traffic deaths and injuries on Argentinian roads as well as the progress being made in his country particularly with respect to improving legislation on drinking-driving, and child restraint.

The keynote speech of General V. Kiryanov, Deputy Minister of Interior, Russian Federation, who was unable to attend the meeting, was read by Ms Y. Kudasova, Attaché, Ministry of Foreign Affairs of the Russian Federation. The speech highlighted road safety as still a global challenge and its negative impact on economic, social and developmental challenges. It referenced the first global high-level conference in 2009 and pointed out the draft resolution sponsored by the Russian Federation to be discussed the following day at the UN General Assembly. Finally the speech reaffirmed the commitment of the Russian Federation to solving the problem (Appendix 1).

Update on the Decade of Action

Dr E. Krug provided a global update on the Decade of Action. He showed that significant progress has been made since the November 2013 meeting of the UNRSC including, inter alia, the participation of more than 50 countries in the World Day of Remembrance for Road Traffic Victims in November 2013 as well as ongoing discussions of the Open Working Group on Sustainable Development on the need to include road safety in the Post-2015 Sustainable Development agenda. He also highlighted progress at national and local levels as well as the overall increased attention to road safety through, for example, stronger civil society, the presence of road safety topics in influential media and funding and integration of road safety into broader global agendas (Appendix 2).

Mr R. Nowak (UNECE) gave an update on behalf of the Regional Commissions about their contribution to the Decade of Action, including defining goals and targets, developing road safety national plans and strategies, incorporating safety audits in road design and construction, placing appropriate road signs, implementing educational and awareness programs, as well as the ongoing work on improving safety around level crossings. Mr Nowak also discussed the work of the UNECE Working Party 1 on Road Safety Forum, and the challenges in interpretation and application of the Consolidated Resolution on Road Signs and Signals (RE2), see <http://www.unece.org/fileadmin/DAM/trans/main/wp1/wp1fdoc/ECE-TRANS-WP.1-119-Rev.2%20e.pdf>. He highlighted the threat posed by the lack of consistency in road signs and signals to road users and road safety and the growing need for harmonization (Appendix 3).

Mr J. Todt (FIA) presented FIA's contributions to the implementation of the Plan for the Decade of Action through its automobile clubs. He highlighted the FIA Action for Road Safety campaign launched in 2011 which promotes safe road user behaviour as an example of FIA's commitment to reducing road deaths globally. Mr Todt shared one example of an education campaign in Canada, "Share the Road" (<http://www.youtube.com/watch?v=6JQbuFRZzol>) which has had a wide reach.

Implementation of the United Nations General Assembly Resolution

This session of the plenary meeting focused on three topics: the UN General Assembly resolution and discussion on its implementation; the second global high level conference on road safety; and the third UN Global Road Safety Week.

UN General Assembly resolution

Ms Y. Kudasova (Russian Federation) presented the UN General Assembly Resolution on "Improving global road safety" sponsored by the Russian Federation which was scheduled to be discussed at the UNGA on 10 April 2014. She reiterated the key elements of the resolution (http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/68/269) including the second global high level conference to be hosted by Brazil, the third UN Global Road Safety Week, and the importance of Member States to address road safety in a comprehensive manner in line with the Global Plan of the Decade of Action for Road Safety.

Second global high level conference on road safety

Mr Maurício Fávero (Counsellor, Permanent Mission of Brazil to the United Nations) led a discussion on preparations for the second global high-level conference on road safety, which will be hosted in Brazil in 2015. The outcomes of the ensuing discussion were as follows:

- The conference should serve as a catalyst for the rest of the Decade of Action and an opportunity to provide close linkages to the post-2015 Sustainable Development agenda.
- A specific set of outcomes for the conference and evaluation indicators should be developed. These should include using the conference as an opportunity to review and frame the second half of the Decade of Action.
- Presentations should feature case studies on good practices and innovations in regions around the world.

In addition the following issues were raised by UNRSC members.

- The lack of representation from low- and middle-income countries (LMICs) in such global events. There needs to be emphasis on challenges and opportunities in LMICs and an effort should be made to encourage participation from these countries. The second global high level conference should provide an opportunity for high-income countries to connect with LMICs.
- The need to engage youth early in planning and actively participating in the conference.

Several months in 2015 to hold the conference were explored including August, September, or toward the end November 2015 to coincide with the World Day of Remembrance for Road Traffic Victims. Locations proposed included Brasilia or Rio.

Mr M. Fávero thanked participants for the comments and stated that there was still flexibility in terms of both dates and locations, and that the issues discussed would be integrated into the planning and agenda.

Third UN Global Road Safety Week

Dr E. Krug led the discussion on the third UN Global Road Safety Week. He stressed that time is of the essence and announcements, events and materials need to be prepared well ahead of the Week. He shared the following lessons from previous UN Global Road Safety Weeks

- a long-term vision is needed to ensure sustained and coordinated action – in some regions, at some national and local levels the Week might not happen at the same time;
- global, regional, national, and local stakeholders play an important role shaping the Week and in planning activities;
- a few well-done materials are better than designing too many poorly-done materials.

Dr Krug then led a discussion on refining the theme, the timing as well as the need for a global event. The following summarizes the discussions:

- As agreed during the 18th UNRSC meeting the theme for the third UN Global Road Safety Week will be children. During this 19th UNRSC meeting, the group discussed how to refine

the target group, messaging and activities. Enthusiasm was high and many ideas were proposed. No consensus was reached and thus a working group was convened on Day 2 before the start of formal proceedings. About 40 delegates attended the subsequent discussion. At that time, issues such as: age groups, road user sub-types, focus around the school, interventions such as child restraints, helmets, etc. as well as the need to embed advocacy activities within the broader context of safety were further discussed. Still no final agreement was reached and thus a small working group was tasked with developing a concept paper and providing this information to the secretariat by mid-year.

- The topic of funding was discussed in relation to supporting events and activities. Previous experience showed that even small grants to nongovernment organizations and some guidance can go a long way to conduct activities successfully during the Week.
- With respect to whether there is a need to have a global event, the group discussed the experiences of previous UN Global Road Safety Weeks – the first of which included a global event whereas the second was marked by a focus on activities with no single global event. It was agreed that there was no need for a global event. Rather the group should define a decentralized but coordinated and unifying activity that could be easily adapted in countries as an optional activity, such as “The Long Short Walk” during the second UN Global Road Safety Week. The need to consult youth early in the planning process was identified, as was the need to outreach to other countries and stakeholders outside the UNRSC to obtain input.
- Use of social media both in planning and during the Week itself was emphasized by the group as a way to spread the message about the upcoming Week, disseminate information, and share events and activities during the Week. However, it was agreed that this should not be the primary method of dissemination as it would exclude many low-income countries.
- The group expressed concern about making sure that activities that are conducted across the world during the Week are evidence-based; hence, there was strong emphasis on providing a list of suggested activities and resources that can be readily adapted and used across the world. Examples include: children writing letters to legislators to move specific laws or enforce them; or providing a checklist on environmental improvements around schools, and so forth.
- Group members emphasized better inclusion and involvement of the private sector to have a global reach.
- Regarding the timing of the Week, the latter part of May was suggested to be too late to fully engage educators given academic school calendars (although this only applied to Northern Hemisphere countries), and it also coincides with the World Health Assembly when Ministers of Health will generally not be in country. September was also proposed. It was agreed that WHO would make a proposal based on the comments and input from the group.

Discussion on progress and future global road safety initiatives

Ms G. Di Pietro, GRSP and Mr M. Shotten (World Bank) made presentations on enforcement initiatives and challenges and led a discussion on improving enforcement of global road safety interventions. Ms G. Di Pietro presented on road policing challenges and opportunities in the field and the positive impact on changing road user behaviour when enforcement is combined with social marketing (Appendix 4). She also provided several examples of enforcement initiatives in countries including:

- Armenia where the National Road Safety Council (a legal organization) provides support to law enforcement when cases are challenged in court;
- Cambodia and Thailand where a portion of the fines collected are given to law enforcement and an incentive payment; and
- Andhra Pradesh, India, where fines collected are reinvested into road safety enforcement activities.

Ms Di Pietro highlighted some of the challenges to law enforcement including inadequate access to data and data analysis to facilitate decision-making on enforcement actions. The result being that law enforcers are often not empowered to make decisions and do not always see the impact of their enforcement activities.

Mr Shotten discussed the following points:

- the need to address the topic of enforcement as an agenda item during the second global high-level conference on road safety and to set clear outcomes, including a stand-alone declaration;
- providing specific examples and case studies on successful enforcement interventions to build the evidence-base and for replication during the conference;
- developing peer-to-peer networking experiences such as has been done in Argentina;
- encouraging the integration of enforcement in road safety projects; and
- encouraging more development funding in infrastructure that facilitates better enforcement, systematizing of enforcement activities and knowledge transfer.

The group discussed the need to develop approaches to enforcement to share with countries that will assist them in addressing enforcement challenges and implementing good enforcement practices. These include:

- providing guidance on different ways to reinvest fines to improve enforcement activities, for example by reinvesting in law enforcement salaries, or other related road safety interventions;
- building capacity, activities and resources for road traffic law enforcement – including ensuring that corruption is addressed in training and development;
- developing cooperation strategies between countries to facilitate cross-border enforcement (e.g., France and other countries in the European Union) and peer-to-peer opportunities (e.g., Argentina sending trainers to Mexico);
- involving other stakeholders such as nongovernment organizations in enforcement strategies and activities as external parties, including observation and reporting on enforcement activities; and
- improving the perception of police, including putting in place legislation and other regulatory instruments on enforcement and educating the public on the role of law enforcement.

The group highlighted the fact that ample empirical evidence on enforcement already exists and countries need to be encouraged to build sustainable enforcement infrastructure including legislation, technology solutions, and other self-sustaining solutions. In addition the group felt that there is much information on good enforcement practices; however, resources are often limited to implement them. The issue of corruption was discussed as a key challenge in implementing good enforcement interventions. With regards to this issue, the group mentioned that good governance

and corruption is built into the Post-2015 Sustainable Development Goals, and resources are already available to help address this topic but greater commitment from governments is needed.

The group agreed that the project group on Safer Road Users should propose a strategy and direction for addressing enforcement. Discussions were initiated during the project group meeting on Safer Road Users on the following day.

Day 2: 9 April 2014

Discussion of current and future activities of the project groups

All project groups met during the second day to discuss their activities and progress on implementing their work plans. Each project group reported back to participants in the plenary. See (Appendix 5) for reports or project group discussions. Mr D. Ward (Global NCAP) gave a presentation on pedestrian safety developments including vehicle crash worthiness and crash avoidance technology (Appendix 6).

Discussion on Post-2015 Development agenda

Mr C. Huizenga, Partnership on Sustainable Low Carbon Transport (SLoCaT) presented the process and status of the post-2015 Sustainable Development agenda and shared opportunities for inclusion of road safety on the agenda. He provided an overview of the outcome document adopted during the Rio + 20 UN Conference on Sustainable Development held in June 2012 in Rio, Brazil and the status of the 30-member Open Working Group (OWG) of the General Assembly established in 2013 and tasked with preparing a proposal on the SDGs. Mr Huizenga also highlighted voluntary commitments made at Rio+20 totaling USD 175 billion commitments for more sustainable transport by the Multilateral Development Banks to work with countries.

While Rio+20 did not result in a set of specific goals, these goals to be set by Member States needed to be in line with economic growth, social equity and environmental protection. Hence, the OWG – the process by which the SDGs are to be developed – has generated a lot of interest. The OWG is co-chaired by Hungary and Kenya and its programme of work includes open consultation meetings. In early 2014, OWG as a first step issue a stock-taking report taking into account views of experts, Member States and other stakeholders. Key outcomes of the discussion that followed Mr Huizenga's presentation include:

- Mr Huizenga emphasized that time is of the essence to ensure road safety is captured in the SDGs. A report which will include a proposal for the SDGs to the 68th session of the UNGA is due in September 2014. The process from proposal, discussion to adoption is expected to take about one year culminating during the latter part of 2015.
- There is a need to continue pushing for road safety to be included in the SDGs and the need to monitor and adapt to the frameworks being developed. Discussion included the feasibility and strategies of including road safety under transport goals, under health goals or under environmental goals, depending on the extent to which there are stand-alone goals under these topics.
- The group specifically discussed how road safety fits within the health agenda. Two alternatives were presented: under noncommunicable diseases, or as in an “other” category.

It was acknowledged that road safety is not included within the list of NCD conditions and there needs to be efforts made by the UNRSC to keep road safety high on political agendas in general. There was concern that the mention of road safety in the context of “cities” or “infrastructure”.

- Several avenues were discussed for UNRSC to push for inclusion of road safety in the SDGs:
 - Interaction with two bodies can be avenues for ensuring the inclusion of road safety in the SDGs:
 - Friends of Sustainable Transport is set up by the mission of Thailand, Kenya and the Netherlands, in cooperation with UN-DESA. The May 2014 discussion focused on road safety and members of the road safety community will be present;
 - A High Level Advisory Group on Sustainable Transport to the UN Secretary General will be announced and could provide another avenue for input.
 - Letter writing campaigns ahead of monthly meetings held by delegations in New York, convincing ministers to write letters to the co-chairs of the OWG, and sending letters on behalf of the road safety community to permanent representatives in New York.
 - Provide a summary document which promotes road safety as a complimentary goal to the SDGs and not as stand-alone. The group was reminded to visit the FIA Foundation website, www.fiafoundation.org, for many previously shared advocacy documents and information, and encouraged members of the UNRSC who to take the UN “MY World” survey and vote on their post-2015 priorities at <http://walksafe.myworld2015.org>.
 - The SLoCaT newsletter to go out following the UNRSC meeting which reaches 8000 people will also reference the FIA Foundation websites.
 - Empowering youth envoys to speak out about road safety should be addressed.
- There needs to be a concerted effort by the UNRSC to ensure that road safety targets and indicators remain in the SDGs, and that there is a mechanism for implementation.

Global activities by UNRSC members

Several participants provided an update on activities:

- Mr E. Martinez gave an update on global activities of the UPS Foundation in Asia, Europe and Latin America (Appendix 7).
- Mr J. Hanley, presented the Road Safety Guidelines Document for private sector fleets (Appendix 8).
- Mr F. Lieshout gave an update of YOURS activities to make road safety a priority in the post-2015 development agenda. (<http://prezi.com/pighlk2gyslg/yours-news/>).
- Prof. A.A. Hyder provided an overview of RTIRN, its mission, activities, achievements during the Decade of Action (Appendix 9).
- Dr D. Sleet gave a presentation of CDC’s RTI surveillance activities and small grants in several countries around the world (Appendix 10).

- Ms. K. Carr provided an overview of Safe Kids, its areas of work, and its campaign “Safe Roads Safe Kids: end the epidemic of traffic injuries now” (Appendix 11).
- Ms S. Zammataro & Mr M. Dreznes provided an overview of IRF, its activities and accomplishments in 2012-2013 (Appendix 12).

Upcoming projects/events

The following projects/events were announced by the members:

- International Road Federation (IRF) Statutory meetings and seminar on road safety, sustainability and financing, held on 16-17 April 2014 in Paris, France (<http://www.irfnet.ch/>).
- IRF Regional Congresses:
 - 3rd Caribbean Congress, 7-9 May 2014 in Port of Spain, Trinidad (<http://www.irfnews.org/event/3rd-caribbean-regional-congress/>);
 - 1st African Congress on 4-6 June in Abuja, Nigeria (<http://www.irfnews.org/event/1st-africa-regional-congress/>);
 - 4th Latin America Congress on 8-9 September 2014 in Lima, Peru (<http://www.irfnews.org/event/4th-latin-american-regional-congress/>); and
 - 1st Asia Congress on 27-29 October 2014 in Bali, Indonesia (<http://www.irfnews.org/event/1st-asia-regional-congress/>).
- 4th Youth for Public Transport World Youth meeting on 25-27 April 2014 in Abu Dhabi, United Arab Emirates (<http://www.y4pt.org/fourth-y4pt-world-youth-meeting-dubai-2014/>).
- 2nd Abu Dhabi Global Road Safety Forum on 11-13 May 2014 in Abu Dhabi, United Arab Emirates (note this meeting was subsequently postponed until autumn 2014).
- Association for Safe International Road Travel (ASIRT) annual gala on 19 May 2014 in Washington D.C., USA.
- 1st International Child Road Safety Forum (FISEVI) on 20-21 May 2014 in Montevideo, Uruguay (<http://acrs.org.au/events/calendar/1st-international-child-road-safety-forum-uruguay/>).
- 2014 PRI General Meeting on 21- 22 May in Skopje, Macedonia on the role of local government and municipalities in improving traffic safety on local and regional roads (<http://www.pri-macedonia.mk/en/>).
- International Transport Forum (ITF) Annual Summit on "Transport for a Changing World" on 21-23 May 2014, in Leipzig, Germany (<http://2014.internationaltransportforum.org/>).
- The Global Road Safety Partnership (GRSP) Regional seminars:
 - Asia seminar on 23-24 June 2014 in Manila, Philippines which will open the iRAP Asia Pacific workshop on 25 June 2014 (<http://wired.ivvy.com/event/GRSP>); and
 - Africa seminar on 12-13 August 2014 in Cape Town, South Africa.
- The 2nd Southern African Road Safety Summit on 1-3 October 2014, in Johannesburg, South Africa.
- A symposium on distracted driving will take place at Centre Jacques Cartier in Quebec city on 7-8 October 2014. (<http://www.centrejacquescartier.com/les-entretiens/programme-2014/16-securite-routiere-les-distractions-au-volant/>).
- Walk 21 Conference on 21-23 October 2014 in Sydney, Australia (<http://www.walk21sydney.com/>).

Closing and next meeting

At the close of the meeting, Dr Krug emphasized the work ahead in preparation for major events to come which are addressed in the draft UNGA resolution on improving road safety including, the World Day of Remembrance for Road Traffic Victims, the second global high level conference, the Third UNGRSW, and making final decisions on more than 40 indicators to monitor the Decade of Action. He also highlighted decisions on Post-2015 agenda on Sustainable Development Goals expected to come later in the year and the need to continue pushing for inclusion of road safety on the agenda.

Proposed dates for the 20th UNRSC meeting is **6-7 October 2014, at WHO in Geneva, Switzerland.**