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**“Road Map” on Possible Ways for Strengthening WP.1 Contribution
to the Global Road Safety**

(Reflection paper prepared by the secretariat)

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Summary

At its 54th session (26-28 March 2008), the Working Party on Road Traffic Safety (WP.1) had an exchange of views on a possible future expansion of its activities for road safety cooperation and knowledge sharing globally, including exchanging the best practices in road safety accumulated in the developed countries, with countries with economies in transition including outside the UNECE region.

The WP.1, agreed that broadening WP.1 scope might be a positive development, provided that a comprehensive assessment of its possible future work is made and that subsequent steps are taken gradually and cautiously. Therefore, WP.1 asked the secretariat to prepare a roadmap on the possible ways for WP.1 to move forward and contribute to the Global Road Safety. Based on that request, the ECE Transport Division as Secretariat to WP.1 has prepared this informal document as a reflection paper, containing an analysis of the status and a list of possible steps to be taken.

The proposed steps present a variety of possible approaches and concrete actions that may be included in the future work of WP.1. These include: promoting national and regional cooperation amongst competent authorities; transferring the know-how to countries in the ECE region and beyond through, among others, cooperating with other UN Regional Commissions in building capacity and initiate road traffic safety activities in their regions; supporting the Russian Government in preparing the First Global Ministerial Conference on Road Safety; sharing lessons taught/learnt; fostering partnerships/ developing synergies with the most relevant stakeholders, notably the WHO and other UNRSC partners; developing a global instrument on road traffic safety covering actual needs; seek extra budgetary funding in support of new activities through the establishment of a UNECE Trust Fund for Road Safety; facilitate twinning or “light-twinning”; promote and participate in peer reviews and in road safety audits; setting-up of a “Club of Road Traffic Safety Councils”; implementing the UNDA project on road safety and ensuring its sustainability.

At its present session, the WP.1 is expected to preliminary consider this informal document and provide guidance to the secretariat on the ways to proceed further.

I. MANDATE

1. The United Nations General Assembly adopted on 31 March 2008 the resolution 62/244 on improving road safety. The resolution reaffirms the importance of addressing global road safety issues and the need for further strengthening of international cooperation and knowledge sharing taking into account the needs of developing countries. The resolution recognizes the continuing commitment to global action of the ECE in the elaboration of road safety global technical regulations and amendments to the international Vienna Conventions on Road Traffic and Road Signs and Signals and invites WHO and the United Nations regional commissions in cooperation with other partners of the United Nations Road Safety Collaboration (UNRSC) to promote multi-sectoral collaboration.

2. At its 54th session (26-28 March 2008), the Working Party on Road Traffic Safety (WP.1) discussed for the first time an initiative tabled by the U.S.A, the Netherlands and Italy, and supported by the UK and FIA Foundation for the Automobile and Society, on WP.1 future expansion of its activities for road safety cooperation and knowledge sharing globally, including exchanging the best practices in road safety accumulated in the developed countries, with countries with economies in transition in the UNECE region and beyond.

3. WP.1, agreed that broadening WP.1 scope might be a positive development, provided that a comprehensive assessment of its possible future work is made and that subsequent steps are taken gradually and cautiously. Therefore, WP.1 asked the secretariat to prepare a roadmap on the possible ways for WP.1 to move forward and contribute to the Global Road Safety, to be considered at its next session (30 June-3 July 2008).

4. In accordance with these mandates, the ECE Transport Division has prepared this informal document as a reflection paper, containing an analysis of the status and a list of possible steps to be taken, for preliminary consideration and possible guidance by the member countries.

II. THE UNITED NATIONS GENERAL ASSEMBLY RESOLUTION 62/244, OF 31 MARCH 2008, ON IMPROVING ROAD SAFETY

5. The sixty-second General Assembly adopted the resolution 62/244 on improving road safety. The resolution was based on a report by the UN Secretary-General (document A/62/257) and was sponsored by more that 90 countries.

6. The resolution reaffirms the importance of addressing global road safety issues and the need for further strengthening of international cooperation and knowledge sharing taking into account the needs of countries with developing and transition economies. Furthermore the resolution:

- (a) invites States to participate in the development of the Global Road Safety Status Report being prepared by the WHO;
- (b) invites States to participate in the UNDA funded project to be

implemented by the UN regional commissions on setting road traffic casualty reduction targets;

- (c) encourages States to strengthen their commitment, including by annual observance of the World Day of Remembrance for Road Traffic Victims;
- (d) invites WHO and the UN regional commissions in cooperation with other partners of the UNRSC to promote multi-sectoral collaboration by organizing UN global road safety events;
- (e) welcomes the offer by the Russian Federation to host the first high-level (Ministerial) conference on road safety, in 2009; and
- (f) requests the UN Secretary-General to report again on the road safety issues at the Assembly's sixty-fourth session.

7. The resolution also recognizes the continuing commitment to global action of the ECE in the elaboration of road safety global technical regulations and amendments to the international Vienna Conventions on Road Traffic and Road Signs and Signals, as well as road safety activities of the other regional commissions.

III. THE UNITED NATIONS ROAD SAFETY COLLABORATION (UNRSC)

A. Background

8. In 2004 the World Health Organization dedicated World Health Day to the topic of road safety. On the same day, the World Health Organization and the World Bank jointly launched the *World report on road traffic injury prevention* ("WRR TIP") - developed with many partners - highlighting the large health, social and economic costs of road traffic injuries and providing a road map for responding to them. On 14 April 2004, the United Nations General Assembly debated the issue of road safety and adopted a historic resolution (58/289) calling for greater attention and resources to be directed toward road safety efforts.

9. Resolution 58/289 recognized the need for the United Nations system to support efforts to address the global road safety crisis and invited WHO, working in close cooperation with the United Nations regional commissions, to act as a coordinator on road safety issues within the United Nations system. In response to this request the World Health Assembly adopted its resolution WHA 57.10, accepting the General Assembly's invitation.

10. To facilitate international cooperation, including at a regional level, WHO has worked closely with the regional commissions to facilitate the development of what is now referred to as the UNRSC. As of May 2008, the group comprised organizations of the United Nations system, including WHO, five regional commissions, the World Bank, United Nations Refugee Agency (UNHCR), the World Food Programme, the United Nations Development Programme (UNDP) and the United Nations Children's Fund (UNICEF) as well as forty-five other international agencies (including the European Commission- Directorate General for Transport and Energy), Governments, non-

governmental organizations, donors, research agencies and the private sector from transport, health and safety sectors committed to reduce road traffic injuries.

11. The UNRSC is an informal consultative mechanism whose members are committed to road safety efforts providing governments and civil society with good practice guidelines to support action to tackle the major road risk factors, and in particular to the implementation of the recommendations of the World Report on Road Traffic Injury Prevention (WRRTIP).

12. Since 2004, the Collaboration has, among other things, agreed on common objectives, developed a work plan and coordinated the production of “good practice” manuals. It has also set up a website and coordinated major events aimed at increasing awareness around the world (e.g. the First UN Global Road Safety Week).

13. At its 8th meeting held in New York, 1-2 April 2008, UNRSC discussed on its future role and *modus operandi* and considered the draft terms of reference (ToR) prepared by WHO on the basis of previous discussions. Once approved by the stakeholders in road safety, the ToR will play a significant role in improving cooperation and developing synergies between all involved, including the WP.1. By the time of writing this Roadmap, the ToR had not been finalized.

B. Products of the UNRSC

Provision of technical support

14. The Collaboration has developed the first products in a series of “how to” manuals that provide guidance to countries on how to implement some of the recommendations identified in the World Report on Road Traffic Injury Prevention. The manuals are being developed collaboratively by a consortium of four partners, including WHO, the Global Road Safety Partnership, the FIA Foundation for the Automobile and Society and the World Bank, but also incorporate expertise from other members of the Collaboration. Three manuals have been produced: on implementing helmet-wearing programmes; on implementing programmes to reduce drinking and driving; and on speed management. Manuals on other topics are being developed by the Collaboration, including the use of seat belts and child restraints; the creation of a lead agency on road safety; ways to collect road traffic injury data; and guidelines for safer road infrastructure.

15. UNRSC partners have also been involved in launching and implementing the good practices in countries. For example, workshops on helmet use have been held in Cambodia, the Lao People’s Democratic Republic, Thailand and Viet Nam, organized by Governments in collaboration with the Global Road Safety Partnership, the Asia Injury Prevention Foundation, Handicap International, WHO and other partners, and funded by the Global Road Safety Initiative. The manuals have been translated into local languages and published locally. With the support of the Global Road Safety Initiative, the Global Road Safety Partnership is now working on training programmes that aim to build local

capacity for police enforcement and for public education campaigns promoting awareness of helmet use and of drinking and driving.

16. A training project aimed at improving the fleet safety of the United Nations and of other participating organizations will soon be launched, with the aim of encouraging aid and development agencies to make road safety a priority for their own staff and to implement policies and strategies to reduce road traffic crashes within their organizations. In addition, other UNRSC partners are engaging with large multinational corporations to examine how strategies to reduce road traffic crashes can be introduced and to develop ways of benchmarking the progress made by organizations relative to each other. It is envisaged that such projects will feed into the development of a good practice guide on fleet safety.

17. While the UNECE and its WP.1 have not been directly involved in the above mentioned projects, they welcome an opportunity to participate either in the implementation of the existing projects or in developing future projects, as feasible and appropriate.

Policy

18. In May 2007, the World Health Assembly adopted its first resolution on emergency care systems (WHA 60.22), drawing the attention of Governments to the need to strengthen pre-hospital and emergency trauma care systems (including mass casualty management efforts) and describes a number of steps Governments can take. In addition, it invites WHO to scale up its efforts to support countries.

19. The Commission for Global Road Safety was created by the FIA Foundation for the Automobile and Society in 2005 and is chaired by Lord Robertson of Port Ellen. In June 2006, a report of the Commission, "Make Roads Safe: A New Priority for Sustainable Development", was launched in London. The report uses the World Report on Road Traffic Injury Prevention as its basis and advocates greater support for the implementation of its recommendations. The report frames road safety as a development issue and aims to bring it to the attention of key policymakers. The objectives of the report are to increase and sustain funding for road safety efforts over a 10-year period and to increase earmarked investment in road safety within road infrastructure projects.

Policy contribution by the United Nations regional commissions

20. The Working Party on Road Traffic Safety (WP.1) of the Economic Commission for Europe has revised the consolidated resolution on road traffic, to bring it in line with the dramatic developments in road safety. The resolution aims to enhance road safety by providing recommendations to Governments on issues on which a legally binding consensus would be difficult to achieve or by providing a level of detail greater than that contained in either the Vienna Convention on Road Traffic or in the European Agreement supplementing it. In this context, the WP.1 has adopted new provisions, including on driving under the influence of alcohol, improving bicycle, motorcycle and moped safety, increasing seat belt usage, safety of pedestrians and driving at night. Work

has continued on issues related to driving permits, communication and road safety campaigns, daytime running lamps, speed, mobile phones, the safety of children, the contents of first-aid kits, special rules concerning certain categories of vehicles and driving instruction.

21. Following the same requirements the WP.1 will finalize in 2008 the revision of the consolidated resolution on road signs and signals.

22. The World Forum for Harmonization of Vehicle Regulations has also adopted new Economic Commission for Europe (ECE) and global regulations on a number of components to improve vehicle and motorcycle safety worldwide.

23. The Intergovernmental Agreement on the Asian Highway Network, developed under the auspices of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) came into force in 2005 and includes a commitment by parties to give full consideration to road safety aspects while implementing the Agreement.

24. This was followed, in 2006, by the Ministerial Declaration on Improving Road Safety in Asia and the Pacific, which includes a goal to save 600,000 lives and prevent a commensurate number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015. Subsequently, in May 2007, the ESCAP adopted resolution 63/9, in which it encourages members and associate members to continue to act upon the recommendations contained in the ministerial declaration of the previous year.

Advocacy

25. In resolution A/60/5, the General Assembly invited the regional commissions and the World Health Organization to organize jointly the first United Nations Global Road Safety Week to serve as a platform for global, regional and national activities to raise awareness about road safety issues, and to convene the second Stakeholders' Forum for Global Road Safety in Geneva.

26. The first United Nations Global Road Safety Week was held from 23 to 29 April 2007 and focused on young road users. The Week aimed to raise awareness about the societal impact of road traffic injuries, highlighting the risks for children and young people, and to promote action around such key factors as helmets, seat belts, drinking and driving, speeding and visibility. A number of technical documents were developed to be launched for the Week. These include:

- (a) The WHO report entitled Youth and Road Safety provided new data on the magnitude of the problem among those under 25 years of age, while highlighting the specific interventions that can be implemented to reduce road traffic injuries among that group.
- (b) The Economic Commission for Europe issued a document entitled "A framework for national road safety campaigns in the ECE countries", which highlighted aspects of the problem pertinent to its region;
- (c) The International Federation of Red Cross and Red Crescent Societies, in collaboration with the Global Road Safety Partnership, also used the occasion of the Week to launch a new publication, entitled "Practical

Guide on Road Safety: a Toolkit for National Red Cross and Red Crescent Societies”.

27. The World Youth Assembly for Road Safety was the key global event of the Week, and was held at the United Nations headquarters in Geneva on 23 and 24 April. Over 400 young people from 100 countries attended the meeting, which served to provide an opportunity to share experiences and create a global network of young road safety advocates. The delegates developed and adopted a declaration entitled “Youth declaration for road safety” and agreed to a 10-step plan for the follow-up to the Assembly. At the closing of the World Youth Assembly, the Declaration was presented to Sheika Haya Rashed Al Khalifa, President of the General Assembly.

28. The momentum among youth, generated by the Youth Assembly, rapidly led to tangible outputs. Notably, it resulted in an international network of youth who are motivated to address the issue in their countries and are communicating electronically to share their ideas and experiences. Upon their return, a number of young delegates took steps to implement the Declaration: for example, the Canadian delegates set up a youth national committee for future work on road safety; the Zambian delegate submitted the Declaration to all relevant ministries (health, community development, and transport) and followed up with appointments; in Algeria, the Declaration was printed in national newspapers; in Belize, the Ministry of Education agreed to include road safety in primary and secondary school curricula.

29. The second Stakeholders’ Forum for Global Road Safety, organized by the Global Road Safety Forum, was held in Geneva and brought together United Nations delegates, ministers and representatives of national departments in transport, health, law enforcement and foreign relations, stakeholders from non-governmental organizations and the private sector. Participants expressed their support for the United Nations Road Safety Collaboration, the conclusions of the report of the Commission for Global Road Safety, the World Bank Global Road Safety Facility and a ministerial conference on global road safety, held under the auspices of the United Nations.

Other advocacy activities

30. Hundreds of national and regional events were also held worldwide on the occasion of the first United Nations Global Road Safety Week. Examples include the European Commission’s first European Road Safety Day, in Brussels, which involved 400 young participants from over 30 countries; the rally for safer roads, in London, organized by the “Make roads safe” campaign; the Asian mayors policy dialogue for the promotion of environmentally sustainable transport in cities, held in Kyoto, Japan; the Asia Injury Prevention Foundation’s helmet-wearing campaign in Viet Nam; the development of road safety education programmes for schools in Turkey, organized by local partners; the multisectoral forum on road safety in China; the launch of the good practice manual on drinking and driving in Ghana and Namibia by the Global Road Safety Partnership; the launch of the new road traffic legislation in Cambodia, organized by Handicap International; the “Fatality free Friday” campaign, in Australia; and the adoption of a ministerial declaration on road safety in Abu Dhabi.

31. The European Commission was an important donor and contributed to the success of the events that took place in 2007. As a follow-up of the events about "Young people on the roads" the European Commission will organize a meeting in Brussels, on 10 July 2008, gathering 60 young people of the 27 Member states of the EU, in order to help them to create a network and to coordinate their actions at EU level to contribute to the reduction of the number of young people killed on the EU roads.

32. Later this year, on 13 October 2008, the European Union will organize the European Road Safety Day in Paris.

33. Other UNRSC advocacy activities include:

(a) The "Make roads safe" campaign, which is a global advocacy strategy to increase awareness about road safety, while highlighting the need for road safety to be considered as a development issue. Based on the recommendations of the report "Make Roads Safe: A New Priority for Sustainable Development", the campaign stresses the economic as well as human costs of road deaths, while advocating the need for increased investment in that area. The campaign has been heavily endorsed by celebrities and leaders worldwide including the former Prime Minister of the United Kingdom of Great Britain and Northern Ireland, Tony Blair, who supported the campaign; and Archbishop Desmond Tutu, who called on political leaders and the Group of Eight countries to take action on road safety during the African launch of the "Make roads safe" campaign in South Africa.

(b) In resolution A/60/5, the General Assembly invited Member States and the international community to recognize the third Sunday in November of every year as the World Day of Remembrance for Road Traffic Victims. Over the past few years, an increasing number of countries around the globe have held events on the Day, ranging from interfaith ceremonies to tree-planting memorials, to using the media for increased coverage of road crash victims and their families. Some countries, such as the United States of America, have started to explore the possibility of officially recognizing the World Day of Remembrance for Road Crash Victims at the national level. As an aid to countries in planning events for the Day, the European Federation of Road Traffic Victims and WHO have developed a guide entitled World Day of Remembrance for Road Traffic Victims: A Guide for Organizers. In addition, the Association for Safe International Road Travel and WHO have developed a document containing the testimonials of those affected by road crashes. "Faces Behind the Figures: Voices of Road Crash Victims and Their Families" is a powerful advocacy tool that illustrates the human suffering associated with each of the cited road traffic statistics.

(c) There has been an increase in the number of non-governmental organizations involved in international road safety efforts and in the extent of their cooperation with other partners within the Collaboration. As well as representing the victim's perspective in international road safety work, organizations have been involved in research and in the implementation of technical interventions. For example, Handicap International conducted an assessment of helmet-wearing use by motorcyclists in Cambodia and has been active in advocacy resulting in new legislation on helmet use in

the country; and the Asia Injury Prevention Foundation has an active helmet distribution programme in Viet Nam.

Regional meetings of UNRSC- contribution by the United Nations regional commissions

34. Over the past two years, partners in the UNRSC have facilitated regional meetings on road safety. These include:

(a) A ministerial conference on transport was organized by the UNESCAP in Busan, Republic of Korea, in November 2006. Ministers of the Asia-Pacific region adopted the Ministerial Declaration on Improving Road Safety in Asia and the Pacific;

(b) An African road safety conference was jointly organized in 2007 by the Economic Commission for Africa and WHO in Accra with the declared objectives of advancing the development of national plans of action, planning the implementation of the recommendations of the World Report on Road Traffic Injury Prevention, and addressing how to mobilize resources. A ministerial round table of transport and health ministers was also held, wherein delegates adopted the Accra Declaration, which committed ministers to working together to stop the growing epidemic of death and injuries on African roads;

(c) The UNECLAC, the National Road Safety Council of Costa Rica, the FIA Foundation for the Automobile and Society, the Pan American Health Organization, the Inter-American Development Bank, the World Bank and the Global Road Safety Forum sponsored the first Latin American and Caribbean road safety stakeholders forum in San José (Costa Rica), in September 2006. Participants from throughout the region planned actions for road safety in the Americas and adopted the Declaration of San José, which includes a call for a regional committee to help the countries of the region collaborate on road safety. A second Latin American and Caribbean forum took place in December 2007 in Puerto Rico;

(d) A number of regional road safety meetings have taken place in the Eastern Mediterranean region. A regional training course for injury prevention focal points in the Ministries of Health for the Eastern Mediterranean region was held in Cairo in December 2006; it was jointly organized by the UNESCWA and the WHO Eastern Mediterranean Regional Office, and aimed to increase capacity in the region.

Data collection and research

35. As part of a series of good practice guides a working group within the UNRSC has begun to develop a good practice guide on road traffic injury data collection. The guide will focus on how to make optimum use of imperfect data, including by guiding the reader on how to conduct surveys, and quick analyses, while aiming put a long-term surveillance system into operation. It will further offer the reader a minimum data set and will present good practices on various types of information gathering from around the world. Finally, it will show how data can be used.

36. As more and more countries take steps to improve their road safety situation, there is a growing need for a global tool to measure progress towards implementing the recommendations of the World Report on Road Traffic Injury Prevention at the national level and to allow countries to assess their road safety situation, both internally over time and in relation to other countries. One component of such an assessment would be the use of observational surveys that would allow countries to quickly collect invaluable information about their helmet and seat belt wearing rates. Towards this end, a group of members of the UNRSC have developed the first component of such a tool, in defining the methodology to conduct simple observational studies on helmet-wearing rates.

Contribution of the United Nations regional commissions to data collection and research

37. The UNECE's WP.1 has put in place a database containing road traffic safety requirements in a number of UNECE countries, based on data transmitted by Governments. The database contains information on the legislation governing speed limits, permissible levels of alcohol in the blood and methods of control, seat belts and child restraints, wearing of helmets, use of lamps, periodic technical inspections and driving permits. The UNECE is undertaking for many years already the regular compilation and dissemination of road traffic accident statistics in Europe and North America (see dedicated website <http://www.unece.org/trans/main/wp6/transstatpub.html>). The UNECE owns and manages a rich collection of very detailed data (including on-line) relating to road traffic accidents and casualties by country, year, location, time of occurrence, road condition, nature of accident, age group and accidents under influence of alcohol.

38. The UNESCAP has created an online Asia-Pacific Road Accident Database, based on data from member Governments. The UNECA has started work on data collection by deciding, in October 2007, that "high priority should be accorded to the establishment of national, subregional and regional databases with prior attention given to data harmonization and collection procedures including the setting of benchmarks". UNECLAC published in 2005 and 2006 research studies on "La seguridad vial en la región de América Latina y el Caribe-Situación actual y desafíos" (Road safety in the region of Latin America and the Caribbean- current situation and challenges) "Instrumentos para la toma de decisiones en políticas de seguridad vial en América Latina" (Instruments for the decision making process in road safety policy in Latin America).

Financial support

39. The World Bank's Global Road Safety Facility was set up in 2006 to support global, regional and country efforts that would lead to reductions in road deaths and injuries in low- and middle-income countries. The Facility's mission includes activities directed at strengthening road safety strategies and institutional capacities in their target countries. The Facility, which is now administering grants, has two streams of funding: one for global road safety initiatives and the other for supporting country programmes. Financing at the country level has now commenced with stand-alone activities and through complementing new and existing multilateral development bank projects targeting road safety. So far, contributions to the Facility have been made by the FIA Foundation for the Automobile and Society and the Governments of Australia, Sweden and the Netherlands.

40. Financial support for the UNRSC has been provided by the Governments of Sweden and the United States, the World Bank Global Road Safety Facility and SCANIA. Facility grants to date include funding to members of the UNRSC, including the WHO Department of Injuries and Violence Prevention, the Global Road Safety Partnership and the Global Road Safety Forum. The Global Road Safety Initiative has also continued to provide support for the implementation of the good practice manuals in target countries.

41. In September 2007 the Bloomberg Family Foundation contributed US\$ 9 million to the World Health Organization (WHO) to support an important new effort to pilot policies and programmes for road traffic injury prevention over the next two years. Prevention programmes will be piloted in Mexico and Viet Nam, with a focus on increasing the use of motorcycle helmets, seat-belts and child restraints; reducing drink-driving; and improving the visibility of pedestrians, cyclists and motorcyclists. The new funding also provides support for a global road safety report describing on a country-by-country basis the situation in road safety area. The report will serve as a useful tool in advocating for increased focus and investment on road safety at both national and international levels.

Financial issues and the United Nations regional commissions

42. There is a permanent and constantly increasing interest in improving road traffic safety from the United Nations member States from all the regions. The UNECE's Working Party on Road Traffic Safety (WP.1) is today the only permanent intergovernmental body in the United Nations dealing with road safety and it is well equipped for knowledge sharing globally.

43. Some of the road traffic safety activities were financially supported by donors (e.g. the European Commission supported the organization of the Week as well as the participation of delegates from Central Asian republics in selected meetings of UNECE

bodies). However, travel cost and distance discourage participation in the work of WP.1 of experts from countries with economies in transition from the ECE region, and in particular from other regions. This, together with the lack of adequate resources in the secretariat, will remain the big obstacles preventing WP.1 to fully contribute in UNRSC activities with what are the Group's most valuable assets: knowledge, expertise and experience in road traffic safety.

IV. THE WORKING PARTY ON ROAD TRAFFIC SAFETY (WP.1)

A. Role, mandate and main activities of WP.1

44. The road safety work in the United Nations Economic Commission for Europe (UNECE) started with the establishment, in March 1950, of the Ad Hoc Working Group on the prevention of road accidents. The work has been carried out subsequently by the Group of Experts on Road Traffic Safety (GE.20) and since 1988 by the Working Party on Road Traffic Safety (WP.1) under the supervision of the UNECE Inland Transport Committee. The WP.1 remains today the only permanent intergovernmental body in the United Nations dealing with road safety.

45. Since the beginning the WP.1's work had a global character, as the Group elaborated and is the guardian of the United Nations legal instruments aimed at harmonizing traffic regulations, namely the 1949 Geneva Convention on Road Traffic and the 1968 Vienna Conventions on Road Traffic and on Road Signs and Signals respectively. These are global Conventions with Contracting States from Africa, Asia, Europe and Latin America. WP.1 is also responsible for European Agreements which supplement the provisions of the Vienna Conventions. In addition to its regulatory work, WP.1 is involved in the development and promotion of best road safety practices and the organization of road safety weeks. In 2006, it was agreed that WP.1 would be open not only to UNECE member States but to all countries throughout the world.

46. The current terms of reference of the WP.1, as approved by the Group in its 47th session held in September 2005 (TRANS/WP.1/100/Add.1), is to "Initiate and pursue actions aimed at reinforcing and improving road safety, developing and harmonizing traffic regulations and rules for road signs and signals while also taking account notably of the environment, and strengthening relations between countries". To this end it is assigned the following specific tasks:

- (a) Develop and keep up to date the Conventions on Road Traffic and on Road Signs and Signals, done at Vienna in 1968, and the European Agreements which supplement them of 1971, as well as other relevant legal instruments.
- (b) Encourage the accession of new countries to the Conventions and Agreements mentioned above.
- (c) Develop, update and circulate the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2), and make them

documents for recommending best road safety practices; also draft recommendations on specific subjects.

- (d) Organize and prepare road safety campaigns, to be known as “Road Safety Weeks”, at regular intervals (at least every four years) in the ECE region and promote them outside the ECE in conjunction with the other United Nations regional commissions.
- (e) Encourage participation in its activities by fostering cooperation and collaboration with the countries, the European Commission, international governmental and non-governmental organizations concerned with road safety and the other United Nations regional commissions and other organizations of the United Nations system, particularly the World Health Organization (WHO); in this context, organize seminars on appropriate issues as need arises.
- (f) Encourage exchanges of data between countries by compiling and circulating information on road accidents and their causes and on the legal provisions in force in the countries and best national and international road safety practices.
- (g) Collaborate closely with the other subsidiary bodies of the Inland Transport Committee, particularly the World Forum for Harmonization of Vehicle Regulations (WP.29), the Working Party on Road Transport (SC.1), the Working Party on the Transport of Dangerous Goods (WP.15) and the Working Party on Transport Statistics (WP.6), on issues of common interest involving road safety.
- (h) Define and implement a work programme relating to the legal instruments and the Consolidated Resolutions in a coordinated and logical manner.
- (i) Ensure openness and transparency during the sessions.

B. Main achievements of the WP.1

47. The achievements of WP.1 may be summarized as follows:

- (a) Elaboration and constant updating of the Vienna Conventions on Road Traffic and on Road Signs and Signals of 1968, which facilitate the international road traffic and increase road safety through the adoption of uniform traffic rules, road signs and signals as well as markings;
- (b) Elaboration and constant updating of a unique set of road safety best practices contained in the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2);
- (c) Elaboration of a database containing road traffic safety requirements in a number of UNECE countries, based on data transmitted by Governments. The database contains information on the legislation governing speed limits, permissible levels of alcohol in the blood and methods of control,

seat belts and child restraints, wearing of helmets, use of lamps, periodic technical inspections and driving permits.

- (d) Contribution to the Road Safety Weeks including the First United Nations Global Road Safety Week, jointly organized by the World Health Organization (WHO) and the UN Regional Commissions, which took place from 23-29 April 2007.

C. Ongoing work of the WP.1

- a. The project on “improving global road safety: setting regional and national road traffic casualty reduction targets”**

Background

48. The project on “improving global road safety: setting regional and national road traffic casualty reduction targets” has received funding of about 660,000 USD from the United Nations Development Account (UNDA) and it will be implemented in 2008 and 2009, by the five United Nations Regional Commissions, in cooperation with other international organizations and NGOs active in the field of road safety.

Objective

49. The objective of the project is to help countries with economies in transition to develop regional and national road traffic casualty reduction targets and to provide them with examples of good road safety practice that could help them to achieve the targets selected by 2015.

Implementation plan

50. The project will be primarily implemented through the organization of seminars, one or more under the auspices of each regional commission. It is planned that the Economic Commission for Africa, the Economic Commission for Latin America and the Caribbean and the Economic and Social Commission for Asia and the Pacific will aim for 15 participating countries each, while ECE for 7-10 and the Economic and Social Commission for Western Asia for 5-8 countries.

51. Every consideration will be given to the possibility of holding the seminars and potential tutorage activities at the sub-regional level taking advantage of existing groupings, such as the African Regional Economic Communities, the Association of Southeast Asian Nations (ASEAN), or the Central Asian Regional Economic Cooperation (CAREC). This approach has the advantage of bringing together countries with similar problems, high levels of cross-border traffic and the possibility of developing sub-regional targets that could then be transformed and adapted into a regional target.

The seminars

52. Each seminar will be divided into two parts, as follows:

(a) The first part will deal with target setting, including the collection of data on road deaths and injuries, information on traffic trends, and establishing forecasts to calculate the number of road deaths and injuries that could be expected if no additional road safety measures are taken and those that could be expected if measures are taken. Countries will be advised about the importance of setting benchmarks and intermediate targets against which they can evaluate the progress they are making in achieving their overall target and which may point to the need for remedial action. Each seminar will review the different possible types of road safety targets, for example, reductions in the number of deaths and serious injuries, or targets related to road safety behaviours such as speeding, drink driving and rates of seat-belt wearing, or use of helmets. Participating countries will be encouraged to discuss the type of target they could introduce with the road safety data they have or can collect.

(b) The second part of each seminar will be devoted to presentations and discussions on good road safety practices that have been shown to be effective in reducing the number of road deaths and injuries. The seminars will also help countries with the development of awareness campaigns regarding the road safety targets set and explain the importance of political commitment to and formal adoption of the targets at a high level in the Government.

53. In the substantive work to be undertaken in bringing about a methodology to establish road traffic casualty reduction targets, the UNECE will build-up on existing achievements such as UNECEs statistical definitions, methodologies, data bases, including the road traffic censuses. For the time being, the UNECE has no electronic monitoring system of the parameters in the European Agreement on main international traffic arteries (AGR) in place, which could provide information on the actual technical conditions of the main road E-road network in UNECE member States. However the UNECE is managing, for many years already, very detailed (on-line) data which provide internationally comparable data and data trends without which the setting of meaningful road traffic casualty reduction targets and benchmarks as well as their monitoring seems to be very difficult.

Progress of the preparatory work

54. At this stage, each regional commission is involved in researching what road safety targets their member countries currently have, if any, and which countries would stand to benefit most from the project.

55. UNECE secretariat has held discussions with a number of partners with regard to possible collaboration with positive results, which may be summarized as follows:

- (a) The Global Road Safety Partnership expressed interest in co-sponsoring the seminars and offered the services of some of its very experienced staff;

- (b) The Global Transport Knowledge Partnership is also interested in helping out with the project, particularly in Africa and Asia and has written this assistance into its programme of work for 2008-2009;
- (c) The International Road Federation is particularly interested in the target setting aspect of the project.

56. The project also aroused great interest at the second Latin America Stakeholders Forum held in Puerto Rico in December last year and several Latin America countries expressed their readiness to participate. Same interest for participation was expressed by Central Asian countries, at the 13th session of the Transport Working Group of the United Nations Special Programme for the Economies of Central Asia (SPECA), held in Almaty, Kazakhstan, in March 2008.

57. The UNECE region seminar will be held in one Central Asian country, most likely Kazakhstan, in the first quarter of 2009. Cooperation with the Organization of Security and Cooperation in Europe (OSCE) is being explored with a view to ensuring participation of more experts from countries and stakeholders in the ECE region.

58. The secretariat would like to explore with WHO the synergies that could be achieved by allying the project with WHO's Bloomberg Family Foundation initiative, as well as possible cooperation with other road safety partners.

b. The proposal put forward by Italy, the Netherlands and the United States of America

Introduction

59. Seeking to best utilize WP.1 and United Nations Road Safety Collaboration (UNRSC) assets to meet their institutional mandate of increasing road traffic safety and recognizing the need to pursue broader collaborative efforts from which all members of the Economic Commission for Europe (ECE) and also the community at large will benefit, a small WP.1 working group consisting of Italy, the Netherlands, and the USA proposed the creation of a supplemental instrument focusing on the high-yield areas of road user behaviors and countermeasures. The proposed instrument is envisioned as a complement to operational rulemaking under the 1968 Vienna Conventions. The proposal, contained in document TRANS/WP.1/2008/4, received support from the UK and FIA Foundation for the Automobile and Society.

60. The instrument's primary products would be non-binding, science-based best practices in the field of road user behavior supported by subsidiary benchmarks and implementation programs graded to different infrastructures, driver behavior patterns, and levels of development. These products would be designed to enable countries at all developmental levels and with different infrastructures to take steps towards a safer road traffic environment and would draw from WP.1's analytical experience and recently awarded UNECE benchmarking funding, in addition to the UNRSC's work creating toolkits to address key road safety issues.

61. By explicitly combining WP.1's significant road traffic safety expertise and WHO's experience in designing and delivering public health solutions, the creation of this instrument would be in line with directives from the Inland Transport Committee and United Nations General Assembly calling on WP.1 to work more closely with the UNRSC (ITC: ECE/TRANS162; UNGA: A/RES/58/289) to proactively develop solutions to the transport, economic, and social facets of the road traffic safety crisis.

Structure and implementation

62. The small WP.1 group that tabled the proposal felt that it might be premature to select one structure for this instrument, as there are many potential options, one of which is similar to the 1998 Global Agreement which is administered by WP.29. In this potential option, the instrument is overseen by an Executive Committee composed of representatives from WP.1, the UNRSC, and member States. All parties to the instrument would be members of the representative body that would vote to approve the final draft best practices, subsidiary benchmarks, and mentoring programs designed "on-demand" and provided by issue-based working groups.

63. The small WP.1 group also suggested that WP.1 and UNRSC sessions be scheduled in a coordinated manner (in terms of dates and location) in order to facilitate the development of this instrument and improve the cooperation between the two groups as well as minimize the cost associated with overseas travel.

Products

64. The instrument would produce a series of issue-based best practices and programs keyed to tiered benchmarks (intermediate goals) rooted in - yet distinct from - the best practice itself. This, along with the non-binding nature of the instrument's suggested actions, ensures that the agreed-upon best practice is just that - the best practice - since neither the specialists in the working groups nor parties in the representative body will have to compromise due to political or technical exigencies. This would allow for a more flexible approach to these often culturally, politically, and developmentally sensitive issues, and permit all parties to participate in the establishment of the high-level best practice while enabling them to make much needed, quantified steps to increase the safety of their roads.

65. Intermediate benchmarks and programs adapted to member States' development levels will be designed with eventual progression from one to another in mind, ensuring that positive effects are cumulative. Benchmarks are critical to the success of the instrument and its goals. Establishing a series of intermediary steps for each issue will allow all countries to choose the appropriate programs and quantify their successes in applying the programs at national level. This aspect of the project could be undertaken in concert with UNECE's project on "improving global road safety: setting regional and national road traffic casualty reduction targets" funded from the United Nations Development Account (UNDA).

66. Countries with economies in transition would be the first to benefit from these products: if properly implemented, strong road safety programs could contribute to the development of transport, trade and tourism. The initial investment in such programs would rapidly be compensated by significant reduction of the direct and indirect costs related to road accidents.

67. The jointly developed best practices and associated benchmarks would be publicized through both the WP.1 and UNRSC websites as well as directly through the parties to the instrument.

Outcome of the first discussion by the WP.1

68. The WP.1 had a first exchange of views on this proposal at its 54th session (26-28 March 2008). The Group felt that future expansion of its activities for road safety cooperation and knowledge sharing globally, including exchanging the best practices in road safety accumulated in the developed countries, with the middle-and-low income countries outside the UNECE region, might be a positive development, provided that a comprehensive assessment of its possible future work is made and that subsequent steps are taken gradually and cautiously.

69. The WP.1 asked the secretariat to prepare a roadmap on the possible ways for WP.1 to move forward and contribute to the Global Road Safety, to be considered at its present session (30 June-3 July 2008).

70. FIA Foundation for the Automobile and Society warmly welcomed the proposal and stressed that the new instrument should be structured so that would encourage close cooperation with the UNRSC, the World Forum for Harmonization of Vehicle Regulation (WP.29) and the World Bank Global Road Safety Facility. FIA Foundation for the Automobile and Society declared its readiness to support and participate in any process or informal group of WP.1 in taking forward this important proposal.

D. Possible ways for WP.1 to move forward and contribute to the Global Road Safety

71. Road traffic injuries continue to be an important public health and development issue. Trend in many countries, in particular low-and middle-income countries, suggest that the problem could become noticeably worse within the next decade. Despite increased awareness of the issue, there is a **pressing need for greater effort and resources to be directed towards addressing the problem, particularly in low-and middle-income countries in the ECE region and beyond.**

72. Road traffic safety has an **impact on all the components of sustainable development**; it should thus be fully taken into account when drafting and implementing sustainable transport policies.

73. Addressing road traffic safety is a cross sectoral activity involving different national authorities (policy makers/regulatory, law enforcement etc.) such as the Ministries of Transport, Health, Internal Affairs/Police and Education. Further on, **national and regional cooperation amongst competent authorities involved in road traffic safety should be promoted and strengthened.** In a growing number of countries the Road Safety Council (or similar) plays a key role in coordinating the activities of the different authorities representing a multi-disciplinary portfolio both on national and sub-national levels. Despite their vital role these Road Safety Councils do not seem to have an international network unlike e.g. the railroad regulators, which have managed to set up a regular consultation forum among them. WP.1 could act as key interlocutor in promoting the **setting-up of a “Club of Road Traffic Safety Councils”** represented by their Heads. Such a forum would ensure a much faster spread of information at national levels on what the WP.1 is actually doing.

74. WP.1 is well equipped with all the necessary knowledge/expertise and experience to expand its role and transfer the know-how to countries beyond ECE region, by that being also able to be useful to the other **UN Regional Commissions to build capacity and initiate road traffic safety activities in their regions.** To this end, a possible concrete action could include:

- (a) Encourage the establishment by ECA, ESCWA, and ECLAC of **Regional Road Safety Groups** aimed at bringing member States closer and improve collaboration between all the road safety stakeholders in that specific region.
- (b) Occasionally organize WP.1 **meetings in other locations than Geneva,** under the umbrella of Working Groups of other UN Regional Commissions (e.g. for ESCAP the Experts Group on Asian Highway, which is held in principle once a year in Bangkok, and those to be established by ECA, ESCWA, and ECLAC).
- (c) Promote and **encourage interaction between UNRSC and the regional road safety groups in the framework of the UN regional commissions.**

75. The new GA resolution 62/244 puts the spotlight on global road safety. The support by the resolution to the offer of the Government of the Russian Federation to host the **First Global Ministerial Conference on Road Safety** is the major new element towards raising the political profile of this epidemic of traffic-related deaths and injuries. UNECE secretariat and WP.1 should be ready to provide any possible assistance to the Russian Government for the preparation of this historical event, including providing speakers, input for the event’s documents etc. The Conference, inter alia, could offer the venue for **countries to agree upon regional road traffic casualty reduction targets** and possibly even decide on a global target, in the style of the Millennium Development Goals. Should this be the case, the WP.1 could contribute to the preparatory work.

76. Many of the developed ECE member countries have put in place bilateral programmes to assist countries with transition in their efforts to improve road traffic

safety (Spain, Sweden etc). Success stories could be shared and multiplied at the WP.1 level. Members of the WP.1 **could be invited to share with the other participants in meetings the lessons learnt as donor/recipient** with regards road traffic safety.

77. Road safety is a global problem; while the solutions to the problem have to be global policies, they can mainly be implemented locally. Global policies can only be developed through improved cooperation; **WP.1 should therefore foster partnerships/develop synergies with the most relevant stakeholders** in road traffic safety such as, but not limited to, UNRSC, GRSP, GRSF, OECD/ECMT, ITF, ASECAP etc. The European Commission should continue to remain a major partner of the WP.1 as the European Union is composed of 27 member States which are also members of the UNECE. The *acquis communautaire* in road safety including legislation, institutions and best practices in vehicle safety, infrastructure safety management and user's behavior is most valuable and might be spread beyond the EU borders with the specific means of the WP.1. As an example, the current research that the EC has commissioned to investigate the influence of drugs, alcohol and medicines on driving attracted the interest of overseas countries and when the results will be available, it is hoped that they will be worthwhile and useful at global level.

78. A first step has already been taken by inviting the UNRSC for a back-to-back meeting with the WP.1 in November 2008; the next step could be to institutionalize this “one day joint meeting” practice. Such joint meetings could afterwards be organized with other partners too, depending on the mutual interest.

79. As part of the global solutions to road safety, **developing a global instrument on road traffic safety covering actual needs**, not dealt with by other instruments, could also be envisaged by the WP.1, as proposed by several member countries.

80. Based on the historic achievements and on-going activities of WP.1. more attention should be given to improved dissemination of the products. One particular way would be to develop an **interactive CD-ROM** containing R.E.1 and R.E.2 under the authority of WP.1. The CD-ROM would be distributed in all the important road safety-related events and to the stakeholders.

81. The UNECE's road traffic accident statistics database is not known well enough but it constitutes certainly an asset that should be used by the WP.1 to improve visibility and reposition itself in the global road safety environment. At the same time, the WP.1 should contribute to improving data coverage and the periodicity and reliability of UNECE's road traffic accident statistics.

82. In light of the fact that the road safety working group of ECMT has been closed down as part of the ECMT reform and the set up of ITF, it is worth considering what activities that working group has pursued that the UNECE Member Countries would like to keep. In this regard, the road safety peer reviews should be mentioned. ECMT has carried out three such reviews in cooperation with the World Bank, GRSP and some donor countries. It may be a task of WP.1 that has taken over the “torch from ECMT” to

promote and participate in **peer reviews** of road safety performance in countries with economies in transition.

83. Closely linked to this could be setting up cooperation with the International Road Assessment Programme (iRAP) and offering to be associated with it in **road safety audits**. iRAP was established in 2006 to facilitate expansion of road assessment programmes (RAP) into low and middle income countries. Key financing to help enable iRAP and all the regional RAP programmes has come from the FIA Foundation for the Automobile and Society. Existing programmes operate in Europe, Australia and the United States of America. Drawing on the experience of these programmes and in partnership with local experts, the iRAP initiative supports the development of local models and outcomes that suit the needs and road safety issues within participating developing countries. iRAP is already adopted in 30 countries worldwide and it is a partnership of auto clubs, development banks, governments, and research institutes. Based on an established methodology using three standards protocols, iRAP enables the implementation of large scale programmes to upgrading the safety of roads where large numbers are being killed and seriously injured.

84. One of the problems that WP.1 faces, similarly to some other working groups is the low level of participation in the meetings by countries that have the most urgent need to have access to knowledge and information about the latest solutions in traffic safety. Unless the ways and means are found to support these countries participation in the WP.1 meetings, the results even of an ambitious and creative work-program would be limited.

85. To make WP.1 more accessible to all UNECE Member Countries and to be able to carry out the **activities under a broadened mandate of the WP.1 additional resources notably financial ones are warranted**. The WP.1 could thus explore the feasibility and initiate the establishment of a **UNECE Trust Fund for Road Safety** to finance its activities in implementing its mandate. In this regard twinning **arrangements** (or similar forms of cooperation) are also being encouraged e.g. between road safety authorities in developed countries and their corresponding authorities in countries with economies in transition.

86. Finally synergies with major EU-funded projects in the ECE region (e.g. “Development of Co-ordinated National Transport Policies in Central Asia” in the framework of which a Working Group on road safety has been established) are called for so as to reap the maximum of benefits from each other’s experience.

87. In addition to the “business as usual” work, the secretariat is ready to actively contribute to defining and implementing **new, re-shaped WP.1 activities**. Some specific activities on which the secretariat would focus, if mandated and supported by the WP.1, may include:

- (a) creating an **electronic library/database** that includes subregional and national legislations concerning road safety, relevant papers etc.

- (b) getting the **UNECE's website connected with other websites**, relevant for road safety such as but not limited to the UNRSC, GRSP, GRSF, OECD/ECMT etc.
- (c) creating a **WP.1/Road Safety mailing list** and initiate electronic discussions on a regular basis, with participation of WP.1 members on a voluntary basis;
- (d) getting **more products**, e.g. interpretations of the survey results including follow-up and publication.

V. CONCLUSIONS

88. The WP.1's achievements are well known in the UNECE region and beyond. The 1968 Vienna Conventions on Road Traffic and on Road Signs and Signals respectively have been modernized and their consolidated versions are published. The Resolutions 1 and 2, useful sets of best practices, have also been brought in line with the most recent developments in road traffic safety

89. Upon the request of the WP.1 the ECE Transport Division as Secretariat to WP.1 has prepared this note on possible ways for strengthening WP.1 contribution to improving the global road safety situation. This is a reflection paper, containing an analysis of the status and a list of possible steps to be taken, for preliminary consideration by the member countries.

90. Proposed steps present a variety of possible approaches and concrete actions that may be included in the future work of WP.1. These include: promotion of national and regional cooperation amongst competent authorities; transferring the know-how to countries beyond ECE region through helping other UN Regional Commissions to build capacity and initiate road traffic safety activities in their regions; assisting the Russian Government in preparing the First Global Ministerial Conference on Road Safety; sharing lessons taught/learnt; fostering partnerships/ developing synergies with the most relevant stakeholders, notably the WHO and other UNRSC partners; developing a global instrument on road traffic safety covering actual needs; seek extra budgetary funding in support of new activities through the establishment of a UNECE Trust Fund for Road Safety; facilitate twinning or "light-twinning"; promote and participate in peer reviews and in road safety audits; setting-up of a "Club of Road Traffic Safety Councils"; implementing the UNDA project on "improving global road safety: setting regional and national road traffic casualty reduction targets" and ensuring its sustainability.

91. After consideration and decision by the WP.1, the activities will be prioritized and milestones and timeline will be established for accomplishing them. The Roadmap will be revised according to the decisions of WP.1 and will be submitted to the approval of the Inland Transport Committee as WP.1's Work Programme.

92. Member countries are expected to provide further guidance to the secretariat on the ways to proceed, taking into account that for the implementation of a number of proposed activities, additional resources need to be made available to the UNECE secretariat, as well as to the other UN regional commissions.

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