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Global road safety crisis

Improving global road safety

Note by the Secretary-General

The Secretary-General hereby transmits the report on improving global road safety, prepared by the World Health Organization in consultation with the United Nations regional commissions and other partners of the United Nations Road Safety Collaboration.



Report on improving global road safety, prepared by the World Health Organization in consultation with the regional commissions and other partners of the United Nations Road Safety Collaboration

Summary

The present report, prepared by the World Health Organization in cooperation with the United Nations regional commissions and in consultation with other partners of the United Nations Road Safety Collaboration, provides an update of the status of the implementation of the recommendations contained in General Assembly resolutions [58/289](#), [60/5](#), [62/244](#), [64/255](#) and [66/260](#) on improving global road safety. The report describes activities and achievements by the global road safety community in pursuance of the objectives of the Decade of Action for Road Safety (2011-2020) since the previous report of the Secretary-General ([66/389](#)). Several high-profile events during this period attest to the recognition of the problem around the world and the solutions that Governments and other stakeholders need to implement in order to reduce road traffic crashes and their consequences on public health and development. These events, all of which drew attention to road safety from the highest political levels, included the World Day of Remembrance for Road Traffic Victims in November 2012, the launch of the *Global Status Report on Road Safety 2013: Supporting a Decade of Action* in March 2013, the second United Nations Global Road Safety Week held from 6 to 12 May 2013 and the launch of the Global Alliance for Care of the Injured in May 2013. The report concludes with a number of recommendations for consideration by the Assembly for achieving the goals of the Decade of Action for Road Safety.

Contents

	<i>Page</i>
I. Introduction	4
II. Progress on the Decade of Action for Road Safety	4
III. International legal instruments, resolutions and policy instruments	7
IV. Technical support and collaboration	9
A. Pillar 1 — Road safety management	9
B. Pillar 2 — Safer roads and mobility	11
C. Pillar 3 — Safer vehicles	12
D. Pillar 4 — Safer road users	13
E. Pillar 5 — Post-crash response	15
V. Advocacy	16
VI. Data collection and research/monitoring of the Decade	18
VII. Financial support	19
VIII. Conclusions and recommendations	20

I. Introduction

1. An estimated 1.24 million lives were lost in 2010 as a result of road traffic crashes, of which 80 per cent were in middle-income countries, where 72 per cent of the world's population lives but where only half of the world's registered vehicles are owned and driven. The African region has the highest road traffic fatality rate while the European region has the lowest. Worldwide, half of all road traffic deaths involve pedestrians, motorcyclists and cyclists — so-called vulnerable road users. While some countries have adopted laws to address key risk and protective factors such as speeding, drinking and driving, motorcycle helmets, seat belts and child restraints, comprehensive road safety laws cover only 7 per cent of the world's population. Even where there are good laws, enforcement remains a challenge.

2. In accordance with the coordination mandate conferred on it by the General Assembly in resolution [58/289](#), the World Health Organization (WHO), working in close cooperation with the United Nations regional commissions, facilitated the creation of the United Nations Road Safety Collaboration, which holds biannual meetings to coordinate the road safety activities implemented by its 77 partner organizations. There has been increasing participation from Governments and civil society. To ensure optimal support for the Decade of Action for Road Safety (2011-2020), the United Nations Road Safety Collaboration project groups were aligned with the five pillars of the Global Plan for the Decade,¹ namely road safety management, safer roads and mobility, safer vehicles, safer road users and post-crash response. Recognizing the importance of road safety in the vehicle fleets as well as of monitoring progress, the United Nations Road Safety Collaboration project groups on work-related road safety and monitoring and evaluation continue.

3. In its resolution [66/260](#) the General Assembly recognized the global public health and development burden resulting from road traffic crashes which, if unaddressed, may affect the sustainable development of countries and hinder progress towards achieving the Millennium Development Goals. Co-sponsored by some 80 countries, this resolution addressed adoption of legislation, advocacy, financing and monitoring, and requested the Secretary-General to report to the Assembly at its sixty-eighth session on progress made in improving global road safety.

4. This is the second report submitted in response to resolution [64/255](#), in which the General Assembly proclaimed the period 2011-2020 as the Decade of Action for Road Safety, with the goal to stabilize and then reduce the forecasted level of road traffic deaths in the world. It covers the period from September 2011 to August 2013 and describes the international activities undertaken by United Nations organizations, global road safety agencies, the private sector and civil society since the previous report of the Secretary-General ([A/66/389](#)).

II. Progress on the Decade of Action for Road Safety

5. Several major events occurred since the previous report which marked progress in attaining the goals of the Decade but also the urgent need to improve road safety. These notably include the World Day of Remembrance for Road Traffic

¹ See www.who.int/roadsafety/decade_of_action/plan/en/.

Victims, the launch by WHO of the *Global Status Report on Road Safety 2013: Supporting a Decade of Action*,² United Nations Global Road Safety Week, and the launch of the Global Alliance for Care of the Injured during the World Health Assembly, held in May 2013.

6. In its resolution 60/5, the General Assembly invited Member States and the international community to recognize the third Sunday in November every year as the World Day of Remembrance for Road Traffic Victims. In 2012, the European Federation of Road Traffic Victims re-launched the World Day of Remembrance website³ in 16 languages. Countries were also encouraged to erect memorials to road traffic victims. In 2012, several national and regional memorials were unveiled and are featured on the website.

7. In its resolution 64/255, the General Assembly invited WHO and the United Nations regional commissions to coordinate regular monitoring of global progress and to develop global status reports on road safety. In response, WHO launched the *Global Status Report on Road Safety 2013: Supporting a Decade of Action* on 14 March 2013, in Geneva. It is the second report of its kind. Some 200 participants attended the launch, which was opened by the WHO Director-General and the Assistant Director-General for Noncommunicable Diseases and Mental Health. The launch featured a video highlighting the tragic consequences of the lack of safety on the world's roads as well as video statements from the Mayor of New York City; the Global Ambassador for the Make Roads Safe Campaign; and the Chair of the Commission for Global Road Safety. The report, made possible by a grant from Bloomberg Philanthropies, presents information and data on road safety from 182 countries and serves as a baseline for the Decade of Action for Road Safety. The main findings and recommendations of the report were presented; they highlighted the need for more action if the goal for the Decade is to be reached, to focus on vulnerable road users and to enact and enforce good road safety laws. Deputy ministers from Mozambique and the Russian Federation as well as ambassadors or permanent representatives from Brazil, Egypt, Ethiopia, France, Mexico, Panama, Romania, Sweden, Turkey, the United Arab Emirates and the United States of America spoke in support of the report and the Decade.

8. The second United Nations Global Road Safety Week, focusing on pedestrian safety, was celebrated worldwide from 6 to 12 May 2013 with events in more than 100 countries.⁴ The "Long Short Walk", a global advocacy campaign organized by Make Roads Safe and the Zenani Mandela Campaign and promoted by WHO and many partners, was a cornerstone of many of these events.⁵ Other events included high-level policy discussions in Argentina, Belgium, Croatia, the Republic of Moldova, the Russian Federation, the former Yugoslav Republic of Macedonia, the United Arab Emirates, Uruguay and Uzbekistan while "Long Short Walks" were held in Azerbaijan, Belarus, Bosnia and Herzegovina, Cambodia, China, Fiji, Georgia, the Lao People's Democratic Republic, Lithuania, Mexico, Namibia, the Philippines, Romania, South Africa, Thailand, Uganda, Ukraine, the United Republic of Tanzania, Uruguay, the United States of America and Viet Nam. Painting or repainting of pedestrian crossings took place in Costa Rica, Egypt,

² Available from www.who.int/violence_injury_prevention/road_safety_status/2013/en/.

³ See www.worlddayofremembrance.org.

⁴ See www.who.int/roadsafety/week/2013/en/index.html.

⁵ See www.makeroadssafe.org/longshortwalk/Pages/homepage.aspx.

Ghana and Trinidad and Tobago while safer routes to school were promoted in the Czech Republic, Pakistan, Slovakia and Uganda. Photo exhibits on pedestrian safety linked to public debates were held in Thailand, the United Kingdom of Great Britain and Northern Ireland and Viet Nam while television and radio talk shows were hosted in Cameroon, the Democratic Republic of the Congo, Ecuador and India. To mark Global Road Safety Week, WHO released the publication entitled *Pedestrian Safety: A Road Safety Manual for Decision-Makers and Practitioners*, a detailed technical manual promoting good practices in pedestrian safety for practitioners,⁶ as well as an advocacy document entitled “Make walking safe: a brief overview of pedestrian safety around the world” and a series of posters for policymakers.⁷

9. United Nations Global Road Safety Week was commemorated by the regional commissions through advocacy and capacity-building activities. The Economic and Social Commission for Asia and the Pacific (ESCAP), in collaboration with the Korea Transportation Safety Authority, organized a three-day regional expert group meeting on progress in road safety improvement in Asia and the Pacific in Seoul, focusing on vulnerable road users. The Economic Commission for Europe (ECE) commemorated the Week at the Palais des Nations in Geneva with four key events and a number of supporting side events.⁸ Key events included a symposium on regional perspectives on drinking and driving, an interactive youth session “Scouting for global road safety”, a round table for International Level Crossing Awareness Day to emphasize the importance of road safety at level crossings, and a discussion forum on insurance and road safety. Supporting side events included two poster-signing ceremonies, an exhibition showcasing the top entries from the third international children’s drawing contest on safety at level crossings organized by the International Union of Railways, and testing for driver fatigue. In addition, ECE partnered with the Ministry of Infrastructure and Transport of Italy, the motorways group ASTM-SIAS and Italian newspapers to publicize the Week and raise awareness among schoolchildren and the general public by distributing 230,000 bookmarks at local schools and at motorway toll booths along 1,300 km of motorway. On the occasion of the Week, ECE also produced a brochure which summarized relevant provisions of a number of vehicle regulations on enhancing the safety of pedestrians and other vulnerable road users, as well as best practices from the Convention on Road Traffic and the Convention on Road Signs and Signals (both of 1968) as well as the Consolidated Resolutions on those subjects.

10. During May 2013, WHO launched the Global Alliance for Care of the Injured, a network of governmental and intergovernmental organizations as well as non-governmental organizations (NGOs), including international professional societies, which collaborate to improve care for the injured across the care spectrum from pre-hospital to rehabilitation.⁹ The event, organized in the context of the sixty-sixth World Health Assembly by the Governments of Brazil, Mozambique, Romania and Thailand and the WHO secretariat, convened around 200 delegates from countries in all regions of the world.

⁶ See www.who.int/iris/bitstream/10665/79753/1/9789241505352_eng.pdf.

⁷ See www.who.int/violence_injury_prevention/publications/road_traffic/make_walking_safe/en/index.html.

⁸ See www.unece.org/trans/roadsafe/2nd_grs_week/programme.html.

⁹ See www.who.int/violence_injury_prevention/services/gaci/en/index.html.

III. International legal instruments, resolutions and policy instruments

11. In both resolutions 64/255 and 66/260, the General Assembly encouraged Member States to adopt and implement comprehensive national road safety legislation on the major risk and protective factors in order to reach a target of 50 per cent of all countries by 2020. The latter resolution encouraged Member States to become contracting parties to United Nations road safety-related legal instruments. While there have been improvements in these areas, progress is slow. According to the *Global Status Report on Road Safety 2013*, only 28 countries have good laws on all five risk factors, covering just 7 per cent of the world's population.

12. In the European region, ECE continues its work on the harmonization of international standards in road traffic safety. Two more contracting parties have been added to the 1968 Convention on Road Traffic, bringing the total to 72. However, the number of contracting parties to the 1949 Convention on Road Traffic remains unchanged at 96 and at 50 for the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport.

13. Most countries with a major automotive industry are contracting parties to two main United Nations international agreements, thus harmonizing vehicle regulations. These are the 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions and its 132 regulations, to which there are 51 contracting parties, and the 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and its 13 global technical regulations, to which there are 33 contracting parties. Both agreements are open for accession by any State Member of the United Nations or any regional economic integration organization of such countries. The regulations developed under these two agreements have equivalent technical provisions and a mutual resolution for the two agreements has been developed to ensure consistency between them. In addition, there are two rules pertaining to periodical technical inspection of vehicles annexed to the 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections. This agreement has 12 contracting parties and 17 signatories pending ratification.

14. The World Forum for Harmonization of Vehicle Regulations adopted new regulations and amended existing ones to increase the safety performance of vehicles. Among them are a new regulation on child restraint systems, which introduces a side-impact test procedure to lead to better head protection, especially for younger children, and establishes mandatory rear-facing positions for children up to 15 months; on advanced emergency braking systems and lane departure warning systems; and on a global technical regulation on hydrogen- and fuel-cell vehicle safety. Other relevant provisions were adopted aimed at: reducing the blind spot on the passenger side of heavy-duty vehicles and improving driver visibility of other road users; ensuring the safety of electric vehicles; ensuring pedestrian safety; and improving lighting systems and improving head restraint systems to reduce

whiplash injuries. These and many other agreements and regulations emanating from the World Forum can be viewed at the ECE website.¹⁰

15. The ECE Working Party on Road Traffic Safety continued its work on reviewing the 1968 Convention on Road Traffic with a view to maintaining consistency between the Convention and other international legal instruments, in particular those developed by the World Forum for Harmonization of Vehicle Regulations. The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)¹¹ now has 48 contracting parties. To facilitate implementation, ECE issued a road map on how to set up the administrative structures for implementation of the Agreement ([ECE/TRANS/WP.15/217](#), annex IV) and published in 2012 a consolidated edition of the Agreement including all amendments up to 1 January 2013.

16. In the European region, the ECE Inland Transport Committee approved the ECE Plan to implement the Decade of Action for Road Safety and requested the Working Party on Road Traffic Safety to coordinate and monitor the implementation of the plan in close cooperation with other road safety-related subsidiary bodies of the committee (see [ECE/TRANS/224](#)). These bodies include the World Forum for Harmonization of Vehicle Regulations, the Working Party on Road Transport, the Working Party on Transport Statistics and the Working Party on the Transport of Dangerous Goods. In addition, the ECE Inland Transport Committee at its annual meeting in 2012 adopted a comprehensive Plan to implement the Decade of Action for Road Safety ([ECE/TRANS/2012/4](#) and Corr.1 and 2) which is directly aligned with the Global Plan for the Decade. The plan aims to achieve the ECE overall road safety goals by addressing priority areas of work as well as implementing continuous action for each goal in its geographical area and beyond. The speed at which the plan will be implemented would largely be subject to the availability of donor funding.

17. The sixty-sixth World Health Assembly, held in May 2013, adopted a resolution ([WHA66.9](#)) recalling the Convention on the Rights of Persons with Disabilities and endorsing the recommendations of the *World Report on Disability* published by WHO and the World Bank in 2011.¹² The resolution urges member States to implement the Convention, develop national action plans and improve data collection. Member States are also encouraged to ensure that all mainstream health services are inclusive of people with disabilities, provide more support to informal caregivers and ensure that people with disabilities have access to services that help them acquire or restore skills and functional abilities as early as possible. It also calls on WHO to support the High-level Meeting of the General Assembly on the realization of the Millennium Development Goals and other internationally agreed development goals for persons with disabilities to be held in September 2013 and to prepare a comprehensive WHO action plan with measurable outcomes for the sixty-seventh World Health Assembly in 2014.

18. In 2011, resolutions on road safety were also adopted by the WHO regional offices in the Western Pacific and the Americas. In September 2011, a road safety action plan was adopted by the fifty-first Directing Council of the Pan American Health Organization (PAHO), which guides the health sector on road safety actions

¹⁰ See www.unece.org/trans/main/wp29/introduction.html.

¹¹ United Nations publication, Sales No. E.12.VIII.1.

¹² Available from www.who.int/disabilities/world_report/2011/en/index.html.

in the countries of the Americas,¹³ while in September 2012, a resolution on violence and injury prevention was adopted by the WHO Regional Committee for the Western Pacific.¹⁴

IV. Technical support and collaboration

19. This section is structured along the five pillars of the Global Plan for the Decade of Action for Road Safety.

A. Pillar 1 — Road safety management

20. In November 2012, the United Nations Economic Commission for Latin America and the Caribbean (ECLAC) organized a ministerial transport meeting for the Mesoamerican region to discuss the necessity of implementing a comprehensive policy of logistics and mobility, including road safety matters. The meeting was also an occasion for the signature of the Mesoamerican Road Safety Programme designed by health and transport ministries of 10 countries. The Programme follows the global Plan of Action for the Decade of Action and has the participation of ECLAC, WHO/PAHO and the Inter-American Development Bank. In 2012, ECLAC published “Road safety and public health: the cost of treating and rehabilitating the injured in Chile, Colombia and Peru”,¹⁵ which provides an analysis of the cost of treating and rehabilitating the injured and promotes a multidisciplinary framework to implement comprehensive road safety policies, taking into account transport, health and infrastructure measures. In 2013, ECLAC published “Road safety in Latin America and the Caribbean: recent performance and future challenges”¹⁶ which discusses regional best practices and reasons for the slow regional performance in reducing deaths and injuries.

21. ESCAP organized three national workshops on road safety — in Azerbaijan (October 2011), the Lao People’s Democratic Republic (November 2011) and Sri Lanka (February 2013) — to provide technical assistance to Governments to develop and refine their national road safety goals, targets and indicators in support of the Decade of Action for Road Safety. In late 2011, ESCAP organized several workshops, including the Regional Expert Group Meeting on Progress in Road Safety Improvement in Asia and the Pacific, focusing on road safety data systems, as well as national workshops in Azerbaijan and the Lao People’s Democratic Republic. To further international road safety coordination and activities, ESCAP also organized an inter-agency videoconference with ECE, the WHO regional offices for the Western Pacific and South-East Asia, the Asian Development Bank and the World Bank to discuss country-level road safety activities and identify potential opportunities for collaboration.

22. The United Nations Special Programme for the Economies of Central Asia Project Working Group on Transport and Border Crossing focuses on developing new, and extending existing, road and rail networks in the region, as well as

¹³ Available from tinyurl.com/nbu9lt5.

¹⁴ Available from tinyurl.com/odrqyen.

¹⁵ Available from <http://tinyurl.com/obtr15b>.

¹⁶ Available from <http://tinyurl.com/l9rc8ah>.

implementing the Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries (A/CONF.202/3, annex I). Afghanistan, Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan are members of the Project Working Group. ECE and ESCAP took part in the seventeenth and eighteenth sessions of the Project Working Group, held in 2011 and 2012 in Almaty, and encouraged countries participating in the United Nations Special Programme to utilize relevant road safety capacity-building and other technical assistance provided by ECE and ESCAP.

23. The International Transport Forum at the Organization for Economic Cooperation and Development (OECD), an intergovernmental organization for transport policy, held its annual summit in May 2012 in Leipzig, Germany, with the theme “Seamless transport: making connections”.¹⁷ The summit covered improving seamless transportation, including by improving connectivity across borders and better freight management in cities and linking urban and inter-urban transport. Ministers from 53 of the 54 member States attended the summit.

24. Development banks participating in the Multilateral Development Bank Road Safety Initiative¹⁸ continued to harmonize practices over the Decade and have collaborated in the development of client capacity in road safety management in several countries, including Brazil, Cambodia, China, Colombia and India. In April 2012, the Corporación Andina de Fomento joined the Initiative, committing to a shared programme of road safety activities in pursuance of the goal of the Decade. Within the framework of the Initiative, the Global Road Safety Facility provided training for the staff of the World Bank, the African Development Bank and national public works ministries in Tunis in June 2012. This training was part of the joint commitment to step up the transfer of road safety management knowledge to low- and middle-income countries. In addition, the Facility provided training workshops focusing on lead agency development and infrastructure safety in client countries, supporting country road safety management activities. In a number of countries, including China and India, the World Bank developed projects incorporating the “safe system” philosophy and commenced work on building capacity at the Government level to manage the multisectoral road safety agenda.

25. The technical committee of the Road Traffic Safety Management Systems of the International Organization for Standardization (ISO), consisting of 45 countries and many international liaison organizations, developed and published the world’s first ISO management system standard for road traffic safety in October 2012.¹⁹ “ISO 39001:2012 — Road traffic safety (RTS) management systems — Requirements with guidance for use” is available for certification and can be used independently, parallel to or integrated with other management system standards, e.g., ISO 9001 (Quality management) and ISO 14001 (Environment).

26. Two regional workshops were held in 2012 to build capacity in data systems development and maintenance. The curricula for these three-day workshops were based on *Data Systems: A Road Safety Manual for Decision-Makers and*

¹⁷ Available from <http://2012.internationaltransportforum.org/>.

¹⁸ African Development Bank, Asian Development Bank, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank and World Bank.

¹⁹ See www.iso.org/iso/catalogue_detail?csnumber=44958.

Practitioners published by WHO in 2010.²⁰ A workshop in the Western Pacific region was organized in September 2012 by the National Highway Traffic Safety Administration on behalf of the United States Department of Transportation and the Viet Nam Ministry of Transport. Over 60 participants from the transport, law enforcement and health sectors representing 13 Asia-Pacific Economic Cooperation economies participated in the event. A workshop in the African region, held in Addis Ababa in November 2012, was jointly organized by the Economic Commission for Africa, the African Union Commission and WHO. Over 60 participants from 25 African countries participated in the workshop from multiple sectors, including transport, health, police, regional economic communities, and transport corridor projects, along with representatives of NGOs. The workshop was one of two parallel road safety workshops in the African region organized to coincide with the celebration of the first African Road Safety Day on 18 November 2012. The other workshop, on “Steps to the five pillars of the African Decade Plan of Action for Road Safety”, was attended by officials from Governments and road safety agencies in Africa who are tasked with defining and implementing regional and country road safety strategies. This workshop was led by the Sub-Saharan Africa Transport Policy Programme.

27. As part of the Bloomberg Philanthropies Global Road Safety Programme, the Johns Hopkins International Injury Research Unit (United States) has worked on capacity development and increasing awareness of road safety in low- and middle-income countries, using a variety of methods spanning all facets of injury prevention and focusing on combining a strong public health approach, scientific principles and case learning from low- and middle-income countries. The Unit reached 481 participants through workshops and a total of 909 participants through all methods of training. By August 2013, the Unit had held about 20 workshops. In addition, it has developed a free online certificate training programme, Road traffic injury prevention and control in low- and middle-income countries,²¹ using a comprehensive seven-module course.

B. Pillar 2 — Safer roads and mobility

28. The International Road Assessment Programme (iRAP) protocols for risk mapping or star rating roads for safety have been applied in 80 countries. In 2012, the biggest single-country survey was completed in Mexico (45,000 km of highway) and in 2013 the largest transnational project began: “SENSoR”, involving 14 countries in South-East Europe. Three-star minimum targets are being implemented in Bangladesh and India. Over 50 per cent of the world’s road infrastructure is in the lowest one- or two-star safety levels for pedestrians, cyclists, motorcyclists or vehicle occupants. Innovation during the year saw a model developed for star rating roads around schools. iRAP has built wider momentum with the establishment of ChinaRAP and through work with state highway authorities in the United States via usRAP. In addition, an online teaching package, “RAPCapacity”,²² explains the details and use of the newly upgraded iRAP road assessment model and its presentation platform, ViDA.

²⁰ Available from www.who.int/entity/roadsafety/projects/manuals/data/en/index.html.

²¹ See <http://tinyurl.com/qyzhukw>.

²² Available from <http://capacity.irap.org/>.

29. A joint International Congress on Sustainable Transport and Walk21 Conference was held in Mexico City in October 2012. The theme of the conference was “Step into the future”. There were about 1,000 participants, mainly from the Americas, Asia and Europe. Several presentations on research findings and policy measures in different cities and countries were given, documenting efforts at promoting sustainable transport and walking. A key point raised during discussions was the need for the development of transport systems and settlements that would promote healthy and liveable communities.

30. The Geneva Programme Centre of the International Road Federation (IRF) established a Group of Experts on Road Safety, including five thematic subgroups, in the fields of road safety audit and capacity-building to address road safety in an integrated manner. By bringing together leading road sector professionals, the group of experts helps fill a perceived “infrastructure gap” in current global road safety strategies, a subject echoed during the discussions at the United Nations Conference on Sustainable Development held in Rio de Janeiro, Brazil, in 2010. The group of experts released comprehensive IRF *Guidelines for the Development of Road Safety Master Plans*²³ designed to guide and provide practical, proven advice to municipal authorities to improve safety in their communities. This publication is backed up by the *IRF World Road Statistics*,²⁴ an annual compilation of road traffic collision data from primary sources in more than 200 countries. IRF India has developed and piloted a software application for on-site collection of crash data by the traffic police.

31. The World Road Association (PIARC) launched the development of a comprehensive web-resource road safety manual in collaboration with WHO, OECD, the World Bank and the African Development Bank. This e-manual provides policy and technical guidance and reference documents. In addition, PIARC has published guidelines targeting road engineers and managers in order to make road infrastructure safer.²⁵

C. Pillar 3 — Safer vehicles

32. The annual session of the ECE Inland Transport Committee in 2012 included a policy segment on intelligent transport systems. The segment played a pivotal role in raising awareness on the importance of the deployment of intelligent transport systems. During the session, the Committee launched an ECE strategic package on intelligent transport systems. Following the adoption of the package, several Inland Transport Committee bodies explored ways to best exploit the advantages of increasingly available intelligent technologies. Under the Working Party on the Transport of Dangerous Goods, work continued on how to use intelligent transport systems to improve safety and security in the transport of dangerous goods. During the intelligent transport systems ministerial round table at the nineteenth ITS World Congress, held in Vienna in 2012, ECE further advocated the role of intelligent transport systems in ensuring safer, more efficient and more environmentally friendly mobility. As a next step towards implementing the ECE Road Map on intelligent transport systems, ECE organized a joint workshop on intelligent

²³ Available from www.irfnet.ch.

²⁴ Ibid.

²⁵ Guidelines are available free of charge from www.piarc.org.

transport systems in emerging markets in cooperation with the International Telecommunication Union (ITU) in June 2013. The workshop focused on driver distraction and road safety, and ITU and ECE were called on, in collaboration with Governments, policy makers, regulators, standards development organizations, industry, civil society and relevant international and regional organizations, to follow up on the 10-point action plan adopted at the meeting.

33. The Global New Car Assessment Programme was launched in 2011 to serve as a platform for cooperation for new car assessment programmes and to encourage their development in all regions of the world especially among rapidly motorizing countries. New car assessment programmes provide star ratings for the safety performance of motorized vehicle models through independent crash testing. The inaugural Annual Meeting of the Global New Car Assessment Programme held in Melaka, Malaysia, in May 2012, was attended by all nine active new car assessment programmes worldwide. The meeting adopted the Melaka Declaration, which endorsed the safer vehicle pillar of the Global Plan for the Decade of Action for Road Safety. The Global New Car Assessment Programme is also supporting the development of new car assessment programmes in Latin America and within the Association of Southeast Asian Nations (ASEAN). The Latin American New Car Assessment Programme (launched in 2010) has now tested 28 vehicle models. Results reveal levels of safety among many of the region's top-selling cars that are 20 years behind those achieved in Europe and North America. Lack of airbags and poor body-shell integrity are the main causes of the poor star ratings achieved. Some progress was made in 2011, with a number of models achieving four stars and improvements in child restraint safety. The first crash test results of the ASEAN New Car Assessment Programme were released in January 2013. Results show similarly encouraging progress, with two models gaining five stars; however, low levels of safety are still evident in some popular models. The 2013 Annual Meeting of the Global New Car Assessment Programme was held in Seoul in May 2013, where the Seoul Declaration was adopted. It called for global agreement that all new passenger cars worldwide should pass the minimum United Nations crash test standards (ECE regulations 94 and 95) and encouraged early adoption of the global technical regulations for electronic stability control (No. 8)²⁶ and for pedestrian protection (No. 9).²⁷

D. Pillar 4 — Safer road users

34. Each year, more than 270,000 pedestrians lose their lives on the world's roads. The manual *Pedestrian Safety: A Road Safety Manual for Decision-makers and Practitioners*²⁸ was launched in May 2013. This manual is the latest of a series of manuals by WHO, the World Bank, the Fédération internationale de l'automobile, Foundation for the Automobile and Society (FIA Foundation) and the Global Road Safety Partnership which, over the past six years have published a series of good practice manuals covering key issues addressed in the *World Report on Road Traffic Injury Prevention* (2004). The manual addresses the key risk factors for pedestrian injury — speed, alcohol use by drivers and pedestrians, lack of safe infrastructure

²⁶ See www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29registry/gtr8.html.

²⁷ See www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29registry/gtr9.html.

²⁸ Available from www.who.int/roadsafety/projects/manuals/pedestrian/en/.

for pedestrians and inadequate visibility — and interventions proven to reduce pedestrian injuries and fatalities.

35. In August 2013 WHO launched *Strengthening Road Safety Legislation: A Practice and Resource Guide for Countries*.²⁹ This manual provides a road map for achieving comprehensive legislation related to the five behavioural risk factors and post-crash care, and describes methods and available resources for practitioners and decision makers to use for enacting comprehensive new laws or regulations, or amending existing ones, as part of a holistic road safety strategy.

36. The Bloomberg Philanthropies Global Road Safety Programme³⁰ continues to support implementation of practical measures to reduce road traffic deaths and injuries in 10 countries: Brazil, Cambodia, China, Egypt, India, Kenya, Mexico, the Russian Federation, Turkey and Viet Nam. Six partner organizations (the Association for Safe International Road Travel, the Global Road Safety Partnership, the Johns Hopkins Bloomberg School of Public Health, the World Bank Global Road Safety Facility, and the World Health Organization) support in-country governmental and non-governmental organizations to implement and coordinate activities. In 2012, legislative improvements were achieved concerning several of the five behavioural risk factors in five countries (Brazil, China, Kenya, Mexico and Viet Nam) and hard-hitting social marketing campaigns run in eight of the project's countries. Improvements in seatbelt- or helmet-wearing and reductions in drinking and driving or speeding were achieved in several of the project sites. WHO has established a library of mass media campaigns³¹ to share best practices. Road policing was strengthened in nine of the project's countries and more than 6,000 traffic police participated in training to enhance enforcement skills. In April 2012, the Johns Hopkins International Injury Research Unit published a special issue of *Traffic Injury Prevention*, entitled *Public Health Burden of Road Traffic Injuries: An Assessment from Ten Low- and Middle-Income Countries*, which featured 11 scientific papers jointly authored with in-country collaborators on the road safety project.³²

37. The activities of the Global Road Safety Partnership in 2012 focused on building and supporting the humanitarian work of the International Federation of Red Cross and Red Crescent Societies through advocacy to reduce vulnerability and to prevent road crashes and provide an effective post-crash response. The Partnership continued with good-practice implementation in 35 countries, focusing on building the capacity of lead road safety agencies and traffic police, working with partners and members to align and increase road safety efforts within the framework of the Decade of Action and knowledge-sharing through regional seminars. The fifth annual Asia seminar, held in Bangkok in November 2012,³³ highlighted the role of media in promoting road safety, the launch of a road safety advocacy project in partnership with Red Cross and Red Crescent National Societies using the International Federation's Humanitarian Diplomacy strategy framework,

²⁹ Available from www.who.int/violence_injury_prevention/publications/road_traffic/en/index.html.

³⁰ See www.mikebloomberg.com/index.cfm?objectid=E4B3F799-C29C-7CA2-F02C7771E3A8BC50.

³¹ See www.youtube.com/playlist?list=PL9S6xGsoqIBWAhPnNtIDoxP3OcRYqaQa0.

³² See www.tandfonline.com/toc/gcpi20/13/sup1.

³³ See www.grspasia.org/index.php?p=arc12.

and the management of the Road Safety Grants Programme for Bloomberg Philanthropies.

38. Building on the experience of a successful helmet programme in Viet Nam, the Asia Injury Prevention Foundation³⁴ and its partners launched the Global Helmet Vaccine Initiative in Asia, Africa and Latin America to encourage policy changes and investment decisions that could lead to increased and sustainable motorcycle helmet-wearing. The Cambodia Helmet Vaccine Initiative led an effort to endorse a statement entitled “Motorcycle passengers, including children, must wear helmets”. This was submitted to the Minister of Transport in January 2013 to appeal to the Government to approve the draft passenger helmet law, the national road safety policy and 10-year action plan, and a three-year helmet action plan. In March 2013, Handicap International and the Coalition for Road Safety re-issued the statement.

39. Amend, an NGO that designs, implements and evaluates road traffic injury prevention programmes in sub-Saharan Africa, continues to promote reflector-enhanced school bags to keep child pedestrians safer on the roads. It also conducted road safety audits and suggested infrastructural solutions around schools where children are at high risk. Further work involved training, licence facilitation and the provision of helmets for motorcycle taxi drivers as well as advocacy for improved Government response to road safety in the region.

E. Pillar 5 — Post-crash response

40. The WHO Global Alliance of Care for the Injured, launched in May 2013, aims to provide guidance and support to Governments to significantly improve care of the injured in a sustainable and affordable manner through systematic provision of essential trauma services. These services should be available to every injured person regardless of their personal characteristics or ability to pay. Its goals are to encourage improvements in trauma care by promoting trauma system planning, development and monitoring at the country level, and to promote best practices and policy-level changes for system-wide improvements in care of the injured.

41. The WHO *Global status report on road safety 2013* revealed that 111 countries have a national emergency telephone number which is used to access pre-hospital care; 9 countries have a single subnational number and 42 have multiple numbers. In total, more than 100 different emergency numbers exist. More than 40 countries do not have a national emergency access number. Furthermore, with the increase in globalization and international travel, many people find themselves in foreign destinations unaware of the local number to call in an emergency. This prevents access to vital and often life-saving services. Establishing a global emergency number could greatly aid in the provision of timely emergency care.

42. The Trauma Promise was launched by the London School of Hygiene and Tropical Medicine, The Lancet and the World Health Organization as an initiative to promote the use of cheap generic medicines to reduce bleeding in severely injured patients and thereby save lives.

43. As part of ongoing efforts to support the goals of the Decade of Action for Road Safety, particularly in the post-crash phase, the Global Alliance of NGOs for

³⁴ See <http://asiainjury.org>.

Road Safety was launched in 2012 with support from WHO³⁵ in response to demand from NGOs worldwide for a forum to share best practices and collectively advocate for road safety and the rights of victims of road traffic injury. The Alliance now has over 160 active members from more than 90 countries. It organized the third Global Meeting of NGOs Advocating for Road Safety and Road Victims in Turkey in April 2013, which involved representatives from 70 NGOs.

V. Advocacy

44. The Friends of the Decade of Action for Road Safety, composed of Government representatives from ministries of health and transport from 22 Member States and 5 international agencies, established in 2009, continues to actively shape the political agenda for the Decade.³⁶ At the invitation of the Government of Sweden and WHO, the Friends of the Decade held a meeting in June 2013 in Stockholm to review progress and next steps. The meeting included discussions about including road safety in the future sustainable development goals, developing global indicators and targets for road safety and innovative financing schemes to support the implementation of the Global Plan for the Decade.

45. Each year the Prince Michael International Road Safety Awards recognize the most outstanding achievements and innovations that will improve road safety. In 2013, six organizations received the International Award and in 2012 the award was given to eight organizations.³⁷

46. In April 2013, the Global Road Safety Film Festival,³⁸ organized by the Laser International Foundation with the support of the FIA Foundation and other partners, was held in Paris. The objectives were to compare road safety films from Africa, Asia, Europe, Latin America and North America, as well as to disseminate these films to facilitate implementation of the Decade of Action for Road Safety. The festival also promoted best practices with regard to key risk factors, pedestrian safety and the cost-effectiveness of good road infrastructure. The Festival included six award categories: films by young people; road safety campaigns and advertisements; driver education and training; new technologies; road safety prevention; and media coverage.

47. In April 2012, the World Bank held a side event at its spring meeting, focusing on the role of NGOs as partners in the delivery of safe system road safety interventions in low- and middle-income countries during the Decade of Action for Road Safety. During this meeting, opportunities for joint collaboration with development banks to help implement road safety programmes were explored.

48. In December 2012 the Make Roads Safe Campaign launched *Safe and Sustainable Roads*,³⁹ which argued for road safety to be included in the post-2015 development agenda. This was followed by the fourth report of the Commission for Global Road Safety, *Safe Roads for All: A Post-2015 Agenda for Health and*

³⁵ See www.roadssafetyngos.org/.

³⁶ See www.who.int/roadsafety/decade_of_action/friends/en/.

³⁷ See www.roadssafetyawards.com/international/default.aspx.

³⁸ See www.roadssafetyfilm.org/index.php/en/.

³⁹ Available from www.fiafoundation.org/publications/Documents/Sustainable_Transport_Goal_report.pdf.

Development,⁴⁰ which also urges inclusion of a road safety target in the future sustainable development goals.

49. Building on existing scientific evidence and good practice worldwide, the Fédération internationale de l'automobile launched a global study in preparation for the post-2015 development agenda. The study will identify and highlight regionally relevant interventions, actions and policies that, when scaled up, can be expected to contribute to the intended global road safety target and provide information that will support international and community road safety efforts to meet the goals and objectives of the Decade of Action.

50. The global youth network for road safety YOURS (Youth for Road Safety) has grown to represent more than 80 countries. YOURS facilitated Regional Youth Assemblies for Road Safety in the Middle East, Africa and Europe, with its local partners. In order to make road safety more accessible for young people, YOURS published the *Youth and Road Safety Action Kit*,⁴¹ with the technical support of the United States Centers for Disease Control and Prevention and WHO. The *Action Kit*, which uses an interactive and peer-to-peer methodology to train young people, is the key document used in YOURS capacity development training activities for young people. Such trainings were held in Belize, Kenya, Saint Lucia and Oman.

51. ECE activities to raise awareness on road safety and road traffic victims included the International Basketball Federation (FIBA) and FIBA Europe-ECE road safety promotional campaign under the auspices of the 2011 EuroBasket tournament held in Lithuania in September 2011. ECE also unveiled a memorial sculpture dedicated to the Decade at the "Christos Polentas" park in Chania, Greece, in November 2011, initiated by the Association for Support and Solidarity to Families of Victims of Road Traffic Crashes.

52. One of the main activities of the Bloomberg Philanthropies Global Road Safety Programme is to increase media attention to the field of road safety in the 10 participating countries. In September 2012, a 2 1/2-day workshop was held ahead of the eleventh World Conference on Injury Prevention and Safety Promotion, held in Wellington for journalists from 11 countries in order to expose them to key issues and trends in road safety and support their framing and development of stories on road safety issues. Participants from Bangladesh, Brazil, Cambodia, China, Egypt, Ghana, India, Kenya, New Zealand and Viet Nam represented leading national print and broadcast media, including *Folha de São Paulo*, *Phnom Penh Post*, *Times of India* and *Viet Nam News*. Staff from WHO, the Johns Hopkins Bloomberg School of Public Health and the University of Otago (New Zealand) served as topic experts. WHO subsequently conducted journalist trainings in nine countries.

53. Belgium, France and the Canadian province of Québec continue to work together to raise visibility of the Decade of Action and activities under each pillar in French-speaking countries. They organized a conference on "Youth and road safety" in Lyon, France, in November 2012 with 150 participants. A text promoting the mobilization of French-speaking countries for road safety was endorsed during the conference and signed by the Belgian Minister in charge of Road Safety, young people's associations from Algeria, Cameroon, France, Niger, Senegal and Tunisia and, after the meeting, by representatives of Togo and Benin.

⁴⁰ Available from www.makeroadssafe.org/publications/Pages/homepage.aspx.

⁴¹ Available from www.youthforroadsafety.org/activities/capacity_development/publications.

54. *The Guardian* newspaper (United Kingdom), with a grant from the Road Safety Fund, is using its Global Development webpage to increase reporting on global road safety during the Decade of Action through the “Global road safety in focus” initiative.⁴²

55. Through its Road Safety Grant Programme, funded by the FIA Foundation, the Fédération internationale de l'automobile supported pedestrian safety initiatives. These included educational activities with children, media communication and general public awareness activities in its 26 member clubs in 22 countries around the globe.

VI. Data collection and research/monitoring of the Decade

56. In addition to the *Global Status Report on Road Safety 2013: Supporting a Decade of Action*, regional fact sheets were published in 2013 to highlight the status of road safety within all six WHO regions,⁴³ as well as infographics to summarize key aspects of the report.

57. To support efforts to improve the quality of road safety data, the World Bank Global Road Safety Facility financed the development of the Ibero-American Road Safety Observatory to help structure and harmonize the way Latin American countries collect and report road crash information. A partnership between the OECD International Transport Forum, through its International Road Transport and Accident Database, the World Bank, the Inter-American Development Bank, the Corporación Andina de Fomento, the Spanish Department of Transport and 22 Latin American countries, the Observatory, launched in March 2012, provides a model for other regions to achieve international standards for road safety data systems management.

58. The International Traffic Safety Data and Analysis Group issued its Annual Report for 2013.⁴⁴ As a permanent working group of the Joint Transport Research Centre of OECD and the International Transport Forum, the International Traffic Safety Data and Analysis Group is made up of road safety experts and research institutes, national road and transport administrations, international organizations, universities, and automobile industry and other associations from OECD and non-OECD countries. Its main objectives are to contribute to international cooperation on safety data and its analysis. The 2013 Annual Report provides an overview for road safety indicators for 2011 in 37 countries, preliminary data for 2012 and detailed reports by country, and describes the road safety strategies and targets in place.

59. The European Transport Safety Council published its annual Road Safety Performance Index⁴⁵ report in June 2013. The report is a policy instrument to help European Union member States improve road safety by comparing member States' performance, helping to identify best practices in the European region and to attract political attention. It also provides specific recommendations on actions that member States can take.

⁴² See www.guardian.co.uk/global-development/series/global-road-safety-in-focus.

⁴³ See www.who.int/violence_injury_prevention/road_safety_status/2013/report/en/index.html.

⁴⁴ Available from <http://internationaltransportforum.org/irtadpublic/index.html>.

⁴⁵ Available from <http://www.etsc.eu/PIN-publications.php>.

60. The Road Traffic Injuries Research Network continues to support research capacity in low- and middle-income countries. Through regional workshops in South America, South-East Asia and the Asia-Pacific, the Network has reached a total of 92 people from 35 different countries. It also organized webinars featuring speakers from high-profile institutions and state-of-the-art talks accessible to individuals in those countries working in road safety. The Network has facilitated the academic exchange of ideas and experiences through several platforms such as its quarterly Newsletters. It also encourages discussion and exchange of ideas in road traffic injury prevention through platforms like the Online Forum and Facebook and Twitter social media accounts. The Network has provided financial support to its programme beneficiaries, resulting in the publication of 10 peer-reviewed journal articles, including the results of the Network's multi-country study, "The use of non-standard motorcycle helmets in low- and middle-income countries: a multicentre study" in the journal *Injury Prevention*.

VII. Financial support

61. Bloomberg Philanthropies continues to be the largest financial contributor to global road safety efforts. This support has helped implement interventions that have been proven to reduce road traffic fatalities and injuries in the 10 target countries highlighted in the report "Leading the worldwide movement to improve road safety",⁴⁶ launched in 2013.

62. Since the last report of the Secretary General, the Government of the United Kingdom, through the Department for International Development, contributed £1.5 million in 2013 to the Global Road Safety Facility to improve road safety in low- and middle-income countries. The World Bank Global Road Safety Facility provides funding and technical assistance to global-, regional- and country-level entities to build capacity to implement cost-effective road safety programmes.

63. The Road Safety Grants Programme,⁴⁷ funded by the Bloomberg Philanthropies Global Road Safety programme and administered by the Global Road Safety Partnership, was initiated in 2012 to strengthen the capacity of NGOs to advocate for improvements in road safety policy and actions in order to reduce deaths and serious injuries as a result of road crashes. A total of more than US\$ 630,000 has been committed to 12 projects.

64. With support from the Road Safety Fund, and specifically donors Allianz and Bosch,⁴⁸ as part of Global Road Safety Week 2013, small grants were made to 40 NGOs through a competitive application process. These NGOs promoted and advocated for pedestrian safety worldwide via public walks, media campaigns and other activities.

⁴⁶ See http://mikebloomberg.com/Bloomberg_Philanthropies_Leading_the_Worldwide_Movement_to_Improve_Road_Safety.pdf.

⁴⁷ See www.grsproadsafety.org/grants-programme.

⁴⁸ See www.roadsafetyfund.org/.

VIII. Conclusions and recommendations

65. Since the previous report to the General Assembly on road safety, many activities have been undertaken locally, nationally, regionally and internationally. Among others, the following four global events were held during the intervening two years: the second United Nations Global Road Safety Week, the launch of the *Global Status Report on Road Safety 2013: Supporting a Decade of Action*, the World Day of Remembrance for Road Traffic Victims and the launch of the Global Alliance for Care of the Injured.

66. Much more needs to be done to meet the goal of the Decade of Action for Road Safety (2011-2020), as evidenced in the *Global status report on road safety 2013*, particularly with regard to protecting vulnerable road users, adopting and enforcing good road safety laws and reducing the number of road traffic injuries and fatalities. A more systematic approach needs to be taken to address road safety issues across the five pillars outlined in the Global Plan for the Decade.

67. Financial support in the field of road safety continues to be a challenge to the attainment of the goal of the Decade of Action for Road Safety. More funding is needed to support road safety activities by United Nations organizations, Member States and civil society.

68. In order to ensure that the Decade of Action for Road Safety leads to additional concrete activities and attains the goal of saving 5 million lives, it is recommended that the General Assembly call on Member States:

(a) To address road safety holistically, starting with the implementation or continued implementation of a good road safety management system, including having a lead agency; interdepartmental cooperation between the departments of roads/transport, police/justice, health and education; developing national road safety plans in line with the Global Plan for the Decade; and improving the quality of road safety statistics and data collected;

(b) To accede to existing United Nations road safety legal instruments such as the 1968 Conventions on Road Traffic and on Road Signs and Signals and the 1958 and 1998 Agreements of the World Forum for Harmonization of Vehicle Regulations and, beyond accession, to apply, implement and promote their provisions or safety regulations;

(c) To develop comprehensive national road safety legislation and regulations, particularly on the five risk factors (speed, seat belts, child restraint systems, drinking and driving and motorcycle helmets), in order to reach the target, set by the General Assembly, of 50 per cent of Member States with adequate legislation, and improve legislation implementation by means of sustained enforcement and social marketing campaigns;

(d) To strengthen and improve pre-hospital, trauma and rehabilitation care, including promoting a global universal emergency number in order to harmonize and reduce the time it takes to access care when a crash occurs;

(e) To support Member States in developing policies and laws that protect bystanders and first responders who provide assistance to the injured;

(f) To develop sustainable financing mechanisms for road safety;

(g) To ensure the observance of the World Day of Remembrance for Road Traffic Victims as a means of raising awareness, in addition to other international, regional, subregional and national events;

(h) To convene a high-level mid-term review conference to assess progress in implementing plans for the Decade and discuss next steps;

(i) To continue to develop more and better data on road injuries and deaths.

69. The General Assembly may also wish:

(a) To encourage Member States:

(i) To participate in the third *Global status report on road safety* survey;

(ii) To develop strategies, policies and programmes that pay particular attention to the needs of vulnerable road users;

(iii) To participate in new car assessment programmes in order to foster availability of consumer information about the safety performance of motor vehicles;

(b) To acknowledge the importance of the current funding mechanisms for road safety and the need to develop innovative mechanisms;

(c) To request initiation of a process to develop a set of global and national targets and indicators for road safety against which progress can be systematically measured;

(d) In the context of the discussions on the post-2015 development agenda, to recognize the lack of road safety as an important obstacle to sustainable development;

(e) To request that a report be submitted to the Assembly at its sixty-ninth session on these matters.
