

The 2nd United Nations Stakeholder Forum On Global Road Safety Geneva, Switzerland April 25, 2007

Road crashes kill over 1.2 million people a year, a death toll that exceeds fatalities due to malaria and approaches those from tuberculosis, a death toll that will almost double by 2020. And the deaths are just the tip of the iceberg: for every single death there are 20-50 serious injuries. Yet in the face of this rapidly growing epidemic, most people are completely unaware of this looming threat, especially in low- and middle-income countries where more than 85% of all road traffic deaths occur. In addition to the devastating toll in lives prematurely lost, road traffic injuries kill and disable wage earners, leaving families without economic support and plunging millions of workers and their families into poverty. Tragically, for many children their whole future is erased as road traffic crashes are the number one killer of all children, aged 18 and younger. Road traffic injuries also impede economic development, with costs to emerging economies from fatalities and disabling injuries conservatively estimated at 1-2% of GNP.¹

We have made significant progress in road safety, particularly in the highly motorized countries

The predicted devastation from road traffic injuries can be stopped. Evidence from the world's developed countries shows that road traffic injuries can be prevented with specific proactive measures that target the three major components of the road safety system – the roadway, the vehicle, and the road user. 2004 was a momentous year for global road safety. On April 7th, World Health Day was dedicated to road traffic injury prevention and on that day the *World Report on Road Traffic Injury Prevention*² was released by the World Health Organization (WHO) and the World Bank. On April 14th, 2004 for the first time ever, the UN General Assembly devoted a session to the global road safety crisis. This was followed on April 15th, by the 1st UN Stakeholders Forum on Global Road Safety.

Since those meetings, there has been great progress made in road safety, particularly in developed countries. But there is a growing gap between the developed countries and developing and transitional countries where the problem is getting worse. If we cannot accelerate our response to the epidemic of road traffic deaths in low- and middle-income countries – by mobilizing more effective enforcement, building safer roadways, changing road user behaviors, and providing better care – we will lose tens of millions of lives before these problems turn the corner and start on a downward curve. Therefore we need a number of sustained and coordinated global initiatives to help close this gap; just as a rising tide lifts all boats; these initiatives can move us forward on all fronts together.

¹ World report on road traffic injury prevention. Geneva, World Health Organization, 2004

² Ibid.

Moving Towards a Solution: Significant Global Progress

On April 25th, 2007, as part of the First UN Global Road Safety Week, the 2nd UN Stakeholder Forum on Global Road Safety was held at the Palais des Nations in Geneva, Switzerland. The Forum brought together a wide-ranging group of stakeholders: UN delegates; ministers and representatives of national departments in transport, health, law enforcement, and foreign relations; non-governmental organizations; and the private sector. They came to share the progress made since 2004, discuss the widening gap between developed and developing countries, and focus attention on how to focus ahead.

The 2004 meetings aimed to increase global political awareness, and mobilize international organizations – including NGOs, civil society, and the private sector – to take action. Many have responded to the call. The 2nd Forum began with reports on progress made on both the global and regional levels.

Etienne Krug, Director of Injuries and Violence Prevention, shared WHO's progress since 2004. He noted that we now have broad international agreement on an international technical blueprint – the *World Report on Road Traffic Injury Prevention* – with clear recommendations to advance road safety: a lead agency in every country, a plan of action in every country with necessary funding, better data, prevention efforts on some of the most recognized risk factors, strong international commitment, and exchange of information.³ In the UN Road Safety Collaboration (UNRSC), WHO has partnered with the United Nations Regional Commissions, and with organizations representative of national governments, civil society and the private sector. Since its inception in 2005, the UNRSC has produced a series of 'best practice' manuals, organized the first UN Road Safety Week focusing on the world's youth, published a guide on World Remembrance Day commemorating the victims of road traffic crashes, and helped to organize a number of regional meetings, most notably the Ministerial Roundtable in Accra, Ghana in February 2007.

The United Nations Children's Fund (UNICEF) works through 191 country offices to help governments in developing nations establish an evidence base on the importance of the road traffic injury epidemic and its causes. Pascal Villeneuve, Associate Director, UNICEF Partnerships Programme Division, shared the toll road traffic deaths and injuries take on the world's youth. "UNICEF obviously cannot keep itself outside the global fight to reduce the

"The sheer scale of the projected health losses from road crashes makes road safety a development priority."

Anthony Bliss, Lead Road Safety Specialist
The World Bank

impact of road safety accidents. The World Health Organization Report on youth and road safety confirms the incredible toll on children that this epidemic has taken. We know that as a cause of death among children and

young people, road traffic injuries rank third for the 5-9 years age group, second for the 10-14 years age group, and first for the 15-19 years age group. And besides killing young children and young people, it also leaves many children orphans. So it's really a cause for concern for an organization like UNICEF."⁴

³ Ibid.

⁴ Villeneuve, Pascal. Using Country Offices to Serve Country Needs. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

Tony Bliss, Lead Road Safety Specialist at the World Bank, shared the financial sector's view of road safety as a development priority. "The sheer scale of the projected health losses from road crashes makes road safety a development priority."⁵ He noted that the goal of development is "to foster an investment climate conducive to increased growth, productivity and employment, to empower and invest in people so that they are included in the process and are freed from poverty."⁶ The World Bank Global Road Safety Facility was founded in 2005 to generate increased funding and technical assistance for global, regional and country-level activities. The Facility's mission is to provide low- and middle-income countries with the tools to build capacity in their scientific, technological and managerial road safety areas.

Jose Capel Ferrer, Director, United Nations Economic Commission for Europe (UNECE), spoke on behalf of UNECE Executive Secretary Marek Belka, on UNECE's significant historical contributions in international transport agreements over the past 60 years and stressed the necessity for high-level commitment and collaboration. In the aftermath of World War II, member states drafted in 1949 *The Convention on Road Traffic*⁷, the 1968 *Convention on Road Traffic*⁸, and the 1949 *Convention on Road Sign Signals*.⁹ These documents, ratified by over 90 countries are regularly updated by a body of experts to incorporate new research, technologies and national best practices. Today WP1, the Working Party on Road Traffic Safety, and WP29, the Working Party on World Forum for Harmonization of Vehicle Regulations, continue to share their work in the global arena. Since 1994, WP1 has held an annual road safety week, focused on a central theme. The UNECE successfully proposed the concept of the First UN Global Road Safety Week to the UN General Assembly.

Road safety has evolved from a national to a national *and* international problem; from a transport to a multi-sectoral problem that also concerns health, education, and other sectors; from a rich country issue to an issue that effects every country, but especially developing countries; and from an issue largely ignored by the UN and the international community at large to an issue that is slowly but surely being recognized.¹⁰

The Global Road Safety Partnership (GRSP), a member of the UNRSC, demonstrates the power of partnership. Ingrid Skogsmo, Global Road Safety Partnership Chairman of the Board, pointed to the Global Road Safety Initiative, a seven member group of private sector partners that have committed US\$10 million over five years for road safety implementation in the Association of Southeast Asia Nations region (ASEAN), Brazil and China. Ms. Skogsmo stressed the importance of country partnership – "Sustainability comes only with a national commitment."¹¹ Toyota, one of the seven partners, not only commits funds but is involved on the ground. Piet Steel, Vice President for Toyota Motor Europe, shared Toyota's contributions, illustrating that the private sector can contribute to road safety in a variety of

⁵ Bliss, Anthony. The Crucial Role of the Global Road Safety Facility and Regional Development Banks. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

⁶ Ibid.

⁷ United Nations, *Treaty Series*, vol. 125, No. 1671.

⁸ Ibid., vol. 1042, No. 15705.

⁹ Ibid., vol. 1091, No. 16743.

¹⁰ Krug, Etienne. Using the *World Report* Framework and Mobilizing the United Nations. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

¹¹ Skogsmo, Ingrid. Innovative Partnerships and Good Practice Guidelines. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

ways. Toyota’s philosophy is “only through long-term partnership and teamwork are positive results achieved”.¹²

Fred Wegman, Managing Director, of the Institute for Road Safety Research (SWOV), shared the Netherlands’ success in crash reduction in an increasingly motorized nation. Significant reductions in road traffic fatalities and injuries were achieved through ‘Sustainable Safety’ – the Netherlands road safety improvement action plan highlighted in the SUNflower Study.¹³ Decades of coordinated efforts to improve enforcement and trauma care, protect vulnerable road users, and build traffic calming infrastructure have reduced the annual fatality rate from 3,000 to 800, with a 2020 goal of 3.¹⁴

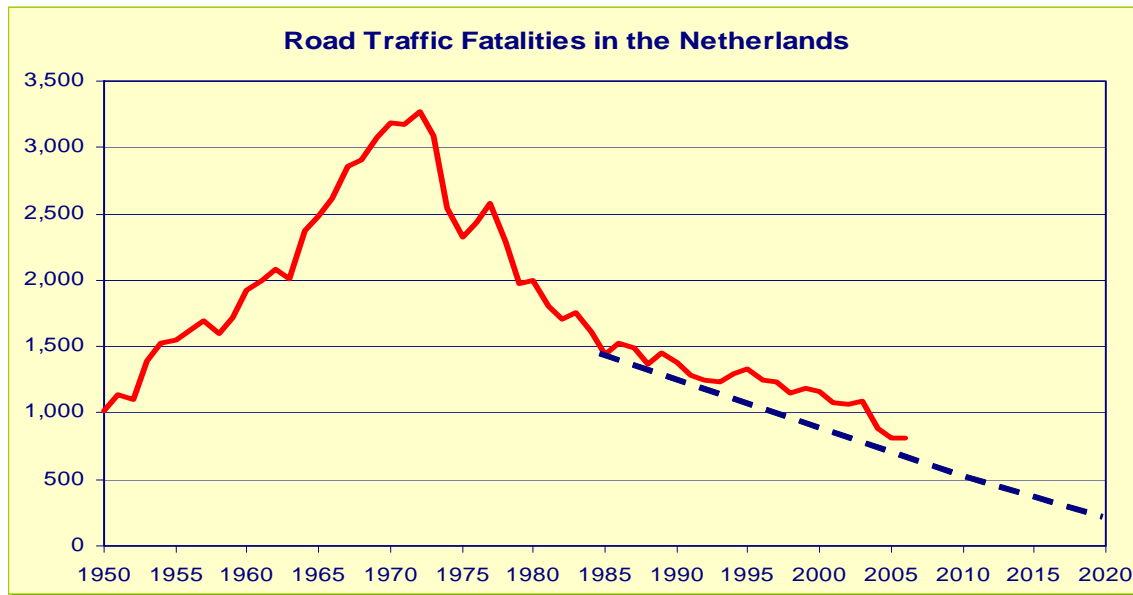


Figure 1: Cumulative Effect of Road Safety Interventions on Road Traffic Fatalities in the Netherlands¹⁴

Constantly incorporating new safety measures reduces road traffic fatalities and injuries in two ways: the contribution of the intervention itself and the compounding effect of adding to the success of prior interventions to further reduce fatality and injury rates. Historically, the driver has been viewed as the root cause of road traffic crashes; “sustainable safety” seeks to make road safety less dependent on human behavior and more focused on a user-oriented system. “Sustainable safety” development combines knowledge from multiple disciplines to create a safe system for drivers, passengers, pedestrians, and cyclists. A new initiative to develop a European road safety observatory database will provide the foundation for evidence-based interventions that can be transferred to developing nations.

In parallel findings, the Swedish National Road Administration launched “Vision Zero”; a national road traffic fatality eradication policy. Claes Tingvall, Director of Traffic Safety, presented Sweden’s plan of action to achieve zero traffic fatalities. In looking at all components of the road system – the road, the road user, and the vehicle – Tingvall and his

¹² Steel, Piet. Private Sector Contributions. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

¹³ Koomstra, et al. SUNflower: a comparative study of the developments of road safety in Sweden, the United Kingdom, and the Netherlands. SWOV Institute for Road Safety Research, 2002.

¹⁴ Wegman, Fred. Progress Toward Sustainable Safety. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

colleagues concluded “the biomechanical tolerance of the human is the limiting factor for the road transport system”.¹⁵ The roadway provides the best opportunity for change. Sweden’s safety philosophy is now based on the user focused concept “let the failing human be the starting point of the road transport system design”.¹⁶ Vision Zero also challenges previous assumptions. For example, previously civil engineers believed wider roads were better roads; however, Sweden implemented a program that installed mid-barriers on existing roads making the roads narrow, and reduced fatalities by 80 percent. In a related program, fatalities were reduced 50 percent with a side-barrier program. Modifications converting traditional traffic-light controlled intersections to roundabouts achieved an 80-90 percent reduction in fatalities. This safety philosophy has radically changed Sweden’s infrastructure design and they are finding the new infrastructure is dramatically cheaper, more effective and easier to implement – “a safety policy without an infrastructure component is likely to fail.”¹⁷

Children killed in traffic in Sweden 1956-2005

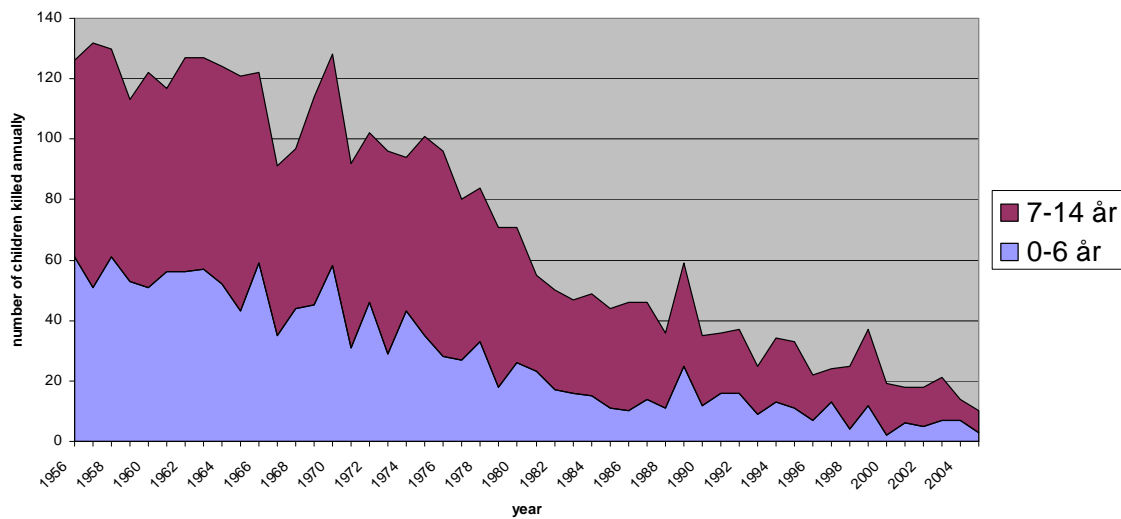


Figure 2: Infrastructure: Reduction in Road Traffic Fatalities in Swedish Children ¹⁷

John White, former Head of the Joint OECD/ECMT Transport Research Center (JRTC), presented recent findings on young road users that concluded new drivers require 2-3 years of ‘behind the wheel’ experience to approach safety levels of experienced drivers; increased learning periods can result in a 40 percent reduction in crashes. This study graphically illustrated implications for developing and transitional nations in the direct correlation between rapid motorization in a nation of inexperienced drivers and a rapidly increasing number of road traffic deaths. Countries in Asia, the Pacific, the Arab States, Latin

¹⁵ Tingvall, Claes. Vision Zero and the New Paradigm for Road Safety. Presented at the 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007

¹⁶ Ibid.

¹⁷ Ibid.

America, the Caribbean and Africa are currently experiencing increasing fatality rates which are projected to continue for many years to come.¹⁸

“If you just have infrastructure and you don’t invest in road safety, you’re just paving a path towards poverty.”

Nelly Aland, Coordinator of Road Safety & Infrastructure
Netherlands Ministry of Transport

Regional Progress Reports

While risk factors are significantly higher for developing nations, progress is being made in some areas. Representatives from the UN Regional Commissions delivered state of the region reports, highlighting advances in raising political awareness, high-level government engagement, regional coordination and pilot programs addressing specific deficits in their regional systems.

ASIA AND THE PACIFIC

In the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) region, the Intergovernmental Agreement on the Asian Highway Network¹⁹, entered into force in 2005, secured a road safety commitment for 140,000 km of major roads in the region. In November 2006, the *UNESCAP Ministerial Declaration on Improving Road Safety in Asia and the Pacific*²⁰ was adopted in Busan, Korea. Presenting the regional profile for UNESCAP, R. Alexander Roehrl, Policy Analyst, reported that projected savings from implementing the declaration provisions are estimated at US\$15 billion annually. With stated goals to save 600,000 lives and prevent an equal number of disabling injuries through 2050, the Declaration established a comprehensive set of measurable targets directed at policy, road infrastructure, vehicle systems, vulnerable road users, and enforcement. The UNESCAP Secretariat is working with member states to support the further formalization of their commitment to the targets and related indicators through the legislative process of UNESCAP.²¹

¹⁸ White, John. Young Road Users are at Particular Risk: What Needs to Be Done to Save Them. Presented at the 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

¹⁹ UN Economic and Social Commission for Asia and the Pacific. Intergovernmental Agreement on the Asian Highway Network. Shanghai, China. 26 April 2004.
<http://untreaty.un.org/English/Asian_Highway/English_text.pdf>

²⁰ UN Economic and Social Commission for Asia and the Pacific. Ministerial Conference on Transport, Busan, Korea. Ministerial Declaration on Improving Road Safety in Asia and the Pacific. 11 November 2006.

²¹ Roehrl, R. Alexander. ESCAP: The Busan Declaration. Regional profile presented at the 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

AFRICA

In April 2005, African Ministers of Transport and Infrastructure gathered in Addis Ababa to discuss the role of transport in achieving the Millennium Development Goals²²; and resolved to comply with international transport conventions on safety and security and reduce road traffic fatalities by 50 percent by 2015. In February 2007, the United Nations Economic Commission for Africa (UNECA) and Ministers of Transport and Health met in Accra, Ghana to review expert recommendations to rapidly improve road safety in Africa. Key goals included developing and advancing national action plans and identifying methods to mobilize resources to rapidly improve road safety in Africa.²³ Robert Lisinge, a Highway & Transportation Engineer with the Trade, Finance & Economic Development Division of UNECA, outlined the eleven point Declaration that addressed establishing lead agencies within each member state, sourcing sustainable funding, advocating support of international road safety conventions and strengthening enforcement, education and trauma care. In reaffirmation of the 2005 conference, the ministers adopted the Accra Declaration which called upon the G8 Summit to recognize the need to improve road safety in Africa and ensure that road safety is included in development system programs throughout the continent.²⁴

LATIN AMERICA & THE CARIBBEAN

In September 2006, the First Latin American and Caribbean Road Safety Stakeholders Forum was held in San José, Costa Rica under the joint sponsorship of the United Nations Economic Commission for Latin America and the Caribbean (UNECLAC), the National Road Safety Council of Costa Rica (COSEVI), the FIA Foundation, the Pan American Health Organization (PAHO), the Inter-American Development Bank (IDB), the World Bank and the Global Road Safety Forum (GRSF). Representatives from 24 countries adopted the Declaration of San José²⁵, calling on national governments to implement the *World Report* recommendations²⁶, to commit to a regional, multi-sectoral approach to road safety, and urge development banks to require funding of road safety in concert with infrastructure development. The declaration provided for the formation of a Regional Committee to advance these goals, strengthen data collection capacity, and provide harmonization of road and vehicle safety legislation. A Transitional Commission, chaired by Óscar Arias Sánchez, President of the Republic of Costa Rica and Nobel Peace Prize Laureate, is now working to establish this Regional Committee. Ricardo Sanchez, Economic Affairs Officer, in the UNECLAC Division of Natural Resources & Infrastructure Transport Unit, cited the contributions of Road Traffic Safety Boards in achieving marked

²² UN General Assembly. 55th Session. United Nations Millennium Declaration (55/2). 8 September 2000.

²³ UN Economic Commission for Africa. Ministerial Round Table, African Road Safety Conference, Accra, Ghana. Accra Declaration, 8 February 2007.

²⁴ Lisinge, Robert. ECA: The Accra Declaration. Regional profile presented at the 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007

²⁵ The First Latin American and Caribbean Road Safety Stakeholders Forum. San José, Costa Rica. The Declaration of San José: We Must Stop the Epidemic of Death on Our Roads. 14 September 2006.

²⁶ World report on road traffic injury prevention. Geneva, World Health Organization, 2004

improvements through “zero tolerance” policies in target enforcement areas in Bogotá, Columbia and Rosario, Argentina; and nationally in Chile and Costa Rica.²⁷

WESTERN ASIA

Bassam Anani, First Economics Affairs Officer of the UNESCWA Transport Team, provided information on collaborative efforts between the 13 Arab countries in Western Asia and international agencies. In December 2006, The United Nations Economic and Social Commission for Western Asia (UNESCWA) in conjunction with WHO and the Global Road Safety Partnership (GRSP) held a workshop to promote development of regional road safety plans and strategies. In a region with extremely diverse resources and challenges, stakeholders are working to develop awareness and coordination through “best practices” education. In February 2007, the group gathered in Muscat, Oman to plan for development and distribution of a road safety manual that will include a successful UNESCWA country model; the manual will be disseminated throughout the region.²⁸

EUROPE

In profiling the UNECE region, Jose Capel Ferrer, Director of Transport, highlighted the challenges of a region diverse in resources, infrastructure and vehicle standards. UNECE serves a region with some of the best performing countries in the world; the region also includes countries with fatality rates that are twenty to forty times the rate of the best performing nations. UNECE is working to encourage new countries, in and outside the UNECE region to effectively implement the Vienna Conventions on Road Traffic and on Road Sign Signals, to disseminate best practices on road safety, and to encourage countries to organize road safety campaigns. In these different aspects, stakeholders have an important role to play. Significant contributions to regional road safety have been made by both developed and transitional countries. Three member countries of UNECE illustrate the critical impact of public policy commitment. In addition to Sweden’s “Vision Zero” program, great progress has been made in both France and the Russian Federation. In France, a national road safety policy prioritized by President Jacques Chirac has realized significant reductions in fatalities and serious injuries.²⁹

²⁷ Sanchez, Ricardo. ECLAC: Problems and Progress in Latin American and the Caribbean. Regional profile presented at the 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

²⁸ Anani, Bassam. ESCWA: Regional Action Plan. Regional profile presented at the 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007

²⁹ Capel Ferrer, Jose. ECE: Strengths and Challenges in the UNECE Region. Regional profile presented at the 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007

But despite this progress, there is a widening gap between the developed countries and the developing and transitional countries, where the problem is getting worse

While all regions have made significant strides in road safety, advances are often concentrated in a few areas within a region and all regions demonstrate large disparities among the countries within a region. Most striking is the presence of a widening gap between the developed countries and the developing and transitional countries. Insufficiencies in infrastructure design and maintenance, law enforcement, trauma care, and data systems contribute to the increased toll of road traffic fatalities and injuries. Budgetary funding for these services is often lacking.

In preparation for the 2nd Forum, representatives from each of the five UN Economic Commissions provided a summary of their region's accomplishments, challenges, deficits and greatest needs. A summary of their responses follows in Table 1 REGIONAL PROFILES.

Table 1

REGIONAL PROFILES

REGION	STRENGTHS	WEAKNESSES	GREATEST NEEDS
UNESCAP	<ul style="list-style-type: none"> • Rapid economic growth and strong investment in transport infrastructure in certain countries and regions; • Government collaboration to promote high-level political commitment; e.g. Intergovernmental Agreement on the Asian Highway Network, Busan Declaration; 25 nations with road safety targets. 	<ul style="list-style-type: none"> • Epidemic rapidly increasing in the region; tremendous economic toll; 2/3 of all fatalities by 2020 will be in this region; high pedestrian and motorcyclist fatality rates • Lack of financial resources; inefficient coordination mechanisms; inadequate infrastructure; absence of a 'culture of safety'; • Absence of lead coordinating agency(s). 	<ul style="list-style-type: none"> • Financing to achieve national and regional targets; • Support for regional initiatives to develop synergies; • Support for national-level coordination processes; • Action framework with progress metrics similar to Millennium Development Goals.
UNECA	<ul style="list-style-type: none"> • Accra Declaration engaged national ministers from across the continent; • Existing national, regional & sub-regional initiatives; e.g. Regional Economic Communities developing transport programmes & transport master plans. 	<ul style="list-style-type: none"> • Lack of lead agencies; inadequate funding. Inadequate infrastructure; most roads are unpaved. • Excessive reliance on development partners for financing; • Failure to harness potential private sector infrastructure funding; inadequate resources to negotiate & manage development public-private partnerships; • Lack of coherent & transparent policy frameworks prevents potential investors from operating in some countries. 	<ul style="list-style-type: none"> • Establishing lead agencies with high-level political commitment, adequate funding and trained staff; • Data collection for development of evidence-based policies; • Road safety education for all road users; • Road safety management; harmonization of national action plans, databases, regulations, infrastructure and vehicle standards on sub-regional level; • Quick wins in fatality and injury reduction; financial & technical support for implementation of Accra Declaration recommendations.
UNECLAC	<ul style="list-style-type: none"> • Seat belt campaigns & 'Zero-Tolerance' strategies in some countries; • Effective lead agencies in several countries; • Developing Regional Committee on road safety to promote intersectoral approach and regional collaboration. 	<ul style="list-style-type: none"> • Lack of education on major risk factors and magnitude of problem; lack of safety culture and enforcement; • Lack of adequate infrastructure; absence of public transportation; • Lack of financial commitment; lack of leadership and continuity of political commitment; • Lack of data. 	<ul style="list-style-type: none"> • Institutionalize road safety; develop national political commitment for policy development and budgetary funding; • Surveillance systems, data collection; • Intersectoral coordination; improved enforcement • National and regional policy development.
UNESCWA	<ul style="list-style-type: none"> • Introduction of safety standards in some states; i.e. improved roadway lighting, barriers, markings. • Education programs; e.g. Emirates School for Driving, traffic safety e-learning for children; • New technologies for monitoring drivers and violations in some states. 	<ul style="list-style-type: none"> • Diversity of region; • Lack of access control to the highway; encroachment of unlawful construction on roadways create accident sites; • Inadequate infrastructure; lack of enforcement, traffic and driver education. 	<ul style="list-style-type: none"> • Support for national strategy development; action plan for data collection and monitoring; 10-20 year targets; • Support for development of lead agencies and political commitment; • Capacity building in law enforcement, driver education & awareness, medical emergency assistance and telecommunications.
UNECE	<ul style="list-style-type: none"> • Fatalities reduced by half with a 4x increase in traffic; • International safety rules for vehicles and road users; • Enforcement on speed and drink driving; • Political commitment to road safety as a national priority in France & the Russian Federation; Sweden's Vision Zero Programme; • New infrastructure in some countries 	<ul style="list-style-type: none"> • Diverse conditions among member states; • Inconsistency in enforcement; lack of cultural acceptance of safe road behaviors; • Lack of financial resources; historical underinvestment & neglected infrastructure; inadequate roads for commercial transport in some countries 	<ul style="list-style-type: none"> • Allocation of financial resources in low- and middle-income countries; • Implementation of Global Commission recommendation to allocate 10% of road safety infrastructure investment to road safety; • Development and organization of political support for a national commitment to road safety.

Capacity Gaps: Engineering, Enforcement, Trauma Care, Data Systems

In Costa Rica, Karla Gonzalez, Minister of Transport, targets key risk factors like excessive speed, seat belt and helmet usage, and drink driving, but road safety progress has been limited due to the infrastructure component. Funding provided by a recently instituted program to dedicate fuel tax revenues to roads, is consumed with maintaining poor and long neglected roads.³⁰

In the Russian Federation, the lack of coordinated law enforcement exacted a large toll on primary wage earners between the ages of 25-40 with a profound effect on the Russian economy. General Viktor Kiryanov, Chief of Traffic Police in the Ministry of Internal Affairs pointed to a lack of national strategy and designated office for road safety as well as the absence of funding for road safety as root causes. Russian Federation President, Alexander Putin convened a national assembly in 2005 with subsequent parliamentary sessions culminating in a new federal program designed to strengthen legal awareness and

“You need national strategies, financing and coordinating bodies; you have to define individual responsibilities and create awareness through all levels of state structure.”

Viktor Kiryanov, Lieutenant General
Chief, General Dept. of the State Road Safety Inspectorate
Ministry of Internal Affairs, Russian Federation

enforcement, develop emergency medical systems, modify management of traffic and pedestrian circulation, and pass new legislation. The program is developing regional strategies tailored to address specific factors in each region.

In 2006, 1230 lives were saved as a result. The Russian experience provides lessons for transitional economies – “You need national strategies, financing and coordinating bodies; you have to define individual responsibilities and create awareness through all levels of state structure.”³¹

Dr. Charles Mock, Chair of the Working Group for Essential Trauma Care in the International Society of Surgery and a consultant to WHO, contrasted trauma and rehabilitative care available in developing countries with emergency care available in developed nations. The study compared survival rates for life-threatening, yet highly treatable injuries, at a hospital in Ghana with a hospital located in Seattle, Washington; the Ghana mortality rate was 600 percent higher.³² Death rates for patients with moderately severe injuries are sharply higher in the developing world. The Working Group for Essential Trauma Care recently published *Guidelines for Essential Trauma Care*³³ and *Prehospital Trauma Care Systems*³⁴ outlining the minimum injury treatment services that should be available throughout the world, even in low-income settings. Although primary health care

³⁰ Gonzalez, Karla. Engineering: Road Design and Infrastructure. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

³¹ Kiryanov, Victor. Enforcement Gaps in the Capacity for Road Safety. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

³² Mock, Charles. Acute Care, Long-Term Care, Rehabilitation. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

³³ Mock, C. et al. Guidelines for essential trauma care. Geneva. World Health Organization. 2004

³⁴ Sasser S, Varghese M, Kellermann A, Lormand JD. Prehospital trauma care systems. Geneva, World Health Organization, 2005.

clinics treat one-third of all injuries in rural areas; many do not have the training and equipment to provide basic first aid.³⁵

In most developing nations, data collection is either inconsistent or non-existent. In Lebanon, the number of fatalities reported by law enforcement varied by 50 percent from the number reported by the Red Cross.³⁶ Marilena Amoni, Associate Administrator for US National Highway Traffic Safety Administration (NHTSA) Research and Program Development, working with the Organization for Economic Cooperation and Development (OECD) Data Committee on standardization and harmonization of data elements, found the 28 participating countries first needed to reach agreement on the definition of a “fatality”. In the United States, a motor vehicle fatality is defined as “any death occurring within 30 days of a transit incident, which is confirmed to be a result of that incident”.³⁷ Surveillance data, the “infrastructure of risk assessment”, provides the foundation to map a course of action in risk reduction and program development. Limited resources increase the need for data to help governments target and prioritize interventions and programs. At NHTSA, data collection and analysis provides an understanding of the causes of crashes and injury outcomes, enables measurement against performance targets, and provides a basis for policy action.³⁸

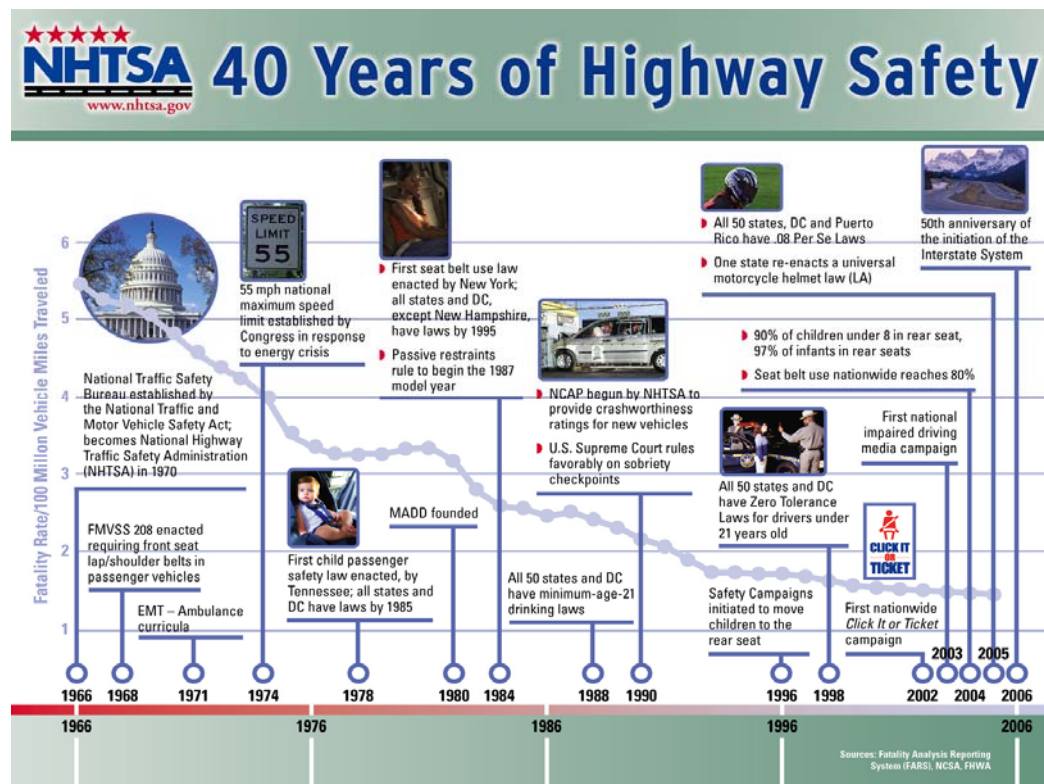


Figure 3: Data Collection: NHTSA Road Fatality Reductions in the U.S.³⁸

³⁵ Mock, Charles. Acute Care, Long-Term Care, Rehabilitation. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

³⁶ Anani, Bassam.

³⁷ U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration. “2006 Status of the Nation’s Highways, Bridges, and Transit: Conditions and Performance Report, Chapter 5: Safety Performance, Transit Safety”. 22 January 2007.

³⁸ Amoni, Marilena. Data Systems. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

Therefore we need a number of sustained and coordinated global initiatives to help close this growing gap in road safety between the developed and the developing countries.

Critical Needs: Closing the Gap

The most striking message from the Forum was the urgent and important need to close the growing gap in road safety between the developed and the developing and transitional nations. While some impressive progress has been made, it is clear if we cannot accelerate our response to the epidemic of road traffic deaths in low- and middle-income countries, we stand to lose up to one hundred million lives to road traffic injuries over the next 50 years. The rapid motorization and road construction without regard to safety that accompanies development accelerates the problem. Nelly Aland, Coordinator of Road Safety and Infrastructure, Netherlands Ministry of Transport, calls this “*paving a path to poverty*”³⁹. As the world develops around them, pedestrians and bicyclists on their way to work or school constitute a significant percentage of the casualties. In Costa Rica, 50 percent of traffic fatalities are pedestrians; 10 percent are cyclists.⁴⁰ In one ESCWA country, pedestrians represent over 60 percent of all road fatalities.⁴¹

The correlation between development and road traffic fatalities is evidenced through fatalities rising with per capita income levels in developing nations. Research conducted by Dr. Kavi Bhalla through the Initiative for Global Health at Harvard University examined the correlation between income and road traffic deaths. Fatality rates increase with income up to a per capita income level of US \$12,000 - \$15,000 and then decline. The study predicts low-income countries will see increasing fatality rates for many years to come. Further, the model suggests continued development with no plan to address risk factors will result in the *loss of tens of millions of lives over the next 50 years*. Vietnam substantiates this correlation with a 400 percent increase in fatalities over the last ten years.⁴² Rapidly rising road fatalities accompany unprecedented growth in income and motorization; fatalities rise to epidemic levels before slowly declining. The data suggests it may take 20-30 years for fatality rates to fall substantially from these epidemic levels. Yet within Dr. Bhalla’s research was an opportunity for hope, a key to turning the tide. In plotting fatality rates of developed nations over time, Dr. Bhalla found a link between significant reductions in fatalities and the introduction of coordinated national and regional policy on road safety. He concluded that by accelerating the adoption of safety policies and supporting with national budgetary commitment, developing nations may be able to learn from the experience of developed nations and *save tens of millions of lives*.⁴³

³⁹ Aland, Nelly. Critical Resource Needs. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

⁴⁰ Gonzalez, Karla.

⁴¹ White, John.

⁴² Villeneuve, Pascal.

⁴³ Bhalla, Kavi. The Growing Gap Separating Developing Countries and Countries in Transition from the High-Income Countries: Introduction. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

Preliminary Projections of RTI Deaths

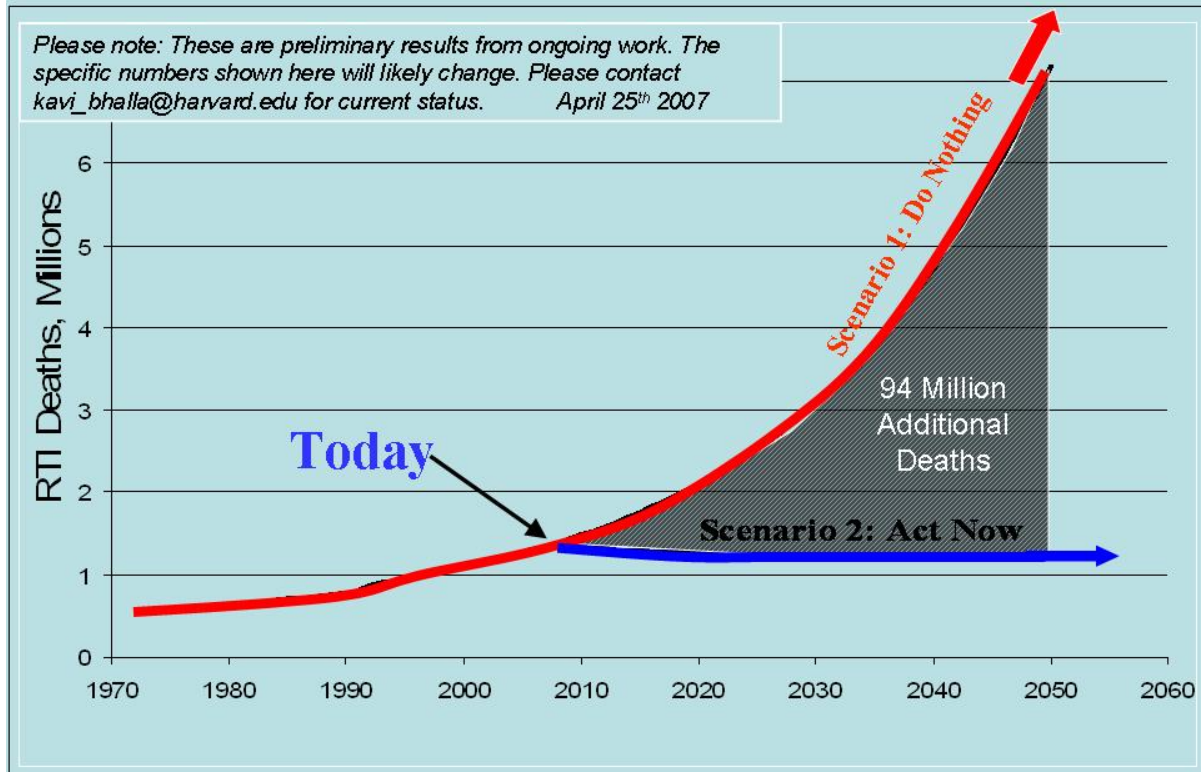


Figure 4: Effects of Public Policy Intervention on Projected RTI ⁴³

Case 1: If we do nothing, growing incomes and increasing motorization would lead to a continued rise in road traffic deaths indicated by the red line.

Case 2: Preliminary results from simulations suggest that applying “policy-era” time effects, adoption of safety policy supported with budgetary commitment, from rich countries to the future of poor countries will not only stem the growth in traffic deaths but reverse the rising trend as indicated by the blue line.

By the year 2050 this could mean tens of millions of lives saved in developing and transitional countries.

Just as a rising tide lifts all boats, these initiatives can move us forward on all fronts together

Participants supported four key global initiatives that will help to close this gap: the Commission for Global Road Safety’s *Make Roads Safe* recommendations, the World Bank Global Road Safety Facility, the UN Road Safety Collaboration, and a UN Ministerial Conference on global road safety. Representatives from all five UN Economic Commissions reviewed and commented on the initiatives in advance of the Forum. The Regional Profile Reports helped to confirm the dominant contributing factors to the road safety performance gap and identify the most critical needs by region (Table 1). The participants in the 2nd UN

Stakeholders Forum on Global Road Safety reviewed and discussed four global initiatives focused on policy development interventions.

The Make Roads Safe Initiative: Implement the Recommendations of the *Make Roads Safe Report* published by the Commission for Global Road Safety

The Commission for Global Road Safety, an initiative of the FIA Foundation, issued the *Make Roads Safe* report under the leadership of Lord Robertson, former Secretary-General of NATO. The Commission's 'Make Roads Safe' Campaign, works to secure high-level political engagement and serious financial commitment to address road injury prevention in low- and middle-income countries, and to ensure the recommendations of the *World Report on Road Traffic Injury Prevention* are implemented. The *Make Roads Safe* report clearly illustrates the direct link between safe roads and effective delivery of many of the Millennium Development Goals; and highlights the need for road infrastructure development projects backed by the G8 to include a viable road safety component. Saul Billingsley, Deputy Director General of the FIA Foundation for the Automobile & Society, highlighted the Report's recommendations:

- Invest 10% of planned road infrastructure cost into development of safer roads and stronger regional capacity to develop national road safety plans on G8 backed infrastructure development projects;
- Develop an action plan for sustainable road safety capacity in low- and middle-income countries managed by the World Bank Global Road Safety Facility; and fund the Facility through a 10-year commitment of US\$300 million;
- Adopt national road traffic casualty reduction targets based on *The World Report* performance indicators; and
- Convene a United Nations Ministerial Conference on Global Road Safety for Transport, Infrastructure, Health, Interior and other relevant Ministers.⁴⁴

The World Bank Facility Initiative: Endorse & Fund the World Bank Global Road Safety Facility

The Global Road Safety Facility was established by the World Bank to generate increased funding and technical assistance to target and overcome country safety management capacity weaknesses, in accordance with agreed principles and good practices. The World Bank is supporting the launch of this initiative through funding from its Development Grant Facility and it is seeking additional donor support to sustain the initiative in the longer term, in partnership with its founding donors the FIA Foundation for Society and the Automobile, the Government of the Netherlands and the Swedish International Development Cooperation Agency (SIDA). The Facility will target global, regional, and country level activities designed to accelerate and scale-up the efforts of low- and middle-

⁴⁴ Make Roads Safe: A New Priority for Sustainable Development. London, Commission for Global Road Safety, 2006

income countries to build their scientific, technological and managerial capacities to prepare and implement cost-effective road safety programs. It will work to:

- Strengthen global, regional and country capacity to support sustainable reductions in road deaths and injuries in low- and middle-income countries.
- Catalyze increased levels of road safety investment in low- and middle-income countries.
- Accelerate safety knowledge transfer to low and middle-income countries.
- Promote innovative infrastructure solutions to improve the safety of mixed traffic, mixed speed road environments in low- and middle-income countries.⁴⁵

The United Nations Road Safety Collaboration Initiative: Endorse the United Nations Road Safety Collaboration to Strengthen UN Participation in Road Traffic Injury Prevention

UN Resolution 58/289, *Improving global road safety*, adopted in April 2004 recognized the need for the United Nations system to support efforts to address the global road safety issues within the United Nations and invited the World Health Organization to work in close cooperation with the United Nations Regional Commissions and act as a coordinator on road safety issues within the United Nations.⁴⁶ In response, WHO facilitated the formation of the UN Road Safety Collaboration, comprised of over 40 UN and international agencies from governmental, nongovernmental, donor, and private sector organizations, representing transport, health and safety sectors. The Collaboration focuses on implementation of the *World Report* recommendations⁴⁷ in developing and transitional countries.

The Ministerial Conference Initiative: Endorse & Support a United Nations Ministerial Conference on Global Road Safety

The Commission for Global Road Safety recommendations includes a call for a UN Ministerial Conference to scale up political and institutional response to global road safety. The proposed Ministerial Conference seeks to:

- Review the work of the UN Collaboration, the World Bank Global Road Safety Facility, the Make Roads Safe Action Plan⁴⁸, the implementation of *The World Report* and the related UN Resolutions;
- Assess regional progress by considering relevant action plans and reviewing targets established by the UN Regional Economic Commissions, Association of Southeast Asian Nations (ASEAN), Asia-Pacific Economic Cooperation (APEC), the African Union (AU), and the European Union (EU), and the progress made towards achieving them;

⁴⁵ World Bank Global Road Safety Facility: Strategic Plan 2006-2015. Washington, DC. World Bank. 2007.

⁴⁶ UN General Assembly, 58th Session, Improving global road safety (A/58/129). 11 May 2004.

⁴⁷ World report on road traffic injury prevention.

⁴⁸ Make Roads Safe: A New Priority for Sustainable Development. London, Commission for Global Road Safety, 2006.

- Agree on common definitions for key road safety data reporting systems, and identify good practice in knowledge transfer on key risk factors and the development of multi-sectoral national road safety strategies;
- Examine the progress of the UN World Forum for Harmonisation of Vehicle Regulations and the 1949/1968 UN Road Traffic Conventions⁴⁹, and progress towards wider participation in these efforts;
- Identify road safety's contribution to the achievement of the Millennium Development Goals⁵⁰ and prepare proposals for the review of the transport dimension of sustainable development to be undertaken by the UN Commission on Sustainable Development (CSD) in 2010;
- Provide an opportunity for low and middle-income countries to confirm their commitment to action to implement the *World Report* and adopt national road safety strategies and targets.

The participants of the 2nd Stakeholder Forum on Global Road Safety strongly supported and provided specific feedback of each of the four global initiatives:

In their endorsement of the Commission for Global Road Safety's recommendations outlined in the *Make Roads Safe* Report, attendees clearly supported road safety as a mainstream development issue; improved integration of safety design in infrastructure; high-level political engagement; and increased private sector participation and media awareness.

The World Bank Global Road Safety Facility ranked as a high priority for global stakeholder support. Nelly Aland, Coordinator for Road Safety and Infrastructure, in the Netherlands Ministry of Transport, shared the Netherlands' commitment to international poverty reduction as the driving force behind their US\$1 million contribution to the World Bank Global Road Safety Facility; effective road safety policy contributes directly to the decline of poverty. As one of the world's best performers in road safety, the Dutch view sharing their success as a responsibility – “it is a shame if these countries have to go through the same phases we have been through and have to wait thirty years to reach the level where we are now”⁵¹.

Attendees affirmed the contributions of the UN Road Safety Collaboration's work on 'good practice' guidelines and recommended additional guidelines on low-cost infrastructure,

“why is there not yet an international convention on road safety, when the impact on sustainable development is equal to or exceeding that of environmental pollution?”

Wahid Al-Kharusi
Chairman
National Program for Road Traffic Injuries of Oman

pedestrian safety and trauma care for road traffic injuries. While Dr. Margie Peden, Coordinator of the Unintentional Injury Prevention Team at WHO, emphasized the need to keep promoting road safety as a development, health, security and safety issue to involve

⁴⁹ United Nations, Treaty Series, vol. 125, No. 1671; vol. 1042, No. 15705.

⁵⁰ UN General Assembly. 55th Session. United Nations Millennium Declaration (55/2). 8 September 2000

⁵¹ Aland, Nelly.

‘sister’ UN organizations, she also stressed that the UN organizations themselves cannot implement the recommendations of *The World Report* – “this is where we need you – a multi-sectoral partnership – and rely on you.”⁵²

Finally, the stakeholders stressed the essential importance of strengthening political will and endorsed the call for a UN Ministerial Conference on Road Safety. While significant contributions have been made by many international organizations, the international community has yet to acknowledge the devastation of road traffic deaths and injuries. It is an epidemic without the global effort that is dedicated to HIV/AIDS. It is a development issue without a place on the G8 agenda. It is not just a transport issue, but an issue of public health, of poverty, of public policy. Significant deficits in infrastructure, trauma care, law enforcement, and data systems contribute to the death toll; yet these factors are symptomatic of the larger underlying cause – the absence of a coordinated high-level commitment both nationally and internationally.

Dr. Wahid Al-Kharusi, speaking on behalf of His Excellency Ambassador Fuad Al-Hinai, Permanent Representative of the Sultanate of Oman, cited the economic and social costs of road traffic deaths and injuries in the developing world as evidence of the moral obligation to inform the world about the existence and impact of this ‘silent tsunami’ and called for a UN Ministerial Conference on Road Safety. Dr. Al-Kharusi, posed the question, “*why is there not yet an international convention on road safety, when the impact on sustainable development is equal to or exceeding that of environmental pollution?*”⁵³ Participants overwhelmingly endorsed a multi-sectoral Ministerial conference to include Ministers of Transport, Health, Infrastructure, Law Enforcement, Finance and Education with goals to establish new benchmarks for ‘best practice’ in road traffic injury prevention, to encourage regional casualty reduction targets, and to provide a new framework for international cooperation on global road safety.

“Despite our compelling statistics we, as road safety stakeholders, have not yet engaged with the international political process in the way that we need to do to persuade policymakers that road safety must become a mainstream development issue. We were all absent when the Millennium Development Goals were being agreed and now we have to play catch-up.”

Saul Billingsley, Deputy Director
FIA Foundation for the Automobile & Society

Prepared by the Global Road Safety Forum Team
Samantha Kluglein
Lisa Hayes
Mark Rosenberg, MD MPP

September 27, 2007

For questions or additional information, please contact Samantha Kluglein +1(404)592-1444.
Meeting presentations & materials are online at: <http://www.taskforce.org/GRSF/asp>



Global Road Safety Forum
www.globalroadsafety.org

⁵² Peden, Margie. Mobilizing UN Components for Global Road Safety Policy and Action. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.

⁵³ Al-Kharusi, Wahid. Working with the UN General Assembly to Take the Next Steps Forward. 2nd UN Stakeholders Forum on Global Road Safety. UN Palais des Nations, Geneva, Switzerland, 25 April 2007.