



Annual Report

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Global Road Safety Facility
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Foreword

As the Global Road Safety Facility (GRSF) entered its sixth year of operation in 2011, it set out to meet the needs of client countries and their commitment to implement the Decade of Action (2011-2020) priorities. GRSF worked on validating tools developed and continued assisting client countries with tackling the road safety challenges they face, delivering on the Decade's pledge to reduce death and injury. The successful launch of the Decade of Action in May 2011 was the direct outcome of the global advocacy work of the GRSF and its international partners. The Decade's five-pillar Plan¹ offers a coherent roadmap to guide the activities of low and middle-income countries in preventing road traffic injuries and saving lives.

In April 2011, just a month before the launch of the Decade, President Robert B. Zoellick of the World Bank and Executive Vice President Julie T. Katzman of the Inter-American Development Bank, launched the Multilateral Development Bank (MDB) Road Safety Initiative. The Initiative seeks to harmonize road safety operations within the seven development banks² that make up the partnership under a common framework. It is expected that during the decade, these organizations will be responsible for approximately US\$200 billion of road infrastructure investments with significant safety implications. The MDB Initiative will seek to quality-assure these investments and work towards achieving the goals of the Decade Plan. The global advocacy work of GRSF and its partners climaxed in the launch of the Decade and the Global Plan.

During this cycle, the founding donors confirmed their commitment to the Facility. In addition, the GRSF received new commitments from AusAID, the FIA Foundation, and Bloomberg Philanthropies. The GRSF has also received an indicative commitment from DfID, reinforcing the Facility's continued critical role in the unfolding Decade of Action (DOA) for Road Safety 2011-2020.

The GRSF continued working to maximize its significant advantage, its growing ability to utilize funds to leverage larger investments in road safety. In FY 2011, the Facility's funding leveraged new road safety investments of over US\$440 million, up from US\$70 million in FY10.

¹ Pillar 1: Road Safety Management

Pillar 2: Safer Roads and Mobility

Pillar 3: Safer Vehicles

Pillar 4: Safe Road Users

Pillar 5: Post-Crash Response

² The participating MDBs are the African Development Bank, Asian Development Bank, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank and the World Bank.

Highlights of FY 2011 Activities

- GRSF support to the launch of the Decade of Action for Road Safety
- The launch of the MDB Road Safety Initiative
- Four new Country Capacity Reviews: China, India, Sierra Leone and Sri Lanka
- Three road safety rating assessments covering 7,600km in coordination with the International Roads Assessment Programme (iRAP)
- Publication of a multi-year study on road safety data collection with the Harvard School of Public Health
- Agreement reached on the creation of a regional road safety data observatory in Latin America
- The launch of a second African road safety Corridor in Central Africa (Cameroun, Chad, Central African Republic)
- Planning commenced on the creation of a stand-alone agency for RoadPOL, the road policing enforcement group

We are encouraged by the commitment of our partners to work together with the Facility to deliver on the road safety agenda during the Decade of Action.

Looking ahead, we expect our joint work with the other development banks to show significant impact on achieving the Decade goals and its related safety outcomes. The same is expected of our partnership with Bloomberg Philanthropies in the RS10 project, the development of capacity building programs with international academies, strengthening collaboration with the health sector, and deepening of our work on the other three pillars (safe users, safe vehicles and post-crash). A significant scale up in funding will allow the GRSF to continue to make real impact on the ground.

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Global Road Safety Facility

1. How the GRSF Works

The recently launched Decade of Action for Road Safety represents a bold attempt to address one of the current major public health and development challenges. The international development community is now more aware than ever before of the grim statistics which show that by 2030, road deaths and injuries will rank 7th ahead of tuberculosis (10th) and malaria (15th) as a major killer, according to estimates by the Global Burden of Disease.

The GRSF is a major contributor towards achieving the Decade goals, through the provision of funding and technical assistance for activities that increase the capacity of low and middle income countries (LMICs) to prepare and implement effective road safety programs. The goal of the GRSF is to assist client LMICs in addressing the projected huge health losses from road traffic injuries over the coming decades.

Since its inception, the GRSF has operated as a hybrid grant-making Global Program allowing it to distribute funding externally for global, regional and country activities, and internally through Bank-executed grants which enhance World Bank's transport sector work and leverage safety investments in existing transport operations in client countries.

The GRSF funded activities remain consistent with its Strategic Plan and Medium Term Review (2010), both approved by the GRSF Executive Board. To receive Facility support, proposed activities are required to meet the following core criteria:

- Global and regional activities must be aligned and harmonized with other related Facility initiatives.
- Country activities must have official government endorsement prior to Facility consideration. The carrying out of a Facility-funded country safety management capacity review is, in most cases, a mandatory first step for countries seeking Facility assistance.
- All activities must support the implementation of the findings and recommendations of the *World Report on Road Traffic Injury Prevention*.

All GRSF activities are also fully aligned with the Global Plan of Action.

GRSF funds were channeled through its Trust Funds, all managed by the Facility's Implementation Unit. Additional resources were provided by the World Bank to the Facility through normal budgetary procedures and in-kind contributions.

2. Leveraged Road Safety Investments

One of the strengths of the GRSF is its ability to leverage additional road safety investment through provision of catalytic funding. This year, GRSF funded activities generated over \$400million in road safety investments, the largest being in China, India, and Russia.

2011 Leveraged Road Safety Investments:

Country	GRSF Funded Activities	iRAP Recommended Safer Roads Investment Plans	Leveraged Road Safety Investments
China	<ul style="list-style-type: none">- Country Capacity review- ChinaRAP	tbd	Total : \$ 200 million
India	<ul style="list-style-type: none">- Capacity review in Gujarat- iRAP in Assam, Karnataka and Gujarat- Baseline Survey in Karnataka and Gujarat	\$ 475 million	Engineering ³ : \$ 160 million Non-Engineering ⁴ : \$ 30 million Total : \$ 190 million
Russia	<ul style="list-style-type: none">- iRAP in Mariy EL- Baseline Survey in Ivanovo	\$ 50 million	Engineering : \$50 million Total : \$ 50 million

3. Global Road Safety Challenges

The launch of the Decade of Action in Road Safety 2011-2020 in May 2011 heightens the need to address the lack of LMICs capacity to manage road safety. As in FY10, the global picture for funding road safety remains fragile, with donors continuing to focus on ever fewer priorities. Given these constraints, the GRSF will continue to take a targeted approach to funding activities, ensuring good returns on investment and significant leveraging to the largest possible extent. The Facility is a catalytic engine, designed to ensure the right investments are being made and sequenced properly to get the best sustainable outcome at all levels.

³ Includes infrastructure solutions such as provision of road safety furniture

⁴ Includes provision for lead agency development, enforcement improvement, risk factor mitigation etc

4. GRSF FY11 Activities

Over FY 11, GRSF activities fell into five main categories:

- Developing Client Capacity
- Road Infrastructure Assessment Tools
- Research and Development
- Enforcement and Governance
- Global Advocacy

The specific activities are described in greater detail in the main body of the report.

Enhancing Client Road Safety Capacity

1. Country Capacity Reviews

Pillar 1 of the Global Plan focuses on Road Safety management; recommended activities include the establishment of a lead agency and coordinating mechanisms to develop national road safety plans, strategies and targets. The capacity reviews assess the country's ability to implement this pillar. Development of country, global and regional institutional capacity to address road safety priorities remains a core function of the Facility. Utilizing Facility guidelines⁵, the **Country Capacity Reviews (CCRs)** assess the in-country institutional capacity to effectively manage road safety activities and establish investment priorities in client countries. Highlights in FY11 include the following:

- The review in **China**, funded by Bloomberg Philanthropies, has been completed and a new engagement strategy developed. This builds on the road safety partnership between the World Bank and the Government of China (GOC) over the past 25 years. The newly proposed strategy aims to facilitate an accelerated transfer of road safety knowledge and scaling up of investment at national, provincial and city levels to rapidly improve China's road safety performance, and will have an emphasis on strengthening national lead agency functions and multi-sectoral coordination arrangements. The proposal also aims to promote China's regional and global leadership role over the coming decade and draw upon the innovative services of international partners through the GRSF's global networks and World Bank road safety investment experience. The objectives of the proposed engagement strategy were endorsed at a national forum with senior GOC officials and international and Chinese road safety experts, and agreement was reached on the need to prepare a detailed operational framework for its implementation. Subsequent discussions have addressed the scope and content of the engagement strategy, including proposed demonstration projects and selection criteria for participating regions, provinces and cities. The need for a designated agency to lead and coordinate the delivery of activities under the new engagement strategy has been acknowledged and several candidate agencies are being considered for this role. In addition, seven cities and three provinces have applied to take part in the implementation of demonstration projects. It is expected that two or three will be selected for the preparation of second generation Safe System projects.
- **In Sierra Leone**, the CCR found large gaps in road safety management processes, with road safety generally neglected in comparison to other transport issues. There was no national road safety vision evident, no targets for road safety had been set, and political commitment was low. The review helped create a strategy and bring stakeholders together to agree on a plan targeting the creation of lead agency; sustainable funding options; promotion and awareness raising; monitoring and evaluation development; driver training and testing; and improved vehicle fleet planning. The proposed plan is aligned with the UN Decade of Action goals and objectives.

⁵ Bliss T & Breen J (2009). *Implementing the Recommendations of the World Report on Road Traffic Injury Prevention. Country guidelines for the conduct of road safety management capacity reviews and the related specification of lead agency reforms, investment strategies and safety projects*. The World Bank Global Road Safety Facility, Washington, DC.

This three-year investment strategy has been targeted at US\$2.43 million, with financing now being sought by the government in coordination with the World Bank and other development partners.

- **In Sri Lanka**, the CCR revealed challenges in the institutional setup governing the management of road safety. It also highlighted the strength and drive of the lead agency, and the potential of the Roads Development Authority to act as a preliminary lead agency towards the development of a larger national road safety agency. Eight priority areas were identified which would bring the greatest gains in reducing the burden of road crashes in the country. These include the development of a national crash analysis system, establishment of state level Motor Vehicle Agencies, and the implementation of comprehensive multi-sectoral measures to establish baseline performance and set quantitative performance targets. These findings will feed into the ongoing World Bank road sector project aimed at improving four major corridors in the country, and specific activities for capacity building will be funded under the project.

A capacity review is underway in **India**, and it is expected that new reviews would be carried out in Mauritius, Kenya, Egypt, and Turkey in the coming year.

2. Technical Assistance

Development of a Road Safety Strategy in Armenia

In **Armenia**, the GRSF provided funding to the government to establish a road safety secretariat. Accomplishments of the Secretariat include the preparation and approval of the National Road Safety Strategy by the Government. They are now actively involved in implementation of the strategy and improvement of road safety targets for the reduction of fatalities.

The Road Safety Secretariat has been established with five full-time staff, including the head of the Secretariat, a road safety engineering specialist, an accident data specialist, an education specialist, and a communications specialist who focuses on awareness campaigns and mass media.

The secretariat organized the first meeting of the **Armenia National Road Safety Council**, chaired by the Prime Minister on September 29, 2010 where a revised version of the National Road Safety Strategy and a 5-year Action plan was approved.

A pilot safe village 'project' has been successfully completed, and the Secretariat is actively involved in the identification of other pilot villages to be financed under the ongoing Lifeline Road Improvement Project.

The Secretariat also organized a high level road safety event in November 2010 "Making Roads Safe", with presentations from the Prime-Minister, Minister of Transport, World Bank Country Manager, Director of the Federation of International Automobile associations (FIA), and other Armenian and international partners.

The Head of Secretariat received the Prince Michael of Kent International Road Safety Award for the developments in road safety in Armenia. The staff of the Secretariat has been facilitating the work of several working groups established to support implementation of the national road safety strategy and the action plan.

African Road Safety Corridor Initiative (ARSCI)

GRSF recognizes the value in partnerships to deliver on the road safety agenda. The private sector has a strong role to play, and tapping into their resources, experience and know-how is vital. In Africa, private companies own large fleets of vehicles and contribute to the traffic challenge in cities and along major highways.

TOTAL, a market leader of petroleum products distribution in Africa, generates annually 50 million of km traveled. Their worldwide road safety program (PATROM) initiated in 2004, which rolled out corporate road safety standards as stringent as applicable in EU countries, has achieved considerable results with a sharp decrease of incidents and casualties. The Facility, strategically placed to provide a global perspective and response to road safety, is partnering with TOTAL in piloting a corridor road safety improvement program in Africa. This initiative will complement Bank and country road safety initiatives in regional transit corridors with the resources of a major transport sector enterprise (TOTAL) active in these corridors.

Currently work is focused on two corridors, (i) the Northern Corridor, in the Kenya - Uganda segment, and (ii) the Central Africa Corridor linking Cameroon, Chad and CAR. The Initiative uses a joint road safety team to promote the alignment of partners' activities with road safety norms.

The Initiative was formally launched in April 2011, with Ministers of Transport from Kenya and Uganda in attendance. Its main objectives are: (i) to improve road safety and contribute to the achievement of national and local targets on fatalities and injuries resulting from road crashes; (ii) to reduce the level of road crashes in urban areas and along the major transport corridors; (iii) to improve road and community safety, particularly for the most vulnerable users of the transport network, and (iv) to work closely with the government, private sector and other stakeholders to develop a coordinated approach and solutions to problems through the delivery of joint road safety projects, exchange of information on the best practice, development, and the best value for money.

Progress so far includes (i) training for 'boda-boda' (motorcycle taxi) drivers and the development of a driver training manual, (ii) organisation of road safety caravans and driver training campaigns reaching an estimated 50,000 people along the corridor, (iii) assistance to the Kenyan government in the review of legislation relating to road safety, (iv) support to the government of Kenya in the development of a National Road Safety Program. Over the next year the Initiative seeks to establish Road Safety Advice and Information Centers along the Corridor adjacent to already existing wellness clinics. These centers will provide real time traffic information to long distance truck drivers operating along the corridor and will support the Wellness centers health program established by NGO North Star Alliance (NSA) with safety programs. North Star has an infrastructure of 8 roadside wellness centers (RWCs) at strategic locations along the Northern Corridor (Kenya and Uganda) and an established working relationship with key public and private stakeholders including the Ministry of Public Health and Sanitation. North Star is introducing road safety training modules to its training and counseling curriculum for the RWCs in partnership with

Fleet Forum. The envisioned approach combines roadside training on key health and safety issues with an annual health check and in-company training for fleet managers. The RWCs are linked together and to a central database through a proprietary IT system (COMETS) that provides daily insights into the performance of individual RWCs as well as extending the continuum of training and care for mobile populations, like truck drivers, along the entire corridor. A partnership with NSA enhances the existing initiative by providing additional services for truckers and other commercial drivers using the corridor. Also to be developed is a driver training school and training modules for dry and hazardous cargo drivers.

Work has also commenced on the Central African Corridor (Cameroun-Chad-Central African Republic). Activities included a partnership with IRTAD to advise the government of Cameroun in the setting up of a centralized accident data base. Additional financing was received from the Bank's Trade Facilitation Trust Fund to enhance the work to be undertaken.

Baseline and Intermediate Outcome Survey in the Russian Federation

In Russia, GRSF funded a traffic injury baseline and seat belt wearing rate survey in Ivanovo Oblast as part of the monitoring and evaluation process of the RS10 Global Program. Ivanovo Oblast has a population of 1.061 million (2010) and land area of 21.4 thousand square kilometers and had 169 road traffic fatalities and 2,521 injuries in 2010. As part of RS10 project in Russia, the World Health Organization ran a social marketing campaign on seat belt use in August 2011. Preliminary monitoring and evaluation results show that:

- 1) in Ivanovo, observed seatbelt usage among drivers and front seat passengers is quite high (70-80 %), and there has been an increase in seatbelt use between April and August, but seatbelt use remains low among rear seat passengers (40%) and children (15%);
- 2) Up to 76% victims of road traffic injuries (RTIs) are drivers and passengers, which means interventions developed around seatbelt usage can help the majority of RTI victims in this region, and finally;
- 3) Although observed seatbelt use is quite good, as expected, the seatbelt use rate is low among people who were involved in crashes. There is a lot to be done to improve seatbelt and child restraint usage, especially among rear seat passengers and children.

Road Infrastructure Assessment Tools

In FY 11, GRSF continued its partnership with the **International Road Assessment Programme (iRAP)** for the development and application of infrastructure safety rating tools. The iRAP assessment inspects network sections and details them in terms of 'star ratings' (or 'protection' scores). These scores or ratings indicate how well road users are protected from death and serious injury from the likes of head-on crashes, hitting roadside objects, brutal side impacts at junctions, running over pedestrians. The ratings are analogous to the vehicle safety ratings which specify the 'crashworthiness' of vehicles, and range from '1 star', which denotes unsafe roads, through to '5 star', which denotes very safe roads.

The iRAP tools then generate infrastructure programs to improve the safety ratings of the network sections inspected and outline the costs and benefits of doing so. This in turn provides systematic programs of network safety upgrading and ongoing monitoring and evaluation to ensure that the desired safety improvements are delivered. In this way the iRAP approach provides a transparent performance management framework that is easily understood by stakeholders (road agencies, road users, road funders, donors, politicians and community members) puts the emphasis on protecting the safety of all road users and provides objective measures of how well this is being achieved. The iRAP assessments undertaken with GRSF funding were associated with existing or new World Bank projects. The assessments informed the design process and the safety engineering features, leveraging additional funding for safety investment and guiding the Road Agencies involved in implementation.

1. India

After the successful pilot of iRAP in **India** on National Highways 1 and 3 and State Highway sections in Andhra Pradesh in 2010, work with iRAP in India was scaled up in 2011 to cover around 3,400 km across three States: Karnataka, Gujarat and Assam. This project is funded by GRSF, part of its partnership with Bloomberg Philanthropies RS10 global program. Engineers from all three States and in addition the state of Andhra Pradesh participated in an introductory 5 day training course in January 2011 in New Delhi. This was followed by road inspection and video data coding which took place separately in each State. The results of this project are recommendations for engineering countermeasures which are linked to four World Bank financed road projects as shown in the following table:

iRAP in Indian States

State	World Bank Project	Loan Amount (\$ Million)	Status	Road Safety Component Cost (\$ Million)	How iRAP results are incorporated in project
Assam	Assam State Road Project	320	under preparation	13	<ul style="list-style-type: none"> - iRAP results will be implemented on 1 safe corridor (\$7.5 million) - iRAP results will guide the safe design of road widening and upgrading of 300 km (\$ 220 million)
Karnataka	Second Karnataka State Highway Improvement Project	350	Ongoing	14	<ul style="list-style-type: none"> - iRAP results will be implemented of the 2 safe corridors (\$7.5 million) - iRAP results to be used to quality assure the safety standards in the concession agreement of 4 annuity roads (\$ 436 million)
Karnataka	First National Highway Interconnectivity Improvement Project	600	Under preparation	tbd	<ul style="list-style-type: none"> - iRAP results will guide the safe design of the improvement of 196 km of NH 234 (\$)
Gujarat	Second Gujarat State Highway Project	375	Under preparation	tbd	<ul style="list-style-type: none"> - iRAP results will be implemented on 1 corridor - iRAP assessment will be extended

2. Mariy El Republic-Russian Federation

GRSF funded an iRAP project in **Mariy El Republic** in the **Russian Federation** as part of the Bloomberg RS10 global program. This project was done in collaboration with the International Finance Corporation (IFC), the private sector lending arm of the World Bank Group. IFC has a five year road asset preservation program in Mariy El that started in 2007 and sought to ensure that this investment was safe. The iRAP project covered the entire core network of the Republic, constituting 1250 km of roads. The project included a road safety training course offered to the road authority staff, and then video data coding for the network using iRAP methodology. The iRAP analysis revealed that 82% of the core road network is high risk (1 or 2 Star) for car occupants and 32 % is medium risk (3 Star) for pedestrians. A \$50 million safe road investment plan was recommended by iRAP. This would be implemented over 5-10 years and includes: upgrading of shoulders, traffic calming and pedestrian facilities in villages, road marking, and installation of roadside safety barriers and conversion of two sections from single to dual carriageway. If implemented, this program will reduce the number of fatalities and serious injuries on the core road network by 25% with a benefit-cost ratio of 7. The Mariy El road authority will start the implementation of this multi-year program using Republic and Federal budgets. GRSF will continue its support to the road authority during the implementation phase.

3. The Philippines

The iRAP program in **the Philippines** commenced with an official launch at the Department of Public Works and Highways (DPWH), Quezon City in May 2011. The event attracted an audience of more than 200 people including supportive road safety stakeholder organisations such as the Automobile Association of the Philippines and national news media.

The survey was conducted on approximately 3,000 km of national roads. Local engineers gained on-the-job training and experience by participating in the survey and attending briefing sessions that were held at eight DPWH regional offices and 12 DPWH district offices. DPWH and stakeholder staff, including Asian Development Bank staff, also participated in two, 5-day training courses covering the iRAP processes and methodology. The training was supported by the Malaysian Institute of Road Safety (MIROS) which has extensive experience in iRAP assessments and road safety in the ASEAN region.

The survey results indicated a relatively high level of risk. More than half the roads assessed are rated just 1- or 2-stars for vehicle occupants, motorcyclists, bicyclists and pedestrians. Pedestrian safety represents a key opportunity for improvement; the assessments showed that around 80% of roads that have medium to high pedestrian flows have no sidewalk in place, meaning pedestrians are often exposed to fast-moving traffic while walking on the road. Overall, it is estimated that an investment of approximately \$150 million in targeted engineering safety measures on the network could prevent 120 deaths per year, a reduction of 23%. Over 20 years, more than \$900 billion in fatal and serious injury crash costs could be saved, leading to a benefit cost ratio of 7:1.

The project involved close collaboration with a Millennium Challenge Corporation-financed road development project in Samar, where Star Ratings have been used to establish a road safety benchmark for the existing roads and provide a basis for informing safety in design of the new roads.

iRAP Philippines benefited from very strong leadership of the Philippines Government and a Steering Committee comprising local road safety stakeholders. During a briefing session on the project and inspection of the survey vehicle, President Aquino also expressed his personal support for the project. Based on the success of the project, a second phase financed by AusAID is now underway. This includes assessment of an expanded road network, including roads that are targeted for upgrade with Asian Development Bank finance, and assistance in the creation of Safe Road Demonstration Corridors on high-risk tourist and urban roads.

Research and Development (R&D)

The Facility recognizes the importance of R&D in the area of road safety and has supported organizations undertaking high value research which will bring direct benefits to countries in the form of knowledge development and strategy.

1. Harvard Initiative for Global Health

The GRSF has been collaborating with the Harvard School of Public Health to develop road traffic injury estimates to allow countries to understand the scale and scope of the incidence and burden of road traffic injuries. The reduction of road traffic injuries is not high on the policy agenda of most developing countries partly due to the underestimation of road traffic injuries in official government statistics relative to other health problems. Despite evidence of underreporting, there is often a reliance only on police data to create these estimates. This further creates problems for international agencies attempting to systematize road traffic injury data when they request countries to report official statistics to global and regional databases.

The methodology for country assessment of road traffic injuries utilized in this project has two key goals: first, to generate reliable assessments of the public health burden of road traffic injuries, and second, to characterize the nature of this burden (i.e. by age, sex, external cause, urban vs. rural, etc) in order to provide the evidence basis for setting national road safety priorities. These estimates are generated from a wide range of existing sources, including hospital records, police reports, health surveys and death registers. The results generated through this project then feed into the Global Burden of Disease (GBD) work to form estimates of road safety's place against other communicable and non-communicable illnesses. The GBD project brings together leaders in epidemiology and public health research to measure levels and trends in all major diseases, injuries and risk factors, and to produce new and comprehensive sets of estimates and tools for research and teaching.

The initial country surveys under this project have now been completed and published by Harvard and the GRSF in a publication titled ***Road Injuries in 18 Countries***. This report is available on the GRSF website: <http://www.worldbank.org/grsf>. The full web reports for the countries and explanation of methodologies used are available on the project website: <http://www.globalburdenofinjuries.org>

Countries included in the survey:

- | | | | |
|-------------|----------------|----------|-----|
| • Argentina | Brazil | Colombia | |
| • Croatia | Czech Republic | Ecuador | |
| • Hungary | Kazakhstan | Latvia | |
| • Mauritius | Mozambique | Slovenia | |
| • Spain | Sri Lanka | Uruguay | USA |

While the major outcome of the report provides policymakers with an objective and replicable methodology in order to provide the evidence base for the setting of national road safety priorities, it also allows international policymakers and researchers access to a transparent and freely accessible database from which to refine their own methodological inputs in creating national level estimates of road death and injury. This represents a major step forward in building capacity for in-country agencies and researchers working in the field of road safety.

With support from the GRSF, the Harvard team has expanded the project to cover **Sub-Saharan Africa**. Utilizing a similar methodology, this new project is covering eight countries to produce the second volume of the series, titled: ***Burden of Injuries in Sub-Saharan Africa***. The countries covered include: Burkina Faso, Ethiopia, Ghana, Mozambique, Nigeria, Uganda and Zambia.

In October 2010, the GRSF sponsored a major gathering of injury researchers in Swansea, UK in order to develop advanced data collection methodologies in support of the Africa project. The outcomes of the meeting included agreement on the technical basis for cross-country collaboration on injury metrics on the continent and capacity building/partnership development for the Africa country representatives in order to develop more effective collaboration and outcomes.

2. International Traffic Safety Data and Analysis (IRTAD) Group

The International Traffic Safety Data and Analysis Group, an on-going working group of the Joint Transport Research Group of the OECD and the International Transport Forum, is composed of road safety experts and statisticians from renowned safety research institutes, national road and transport administrations, international organizations, universities, automobile associations, motorcar industry, etc. Its main objective is to contribute to international cooperation on road accident data and its analysis. The GRSF is promoting partnerships through financing country member exchanges and select projects.

In partnership with IRTAD, GRSF will support the development, of a **major regional data collection observatory in Latin America**. The proposal for such an observatory was formally endorsed by 18 Latin American countries in advance of the Decade of Action launch event in Mexico City on May 11, 2011.

The principal objectives of the Observatory are to:

- Exchange information about best practice road safety policies in Latin America, as well as the methodologies used to implement them.
- Promote harmonized methodologies at the country level related to the collection and data analysis for road safety in Latin America.
- Provide a central focal point to collect country level traffic accident data and carry out analysis to provide advice regarding specific road safety issues.
- Contribute to international cooperation about traffic accidents and its analysis.

- Periodically publish reports about updated data gathering and methodological issues in Latin America.
- Help shape a theoretical, conceptual and methodological vision for data collection in Latin America.
- Systematize the experiences in road safety institutional development in Latin America.
- Promote technical exchanges for capacity building among countries.

The OECD/IRTAD will provide technical assistance to the effort, ensuring a standard protocol is in place with respect to standardizing the data collection efforts across the countries. The Observatory is expected to commence operations this year.

3. ISO 39001 Road Traffic Safety Management Standard

The GRSF participates in the production of the ISO 39001 Road Traffic Safety Management standard, as a member of the ISO 39001 Editing Committee. The new standard aims to assist organizations of all types and sizes to implement road safety management systems that address the safety of their staff and other road users impacted by their operations. It is one of a family of ISO management system standards and uses a 'Plan, Check, Do and Act' process framework. Key elements include the requirements for an organization to adopt the *Safe System* goal and decide on targets and objectives for improved safety outcomes, then consider a range of measurable safety performance factors covering areas within the organization's sphere of influence that are known to help achieve this. The aim is both to guide organizations through a process of continuous improvement in road safety performance towards the goal of no road deaths or serious injuries arising from their activities, and support the transfer of knowledge about successes achieved. This initiative is expected to reach the Draft Stage and be finally published in 2012. It has the potential to provide a powerful tool to assist systematic road safety management in all organizational entities throughout a country and align their initiatives with the national road safety strategy. A key challenge that the GRSF has been addressing is to ensure that ISO 39001 is presented in a way that is accessible and recognizable to potential users that have had no previous association with ISO procedures and protocols. In the case of low and middle-income countries this has required its careful alignment with key aspects of the road safety management framework promoted by the GRSF.

Enforcement and Governance

Effective enforcement and related governance issues are integral to achieving effective and sustainable improved road safety outcomes. The Facility is funding the development of a police engagement model in partnership with international police leaders to improve the governance of road safety enforcement in client countries. This will be done through the development of a global police network known as RoadPOL. A Law Enforcement Advisory Panel (LEAP) comprising high-ranking international police professionals has been formed to guide this process.

In FY11, the GRSF and RoadPOL/LEAP members met to plan the establishment of an independent RoadPOL secretariat. This will be housed in a policing agency with sufficient international outreach to conduct RoadPOL's mission. When agreement with the host government is reached, the GRSF will financially support the establishment and initial country operations of the new RoadPOL organization beginning in FY12.

At the country level, in FY11 RoadPOL members undertook a scoping mission to **Uganda** and conducted a review of road safety policing operations with local and national commanders. The review determined that extensive road policing regulations existed in Uganda, but insufficient support for training, human resources, manpower, and political commitment, was leading to higher than acceptable fatality rates through poor road safety enforcement. This was consistent with the findings of the Country Capacity Review conducted earlier. RoadPOL members will target the Uganda police for a leadership exchange and technical assistance program once RoadPOL is formally established.

In Nigeria, under the Federal Roads Project, a RoadPOL exchange is targeted for FY12 to undertake a comprehensive technical assistance program to enhance road policing operations.

As part of the China Country Capacity Review, RoadPOL engaged Chinese officials on building institutional leadership capacity and enforcing road safety law. In particular, in response to the growing demand for better quality road safety data over the Decade of Action, RoadPOL members laid out a vision for China at the 11th International Conference of Chinese Transport Officials. Delegation members stressed a call for the regular and systematic matching of police crash data with health sector data, to create improved estimates of road deaths and injuries and assist performance management processes and measures aimed at reducing them. As a result China aims to build strategic relationships with RoadPOL and the International Traffic Safety Data and Analysis Group (IRTAD) to support related initiatives in the project demonstration corridors and associated strengthening of road safety management capacity. The resulting professional networks built would support the strengthening of leadership and operational capacity in Chinese national, provincial and city traffic police agencies, and the building of sustainable road crash data systems.

Global Advocacy

1. Launch of UN Decade of Action

With the events surrounding the worldwide launch of the Decade of Action, the GRSF provided technical inputs in various locations. In Mexico City, the GRSF helped coordinate the Ministerial meetings of Latin American leaders and supported the event through a high level World Bank presence, with the participation of the regional Vice President and Sector Manager for Transport. The agreement to create a regional road safety observatory to coordinate data collection activity was a major outcome of the meeting.

The GRSF partnered with the Chinese Ministry of Health and Center for Disease Control, China to organize and host a high-profile *Decade of Action for Road Safety 2011 - 2020* launch in Beijing on May 11, 2011. The event was well attended by representatives of a wide range of national and provincial Chinese government agencies and research groups, and the World Bank, World Health Organization, the Make Roads Safe campaign of the FIA Foundation, the Global Road Safety Partnership and ITS China. Keynote presentations were made by the heads of Chinese government agencies, the country directors of the World Bank and World Health Organization, and Michelle Yeoh, the global road safety ambassador for the Make Roads Safe campaign. A presentation was also made on the new World Bank Road Safety in 10 Countries initiative in China, supported by Bloomberg Philanthropies, and its proposed *Safe System* road safety investment project.

2. Multi-Lateral Development Bank (MDB) Gathering, April 19, 2011

Following the 2008 meetings at the European Bank for Reconstruction and Development, the World Bank and GRSF convened a meeting of development banks in Washington, DC in October 2009 to discuss a harmonized approach for road safety in the respective operations of the organizations. Emerging from this meeting, seven institutions—the African Development Bank, Asian Development Bank, Inter-American Development Bank, European Bank for Reconstruction and Development, European Investment Bank, Islamic Development Bank, and the World Bank issued a joint statement outlining a common framework for addressing road safety issues in their client countries. This included a commitment to endorse a systematic, multi-sectoral response to address the global road safety crisis:

- focus on a shared approach to strengthening country road safety management capacity;
- implement safe infrastructure projects for all road users;
- improve road safety performance measures; and
- mobilize resources for road safety.

On April 19, 2011 at World Bank headquarters in a major event covered by the international press, Robert Zoellick, President of the World Bank jointly with Executive Vice President Julie Katzman of the Inter-American Development Bank, along with Mayor Michael Bloomberg of New York, actress Michelle Yeoh, and representatives of the participating development Banks formally launched the MDB Road Safety Initiative, reiterating the commitment made by the Banks in 2009 towards joint country operations during the Decade. In particular, Mr. Zoellick called for the use of the integrated, Safe Systems approach in development banks' country projects. While the development banks can play a key role in building client capacity in all the Decade activity pillars, of particular importance is support to lead agency development and infrastructure safety, two areas where client capacity is particularly weak (pillars 1 and 2 of the Decade plan) and where the development banks have a comparative advantage.

The development banks met at the technical working group level to discuss the joint work program in FY12, formally commencing the partnership's operational phase, as well as the creation of a country-incentive fund coordinated by the GRSF to boost the effectiveness of the Initiative.

Financial Review

1. Contributions Received

In FY11, GRSF received \$2- million (previously pledged) from donors (Bloomberg Foundation and AusAID). Total funds disbursed in FY11 were \$2.4 million. In addition to the \$5.7 million pledged for FY12 and FY13 from AusAID, Bloomberg Philanthropies has pledged an additional \$3.5million. The tables below show pledges and actual receipts by individual donors for fiscal 2006-2011 as well as disbursements for the same period.

Table 1: GRSF: Donor Pledges and Receipts as of June 30, 2011 (US\$ '000)

Donor Name		Total Pledge	Receipts							FY2012 Project	FY2013 Project	FY2014 Project	FY2015 Project
			FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total				
AusAID	29%	7,284	-	-	222	205	455	531	1,413	2,935	2,935	-	-
World Bank	28%	6,985	1,205	1,383	3,082	650	614	51	6,985	-	-	-	-
FIA Foundation	24%	6,000	2,000	500	1,000	-	1,500	-	5,000	513	163	163	163
Africa TF: SIDA	10%	2,428	-	1,457	823	148	-	-	2,428	-	-	-	-
Bloomberg Foundation	8%	2,000					500	1,500	2,000	-	-	-	-
The Netherlands	3%	696	-	332	364	-	-	-	696	-	-	-	-
GRAND TOTAL	100%	25,393	3,205	3,672	5,491	1,003	3,069	2,082	18,522	3,448	3,098	163	163

Table 2: GRSF FY11 Disbursement	
Activities	Disb (\$'000)
Capacity Building	1,053
Research & Development	409
FIU (Incl. Governance)	238
Training & Workshops	186
Advocacy	117
Infrastructure Safety	392
TOTAL	2,394

Figure 1: FY11 GRSF Disbursements

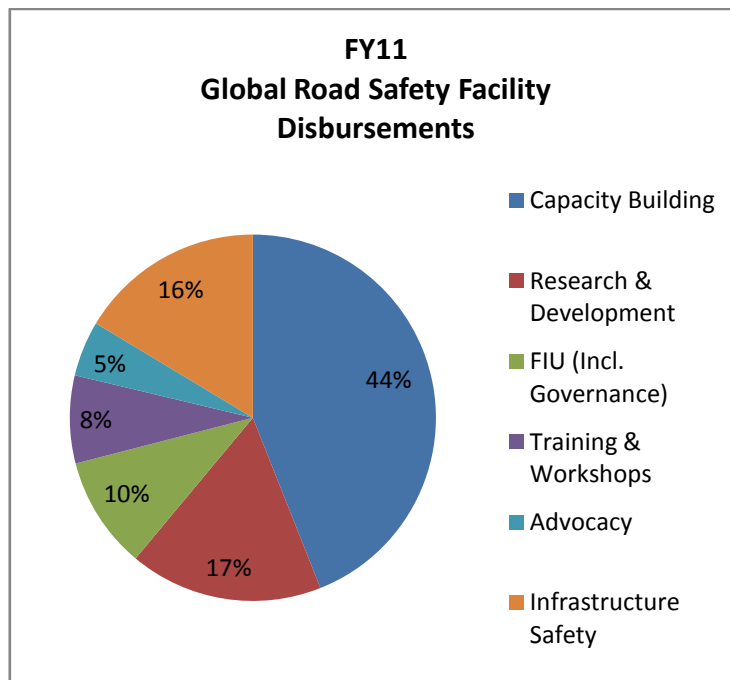
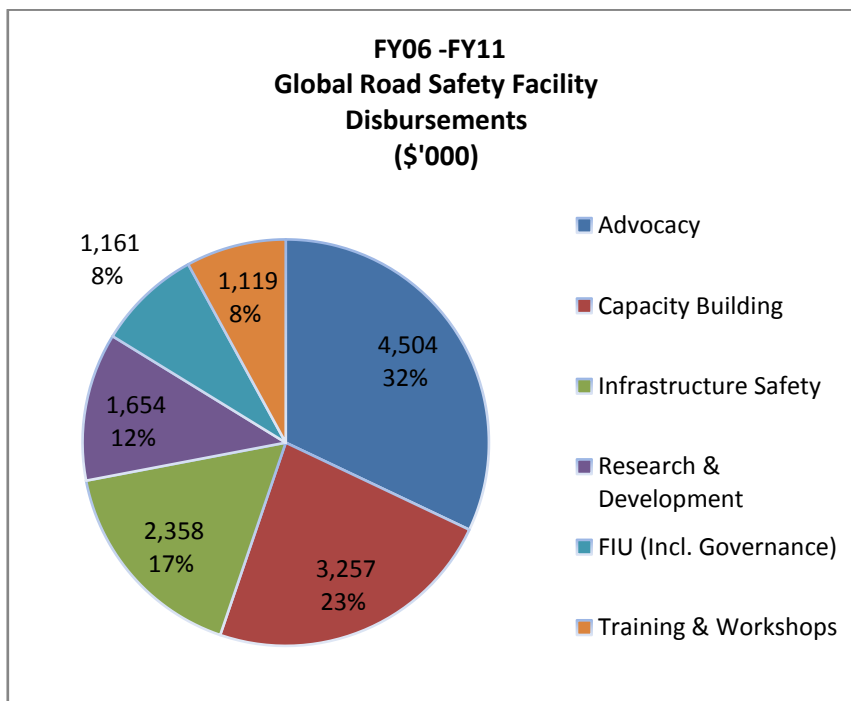


Table 3: GRSF FY06-11 Disbursements	
Activities	Disb. (\$'000)
Advocacy	4,504
Capacity Building	3,257
Infrastructure Safety	2,358
Research & Development	1,654
FIU (Incl. Governance)	1,161
Training & Workshops	1,119
TOTAL	14,053

Figure 2: FY06 -FY11, GRSF Disbursements (\$'000)



ANNEX A

GRSF: TF070479 Global Multi-donor Trust Fund
Allocation and Disbursement by Activities (Full Cost – \$'000's)
(Disbursed as of June 30, 2011)

TF No.	Activity Name	Activity Alloc	FY11 Disb	FY06–10 Disb	Total Disb	FY12 Proj
FY11 Activities						
TF056858	Global Traffic Safety Police Network	714	106	569	675	39
TF056861	Bank-UN Collaboration	152	37	105	142	11
TF057979	Hubei Provincial RS Train. Center	640	207	433	640	-
TF058060	Harvard Initiative for Global Health	622	4	618	622	-
TF093132	Regional Road Safety Training	260	6	225	231	29
TF093163	iRAP Supervision	188	72	92	164	24
TF093699	Country Advisory Services	567	215	204	419	148
TF094897	Armenia Lead Agency Development	121	38	26	64	56
TF094910	Road Safety Knowledge Transfer	22		22	22	-
TF095428	Yemen Capacity Review	159	64	95	159	-
TF096520	Argentina - Int'l. Rd Traffic & Accident Dbase	55	23	21	44	11
TF096540	Uruguay Road Safety EDU – Child Seatbelt	89	89	-	89	-
TF098068	iRAP - Philippines	337		-	-	337
TF099209	Multilateral Development Banks Activities	112	72	-	72	40
TF099211	GRSF Results Framework	17	9	-	9	8
Tbd	Sri Lanka Capacity Review	79		-	-	79
Tbd	Road Safety Observatory for LAC	34		-	-	34
Tbd	Safe Systems Guidelines	11		-	-	11
	Sub-Total: FY11 Activities	4,178	941	2,410	3,351	827
Completed Activities						
TF057378	Country Advisory Services	233	-	233	233	-
TF057622	Bosnia/Herzegovina Rd. Infrs.	93	-	93	93	-
TF058062	Serbia Transport Rehab.	93	-	93	93	-
TF058072	Monash University: China Seat Belt	61	-	61	61	-
TF090070	Bulgaria Road Infrs. Rehab.	93	-	93	93	-
TF091209	Global Forum for Health Research	677	-	677	677	-
TF092674	iRAP – Vietnam	547	-	547	547	-
TF092926	Nepal RS Management Capacity Rev.	79	-	79	79	-
TF093180	Brazil RS Management Capacity Review	95	-	95	95	-
TF093870	Dev. Banks' Practices in Infrs. Safety	35	-	35	35	-
TF094131	Road Safety in ECA	49	-	49	49	-
TF094452	2 nd Generation Road Safety Investment	84	-	84	84	-
TF094454	Interface for Cycling Expertise (I-CE)	77	-	77	77	-
TF094457	International Road Federation	240	-	240	240	-
TF095135	GRSF: Medium-Term Review	31	-	31	31	-
	Sub-Total: Completed Activities	2,487	-	2,487	2,487	-
	Total: All Activities	6,665	941	4,897	5,838	827
	Total Grant	6,705				
	Unallocated	40		-		

ANNEX A

GRSF: TF070634 Africa Multi-donor Trust Fund (closing December 31, 2011)
Allocation and Disbursement by Activities (Full cost - \$'000)
Disbursed as of June 30, 2011

TF No.	Activity Name	Activity Alloc	FY11 Disb	FY06–10 Disb	Total Disb	FY12 Proj
FY11 Activities						
TF093225	iRAP	84	10	74	84.0690	-
TF093701	Country Advisory Services	426	29	393	422	4
TF094067	Global Traffic Safety Police Network	252	65	170	234	17
TF094935	Cote d'Ivoire: Road Safety Mgmt. Capacity Rev.		-	-	-	-
TF094997	Harvard: Burden of Injuries in Sub-Saharan Africa	489	349	-	349	140
TF095329	Nigeria: Road Safety Mgmt. Capacity Rev.	80	80	-	80	-
TF096539	Sierra Leone: Road Safety Mgmt. Capacity Rev.	50	50	-	50	-
TF096680	Africa Reg. Trade Corridor Road Safety Project	596	255	76	331	264
TF099413	Multilateral Development Banks Activities	37	28		28	9
	Ghana: Road Safety Mgmt. Capacity Rev.				-	-
	Safe Systems Guidelines				-	-
	Sub-Total: FY11 Activities	2,014	866	713	1,579	435
Completed Activities						
TF093231	Bjorn's Travel	106	-	106	106	
TF093559	Uganda: Road Safety Mgmt. Capacity Rev.	80	-	80	80	
TF093869	Dev. Banks' Practices in Infrs. Safety	18	-	18	18	
TF094453	2 nd Generation Road Safety Initiative	80	-	80	80	
TF094455	Interface for Cycling Expertise (I-CE)	79	-	79	79	
TF094911	Road Safety Knowledge Transfer	20	-	20	20	
TF094914	Ethiopia: Road Safety Mgmt. Capacity Rev.	85	-	85	85	
	Sub-Total: Completed Activities	468		468	468	
	Total: All Activities	2,482	866	1,181	2,047	
	Total Grant	2,601				
	Unallocated	120		-		

ANNEX A

GRSF: Allocations & Disbursement by Activity (US\$ '000)
Bloomberg EFO & Trust Fund
Disbursed as of June 30, 2011

Fund	Recipient/Activity	Allocation	FY11 Disb	FY10 Disb	Total Disb	FY12 Proj
EFO	India: iRAP	318	284	34	318	-
EFO	China: Road Safety Mgmt. Capacity Rev.	62	51	11	62	-
EFO	Russia: Road Safety Mgmt. Capacity Rev.	120	83	37	120	-
TF099471	China: Road Safety Mgmt. Capacity Rev.	320	98	-	98	222
TF099470	India: Road Safety Mgmt. Capacity Rev.	107	1	-	1	106
TF099466	Russia: Road Safety Mgmt. Capacity Rev.	133	27	-	27	106
TF099548	India: iRAP	192	10	-	10	183
TF099473	Russia: iRAP	334	15	-	15	319
	China: iRAP	360	18	-	18	342
	Total: Allocation	1,947	587	82	669	1,278
	Total Grant (incl. investment income/excl. admin fee)	1,958				
	Unallocated	11		-		

ANNEX A

GRSF: Allocations & Disbursements by Activity (US\$'000)

World Bank Funding (Disbursed as of June 30, 2011)

Fund	Recipient/Activity	Allocation	of which: FY11 Disb	FY06-10 Disb	Total Disb
DGF	iRAP	1,100	-	1,100	1,100
DGF	Task Force for Child Survival & Dev.	1,210	-	1,210	1,210
DGF	Int'l. Fed. Of Red Cross & Red Cres. Soc.	1,150	-	1,150	1,150
DGF	World Health Organization	1,940	-	1,940	1,940
DGF	Independent Evaluation	100	-	100	100
BB	Capacity Reviews – Argentina/Kazakhstan/Nepal	286	-	286	286
BB	Training/Workshops/Dissemination Activities	200	-	200	200
BB	Staff/Consultants/Travel	999	51	948	999
	Total: Allocation	6,985	51	6,934	6,985



General Assembly

Distr.: General
10 May 2010

Sixty-fourth session
Agenda item 46

Resolution adopted by the General Assembly

[without reference to a Main Committee (A/64/L.44/Rev.1 and Add.1)]

64/255. Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005 and 62/244 of 31 March 2008 on improving global road safety,

Having considered the note by the Secretary-General transmitting the report on improving global road safety and the recommendations contained therein,¹

Recognizing the tremendous global burden of mortality resulting from road traffic crashes, as well as the twenty to fifty million people who incur each year non-fatal road traffic injuries, many of whom are left with lifelong disabilities,

Noting that this major public health problem has a broad range of social and economic consequences which, if unaddressed, may affect the sustainable development of countries and hinder progress towards the Millennium Development Goals,

Underlining the importance for Member States to continue using the *World Report on Road Traffic Injury Prevention* as a framework for road safety efforts and implementing its recommendations, as appropriate, by paying particular attention to the main risk factors identified, including the non-use of safety belts and child restraints, the non-use of helmets, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the lack of appropriate infrastructure, by strengthening road safety management and by paying particular attention also to the needs of vulnerable road users, such as pedestrians, cyclists and motorcyclists, and users of unsafe public transport, as well as by improving post-crash care for victims of road crashes,

Commending the World Health Organization for its role in implementing the mandate conferred upon it by the General Assembly to work in close cooperation with the United Nations regional commissions to coordinate road safety issues within the United Nations system, and commending also the progress of the United

¹ A/64/266.



Nations Road Safety Collaboration as a consultative mechanism whose members provide Governments and civil society with good practice guidelines to support action to tackle the major road safety risk factors and support their implementation,

Recognizing the work of the United Nations regional commissions and their subsidiary bodies in increasing their road safety activities and advocating increased political commitment to road safety, and in this context welcoming the conclusions and recommendations of the project “Improving global road safety: setting regional and national road traffic casualty reduction targets”, implemented by the United Nations regional commissions to assist low- and middle-income countries in setting and achieving road traffic casualty reduction targets,

Acknowledging the Ministerial Declaration on Violence and Injury Prevention in the Americas signed by the Ministers of Health of the Americas during the Ministerial Meeting on Violence and Injury Prevention in the Americas, held in Mérida, Mexico, on 14 March 2008, the Doha Declaration and other outcomes of the workshop on building the Arab Mashreq road safety partnership organized by the Economic and Social Commission for Western Asia in Doha on 21 and 22 October 2008,² the conclusions and recommendations of the Economic Commission for Europe conference on the theme “Improving Road Traffic Safety in South-Eastern Europe: Setting Regional and National Road Traffic Casualty Reduction Targets”, held in Halkida, Greece, on 25 and 26 June 2009, the workshop on setting regional and national road traffic casualty reduction targets in the Economic and Social Commission for Western Asia region organized by the Commission, in collaboration with the United Arab Emirates National Authority for Transportation, in Abu Dhabi on 16 and 17 June 2009, the conference on the theme “Make Roads Safe Africa” organized by the Economic Commission for Africa in Dar es Salaam, United Republic of Tanzania, on 8 July 2009, the Ministerial Declaration on Improving Road Safety in Asia and the Pacific, adopted at the Ministerial Conference on Transport organized by the Economic and Social Commission for Asia and the Pacific in Busan, Republic of Korea, from 6 to 11 November 2006,³ and the recommendations of the Expert Group Meeting on Improving Road Safety organized by the Economic and Social Commission for Asia and the Pacific in Bangkok from 2 to 4 September 2009, noting, in particular, the usefulness of compiling guidelines outlining best practices in road safety improvement in the region, as well as the outcomes of expert group meetings on improving road safety organized by the Economic and Social Commission for Asia and the Pacific in 2008 and 2009,

Acknowledging also a number of other important international efforts on road safety, including the report of the International Transport Forum of the Organization for Economic Cooperation and Development entitled *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, the International Conference on Road Safety at Work, held in Washington, D.C., from 16 to 18 February 2009, and the conference on the theme “Road Safety at Work”, held in Dublin on 15 June 2009, which highlighted the importance of fleet safety and the important role of the private sector in addressing driving behaviour concerns among their workers,

Noting all national and regional initiatives to raise awareness of road safety issues,

² See E/ESCWA/EDGD/2008/5.

³ E/ESCAP/63/13, chap. IV.

Noting also the important role of the World Bank Global Road Safety Facility as a funding mechanism to support capacity-building and provide technical support for road safety and as a means to increase the resources needed to address road safety in low- and middle-income countries, acknowledging the increase in funding to support national, regional and global road safety work, and welcoming, in particular, the financial assistance given to the World Health Organization and the Global Road Safety Facility by all donors, including the Governments of Australia, the Netherlands and Sweden, and by Bloomberg Philanthropies and the FIA Foundation for the Automobile and Society,

Noting further the work of the International Organization for Standardization to develop standards for road traffic safety management systems,

Taking note of the report of the Commission for Global Road Safety entitled *Make Roads Safe: A Decade of Action for Road Safety*, which links road safety with sustainable development and calls for a decade of action on road safety, and taking note also of the "Make Roads Safe" campaign as a global tool for increasing awareness and advocating increased funding for road safety,

Recognizing the World Health Organization publication entitled *Global Status Report on Road Safety: Time for Action*, which provides the first assessment of the road safety situation at the global level and highlights the fact that half of all road traffic deaths are among vulnerable road users, as well as the relatively low proportion of the countries in the world that have comprehensive legislation on key road safety risk factors,

Welcoming the joint statement by the World Bank and the six leading multilateral development banks, namely, the African Development Bank, the Asian Development Bank, the European Bank for Reconstruction and Development, the European Investment Bank, the Inter-American Development Bank and the Islamic Development Bank, in which they undertook to cooperate on increasing the road safety component of their infrastructure programmes through better coordination of their investments and through the application of safety audits and assessments of road infrastructure projects,

Expressing its concern at the continued increase in road traffic fatalities and injuries worldwide, in particular in low- and middle-income countries, bearing in mind that the fatality rate within the road system is considerably higher than the fatality rate within other transport systems, even in high-income countries,

Recognizing the efforts made by some low- and middle-income countries to implement best practices, to set ambitious targets and to monitor road traffic fatalities,

Reaffirming the need to further strengthen international cooperation and knowledge-sharing in road safety, taking into account the needs of low- and middle-income countries,

Recognizing that a solution to the global road safety crisis can be achieved only through multisectoral collaboration and partnerships among all concerned in both the public and the private sectors, with the involvement of civil society,

Recognizing also the role of research in informing policy-based decisions on road safety and in monitoring and evaluating the effect of interventions, as well as the need for more research to address the emerging issue of distractions in traffic as a risk factor for road traffic crashes,

Acknowledging the leading role of Oman in drawing the attention of the international community to the global road safety crisis,

Commending the Government of the Russian Federation for hosting the first Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009, which brought together delegations of ministers and representatives dealing with transport, health, education, safety and related traffic law enforcement issues and which culminated in a declaration inviting the General Assembly to declare a decade of action for road safety,⁴

1. *Welcomes* the declaration adopted at the first Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009;⁴

2. *Proclaims* the period 2011–2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

3. *Requests* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action of the Decade as a guiding document to support the implementation of its objectives;

4. *Reaffirms* the importance of addressing global road safety issues and the need to further strengthen international cooperation, taking into account the needs of low- and middle-income countries, including those of the least developed countries and African countries, by building capacity in the field of road safety and by providing financial and technical support for their efforts;

5. *Acknowledges* that multilateral technical and financial assistance in support of capacity-building for enhancing road safety should be provided in a predictable and timely manner without unwarranted conditionalities, considering that there is no one-size-fits-all formula and considering also the specific situation of each country based on its needs and priorities;

6. *Calls upon* Member States to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour, including distractions in traffic, road safety education and post-crash care, including rehabilitation for people with disabilities, based on the plan of action;

7. *Invites* all Member States to set their own national road traffic casualty reduction targets to be achieved by the end of the Decade, in line with the plan of action;

8. *Calls for* the inclusion within the plan of action of activities that pay attention to the needs of all road users, in particular pedestrians, cyclists and other vulnerable road users in low- and middle-income countries, through support for appropriate legislation and policy and infrastructure and by increasing sustainable means of transport, and in this regard invites international financial institutions and regional development banks to assist developing countries in building sustainable mass transportation systems with a view to reducing road traffic accidents;

⁴ A/64/540, annex.

9. *Also calls for joint multisectoral action to increase the proportion of countries with comprehensive legislation on key risk factors for road traffic injuries, including the non-use of seat belts and child restraints and helmets, drink-driving and speed, from the 15 per cent identified in the *Global Status Report on Road Safety: Time for Action* to over 50 per cent by the end of the Decade, and encourages Member States to strengthen their enforcement of existing road safety legislation on these risk factors;*

10. *Encourages Governments, public and private corporations, non-governmental organizations and multilateral organizations to take action, as appropriate, to discourage distractions in traffic, including texting while driving, which lead to increased morbidity and mortality owing to road crashes;*

11. *Invites Governments to take a leading role in implementing the activities of the Decade, while fostering a multisectoral collaboration of efforts that includes academia, the private sector, professional associations, non-governmental organizations and civil society, including national Red Cross and Red Crescent Societies, victims' organizations and youth organizations, and the media;*

12. *Invites Member States, international organizations, development banks and funding agencies, foundations, professional associations and private sector companies to consider providing adequate and additional funding to activities relating to the Decade;*

13. *Requests the United Nations Road Safety Collaboration to continue its role of informal consultative mechanism, including for the implementation of activities relating to the Decade;*

14. *Invites the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration, to organize the second United Nations Global Road Safety Week to launch the Decade;*

15. *Encourages Member States to continue to strengthen their commitment to road safety, including by observing the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year;*

16. *Also encourages Member States to become contracting parties to and to implement the United Nations road safety-related legal instruments, as well as to adhere to the Convention on the Rights of Persons with Disabilities;⁵*

17. *Invites the World Health Organization and the United Nations regional commissions to coordinate regular monitoring, within the framework of the United Nations Road Safety Collaboration, of global progress towards meeting the targets identified in the plan of action and to develop global status reports on road safety and other appropriate monitoring tools;*

18. *Invites Member States and the international community to integrate road safety into other international agendas, such as those on development, environment and urbanization;*

19. *Acknowledges the importance of midterm and final reviews of the progress achieved over the Decade, and invites interested Member States, in consultation with the United Nations Road Safety Collaboration, to organize*

⁵ Resolution 61/106, annex I.

international, regional and national meetings to assess the implementation of the Decade;

20. *Decides* to include in the provisional agenda of its sixty-sixth session the item entitled “Global road safety crisis”, and requests the Secretary-General to report to the General Assembly at that session on the progress made in the attainment of the objectives of the Decade.

*74th plenary meeting
2 March 2010*