



## **SAFER ROADS WORKING GROUP**

### **REPORT ON THE FIRST UN GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY, 19 -20 NOVEMBER 2009, MOSCOW, RUSSIA**

#### **1. INTRODUCTION**

On 19-20 November 2009 the Government of the Russian Federation hosted the First Global Ministerial Conference on Road Safety. Requested by the UN General Assembly, the event represented a historic opportunity to make progress on tackling a leading cause of death and disability. As many as 1500 participants including ministers; representatives of UN agencies, civil society organizations and private companies attended the meeting which was opened by President Dmitry Medvedev. Participants called for action to address the large and growing global impact of road traffic crashes; reviewed progress on implementation of the World report on road traffic injury prevention; and shared information and good practices on road safety.

The meeting culminated with the adoption of the Moscow Declaration which invites the UN General Assembly to declare a Decade of Action for Road Safety 2011-2020. In Resolution 62/244 adopted on 31st March 2008, the General Assembly not only endorsed the Moscow Ministerial but also agreed to debate road safety again during its forthcoming sixty-fourth session. The Assembly, therefore, has a clear mandate to consider the outcome of the Moscow Ministerial and adopt a new resolution that could endorse the Decade of Action and the 50% fatality reduction target. The Decade of Action for Road Safety would then have the same status as similar 'decades of action' on issues such as malaria. (1)

The International Road Federation was requested to participate in Panel Discussion 5: Safe Road Infrastructure and was represented by Hilton Vorster, Chairman of the Safer Roads Working Group. Nathalie Pereira Project Manager: Road Safety and Social Development also attended the Conference. The Safer Roads Working Group used the opportunity to hold a working groups group meeting on the 18<sup>th</sup> of November 2009. Feedback on the Working Group meeting will be handled separately from this report.

#### **2. CONFERENCE AGENDA**

The first day of the Conference was devoted to the official opening and three plenary sessions where ministers and deputy ministers of Transport and Health discussed road safety under the following themes:

- Road traffic crashes as a developmental issue
- Best Practices in road safety
- Further actions for improving road safety

The second day of the Conference was devoted to seven panel discussions. The IRF was requested to participate in Panel Discussion 5: Safe Road Infrastructure. The IRF was represented by Hilton Vorster, Chairman of the Safer Roads Working Group.



### 3. PANEL DISCUSSION

For the purpose of the panel discussion the IRF was requested to focus on developing master plans for improving road safety in low- and middle-income countries, taking into account vulnerable road users. See the Abstract, attached as Annexure A, which was published in the official programme.

During the Panel discussion Mr Vorster emphasized the importance of the findings of the Global Status Report on Safety, namely that more than 90% of fatalities due to road traffic crashes occur in low- and middle-income countries. Furthermore, more than 50% of these fatalities occur within the vulnerable road user group, which includes pedestrians, cyclists and drivers of two wheelers. This is where we can make a difference and this is the area which the IRF Safer Roads Working Group is focusing on. The use of community input to develop road safety master plans has proven to be a very valuable method of collecting data in developing countries where information is limited. Mr Vorster further emphasized that it is important to approach road safety issues low- and middle-income countries differently compared to higher-income countries, as the challenges are different. As an example wide roads are still being constructed in low- to middle-income countries, which does not take local conditions such as informal settlements, road-side activities and land use patterns into account. Local conditions and constraints must be taken into account for road safety initiatives to be successful.

Dr Barry Cable, Director of the Transport Division of UNESCAP was the moderator and presented the panel's proposals at the report back session. The proposals will be taken up into the proceedings of the Conference.



### 4. MOSCOW DECLARATION

The Conference concluded with the adoption of the Moscow Declaration. The Declaration is attached as Annexure B to this report. The Moscow Declaration clearly provides a very good background of the extent of the road safety challenges and the concern that more than 90% of road traffic deaths occur in low- and middle-income countries and that in these countries the most vulnerable are pedestrians, cyclists, users of motorized two- and three-wheelers and passengers on unsafe public transport. It acknowledges efforts by various stakeholders to promote implementation of best practices.

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The Declaration also emphasizes that without appropriate action the problem will worsen and in the future, by the year 2020 road traffic deaths will become one of the leading causes of death particularly for low- and middle-income countries. The resolutions of particular interest for the IRF include:

- Make particular efforts to develop and implement policies and infrastructure solutions to protect all road users in particular those who are most vulnerable such as pedestrians, cyclists, motorcyclists and users of unsafe public transport, as well as children, the elderly and people living with disabilities;
- Encourage collaborative action by fostering cooperation between relevant entities of public administrations, organizations of the United Nations system, private and public sectors, and with civil society;
- Improve national data collection and comparability at the international level, including by adopting the standard definition of a road death as any person killed immediately or dying within 30 days as a result of a road traffic crash and standard definitions of injury; and facilitating international cooperation to develop reliable and harmonized data systems;

## 5. PLEDGES

There were a couple of pledges and commitments from different sectors towards achieving “the Make Roads Safe campaign’s recommendation of US\$ 300 million catalytic ‘start up’ global financing for road safety. The announcement by Bloomberg Philanthropies of a US \$125 million investment in global road safety, coupled with the FIA Foundation’s €10 million commitment to the International Programme; and a £1.5 million grant from the UK Department for International Development to the World Bank Global Road Safety Facility means pledges made in Moscow of more than USD \$ 140 million. In addition, the re-commitment of four major automotive companies to a second Global Road Safety Initiative, and the launch of the Global Helmet Vaccine Initiative with confirmed funding from the FIA Foundation and the World Bank Global Road Safety Facility demonstrate the increased potential for road injury prevention in the decade ahead.”

## 6. RECOMMENDATIONS

The first UN Global Ministerial Conference of Road Safety created a big awareness of the problems experienced with road safety and the consequences thereof. It is important to build on the momentum which has been created and to spread the message to all IRF members. It is also important to follow up on pledges made at the Conference and to explore linking onto some of the projects through partnerships and cooperation.

It is recommended that Moscow Declaration be sent to all IRF members with an urgent appeal to take the resolutions seriously and make special efforts to ensure that road infrastructure designs are safe irrespective of the requirements of the client bodies. This should be done through a Newsletter from the Safer Roads Working Group.

It is further recommended that the Safer Roads Working Group should create a continuous awareness through quarterly newsletters, which should reflect on activities of the working group and members of the working group. This should support the resolutions of the Moscow Declaration.

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## 7. ACKNOWLEDGEMENTS

The Chairman and secretariat of the Safer Roads Working Group would like to thank the IRF for the opportunity to participate in the UN Global Ministerial Conference on Road Safety and trust that it provided positive exposure for the IRF.

Hilton Vorster  
CHAIRMAN: SAFER ROADS WORKING GROUP

Date: 18 January 2010



PANEL DISCUSSION 5: SAFE ROAD INFRASTRUCTURE

MASTER PLANS FOR IMPROVING ROAD SAFETY IN LOW-  
AND MIDDLE INCOME COUNTRIES, TAKING INTO ACCOUNT  
VULNERABLE ROAD USERS

Almost half of those who die in road traffic crashes are pedestrians, cyclists or users of motorised two-wheelers – collectively known as “vulnerable road users”. Furthermore it was also found that 91% of road fatalities occur in low- and middle-income countries.

One of the challenges in these countries is that reliable accident data are not available. This leaves the traffic safety practitioners with two choices: wait until data are available or use a more pragmatic approach.

The paper describes a pragmatic process to develop road safety master plans utilising available information and involving communities to assist with identifying hazardous locations.

Locations involving vulnerable road users can then be isolated and measures implemented which focus on these road users. Road safety treatments applicable to vulnerable road users are identified and discussed in the paper to provide guidance to practitioners as to the most appropriate treatment for specific conditions. This then assists in creating safer road infrastructure.

However, it also indicates the importance of combining the provision of engineering measures with educational and awareness campaigns focussed on the vulnerable groups which are being targeted. These programmes include campaigns such as Youth and Road Safety Campaigns. Law enforcement programmes must also be included in the road safety programme. Instances where engineering measures cannot be applied can be addressed through law enforcement.



Hilton Vorster

Transport Engineer,  
Chairman of  
International Road  
Federation Safer  
Roads  
Working Group



Annexure B

**First Global Ministerial Conference on Road Safety: Time for Action**

**Moscow, 19-20 November 2009**

**Moscow Declaration**

We, the Ministers and heads of delegations as well as representatives of international, regional and sub-regional governmental and nongovernmental organizations and private bodies gathered in Moscow, Russian Federation, from 19–20 November 2009 for the First Global Ministerial Conference on Road Safety,

*Acknowledging* the leadership of the Government of the Russian Federation in preparing and hosting this First Global Ministerial Conference on Road Safety and the leadership of the Government of the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions,

*Aware* that as described in the 2004 World Health Organization/World Bank *World report on road traffic injury prevention* and subsequent publications, road traffic injuries are a major public health problem and leading cause of death and injury around the world and that road crashes kill more than 1.2 million people and injure or disable as many as 50 million a year, placing road traffic crashes as the leading cause of death for children and young people aged 5–29 years,

*Concerned* that more than 90% of road traffic deaths occur in low-income and middle-income countries and that in these countries the most vulnerable are pedestrians, cyclists, users of motorised two- and three-wheelers and passengers on unsafe public transport,

*Conscious* that in addition to the enormous suffering caused by road traffic deaths and injuries to victims and their families, the annual cost of road traffic injuries in low-income and middle-income countries runs to over USD 65 billion exceeding the total amount received in development assistance and representing 1–1.5% of gross national product, thus affecting the sustainable development of countries,

*Convinced* that without appropriate action the problem will only worsen in the future when, according to projections, by the year 2020 road traffic deaths will become one of the leading causes of death particularly for low-income and middle-income countries,

*Underlining* that the reasons for road traffic deaths and injuries and their consequences are known and can be prevented and that these reasons include inappropriate and excessive speeding; drinking and driving; failure to appropriately use seat-belts, child restraints, helmets and other safety equipment; the use of vehicles that are old, poorly maintained or lacking safety features; poorly designed or insufficiently maintained road infrastructure, in particular infrastructure which fails to protect pedestrians; poor or unsafe public transportation systems; lack of or insufficient enforcement of traffic legislation; lack of political awareness and lack of adequate trauma care and rehabilitation,

*Recognizing* that a large proportion of road traffic deaths and injuries occur in the context of professional activities, and that a contribution can be made to road safety by implementing fleet safety measures,

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*Aware* that over the last thirty years many high-income countries have achieved substantial reductions in road traffic deaths and injuries through sustained commitment to well-targeted, evidence-based injury prevention programmes, and that with further effort, fatality free road transport networks are increasingly feasible, and that high-income countries should, therefore, continue to establish and achieve ambitious road casualty reduction targets, and support global exchange of good practices in road injury prevention,

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

*Acknowledging* the work of the United Nations system, in particular the long standing work of the United Nations Regional Commissions and the leadership of the World Health Organization, to advocate for greater political commitment to road safety, increase road safety activities, promote best practices, and coordinate road safety issues within the United Nations system,

*Also acknowledging* the progress of the United Nations Road Safety Collaboration as a consultative mechanism whose members are committed to road safety and whose activities include providing governments and civil society with guidance on good practice to support action to tackle major road safety risk factors,

*Acknowledging* the work of other stakeholders, including intergovernmental agencies; regional financial institutions, nongovernmental and civil society organizations, and other private bodies,

*Acknowledging* the role of the Global Road Safety Facility established by the World Bank as the first funding mechanism to support capacity building and provide technical support for road safety at global, regional and country levels,

*Acknowledging* the report of the Commission for Global Road Safety *Make roads safe: a new priority for sustainable development* which links road safety with sustainable development and calls for increased resources and a new commitment to road infrastructure safety assessment,

*Acknowledging* the findings of the report of the International Transport Forum and the Organisation for Economic Co-operation and Development *Towards zero: ambitious road safety targets and the safe system approach* and its recommendation that all countries regardless of their level of road safety performance move to a safe system approach to achieve ambitious targets,

*Acknowledging* the findings of the World Health Organization/UNICEF *World report on child injury prevention* which identifies road traffic injuries as the leading cause of all unintentional injuries to children and describes the physical and developmental characteristics which place children at particular risk,

*Recognizing* that the solution to the global road safety crisis can only be implemented through multi-sectoral collaboration and partnerships among all concerned in both public and private sectors, with the involvement of civil society,

*Recognizing* that road safety is a 'cross cutting' issue which can contribute significantly to the achievement of the Millennium Development Goals and that capacity building in road traffic injury prevention should be fully integrated into national development strategies for transport, environment and health, and supported by multilateral and bilateral institutions through a better aligned, effective, and harmonized aid effort,

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*Conscious* that global results are the effect of national and local measures and that effective actions to improve global road safety require strong political will, commitment and resources at all levels: national and sub-national, regional and global,

*Welcoming* the World Health Organization's *Global status report on road safety* – the first country by country assessment at global level – which identifies gaps and sets a baseline to measure future progress,

*Also welcoming* the results of the projects implemented by the United Nations regional commissions to assist low-income and middle-income countries in setting their own road traffic casualty reduction targets, as well as regional targets,

*Determined* to build on existing successes and learn from past experiences,

Hereby resolve to:

1. Encourage the implementation of the recommendations of the *World report on road traffic injury prevention*,
2. Reinforce governmental leadership and guidance in road safety, including by designating or strengthening lead agencies and related coordination mechanisms at national or sub-national level;
3. Set ambitious yet feasible national road traffic casualty reduction targets that are clearly linked to planned investments and policy initiatives and mobilize the necessary resources to enable effective and sustainable implementation to achieve targets in the framework of a safe systems approach;
4. Make particular efforts to develop and implement policies and infrastructure solutions to protect all road users in particular those who are most vulnerable such as pedestrians, cyclists, motorcyclists and users of unsafe public transport, as well as children, the elderly and people living with disabilities;
5. Begin to implement safer and more sustainable transportation, including through land-use planning initiatives and by encouraging alternative forms of transportation;
6. Promote harmonization of road safety and vehicle safety regulations and good practices through the implementation of relevant United Nations resolutions and instruments and the series of manuals issued by the United Nations Road Safety Collaboration;
7. Strengthen or maintain enforcement and awareness of existing legislation and where needed improve legislation and vehicle and driver registration systems using appropriate international standards;
8. Encourage organizations to contribute actively to improving work-related road safety through adopting the use of best practices in fleet management;
9. Encourage collaborative action by fostering cooperation between relevant entities of public administrations, organizations of the United Nations system, private and public sectors, and with civil society;

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10. Improve national data collection and comparability at the international level, including by adopting the standard definition of a road death as any person killed immediately or dying within 30 days as a result of a road traffic crash and standard definitions of injury; and facilitating international cooperation to develop reliable and harmonized data systems;
11. Strengthen the provision of prehospital and hospital trauma care, rehabilitation services and social reintegration through the implementation of appropriate legislation, development of human capacity and improvement of access to health care so as to ensure the timely and effective delivery to those in need;

Invite the United Nations General Assembly to declare the decade 2011–2020 as the “Decade of Action for Road Safety” with a goal to stabilize and then reduce the forecast level of global road deaths by 2020;

Decide to evaluate progress five years following the First Global Ministerial Conference on Road Safety;

Invite the international donor community to provide additional funding in support of global, regional and country road safety, especially in low- and middle-income countries; and

Invite the UN General Assembly to assent to the contents of this declaration.

Moscow, Russian Federation

20 November 2009

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## REFERENCES

1. Commission for Global Road Safety. (2009) Make Roads Safe, A Decade of Action for Road Safety, Commission for Road