GLOBAL NETWORK

FOR ROAD SAFETY LEGISLATORS

MANIFESTO #4ROADSAFETY

PRIORITIES FOR ROAD SAFETY POLICY AND LEGISLATION 2020 & BEYOND

THE LEADERSHIP COUNCIL OF THE GLOBAL NETWORK FOR ROAD SAFETY LEGISLATORS

FRANCOIS BAUSCH, Minister for Sustainable Development and Infrastructure, Luxembourg;

HON ANDRIAN CANDU MP, Speaker of the Parliament, Moldova;

HON NIKORN CHAMNONG MP, President of the Ad-Hoc Committee on Road Safety System Reform, Thailand;

IHOR DIDENKO MP, Chairman of the Subcommittee on Road Traffic Security of Transport Parliamentary Committee of the Ukrainian Parliament;

GEN. MOHAMED ELSAYED TEAMA, Head of the Transport Committee, House of Representatives, Egypt;

JIM FITZPATRICK MP, Former UK Road Safety Minister & Vice-Chairman of the Parliamentary Council for Transport Safety, United Kingdom;

SENATOR ALEX GALLACHER, Co-Chair of the Parliamentary Friends of Road Safety Group, Australia;

NAIRA KARAPETYAN MP, Council of Europe Rapporteur on Road Safety & Public Health, Armenia;

DEITER-LEBRECHT KOCH MEP, Vice Chairman, European Parliament Committee on Transport & Tourism, Germany;

FEDERAL DEPUTY HUGO LEAL, President of the Parliamentary Front for Road Safety, Brazil;

HON GANESH MANDAL MP, Member of State Affairs Committee and former Medical Officer, Nepal;

HON LLEW O'BRIEN MP, Co-Chair of the Parliamentary Friends of Road Safety Group, Australia;

HON AMBASSADOR ADADI RAJABU MP, Chairperson of the Parliamentary Standing Committee on Foreign Affairs, Defence and Security, Tanzania;

HON CESAR SARMIENTO, Chairman, Transportation Committee, House of Representatives, Philippines;

OLGA SEHNALOVÁ MEP, Member of the European Parliament Committee on the Internal Market and Consumer Protection, Czech Republic;

HON JOSE E SERRANO, US House of Representatives, Member of the House Appropriations Committee, United States of America;

BARRY SHEERMAN MP, Chairman of the Parliamentary Council for Transport Safety and the Global Network for Road Safety Legislators, United Kingdom

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INTRODUCTION

Parliamentarians worldwide can play a decisive role to help make our roads safe and stop the carnage that kills about 3500 people every day. Despite rising motorization, better national road safety policies and laws have helped to mitigate the increasing global level of road fatalities. But much more needs to be done to reduce the epidemic of road deaths and serious injuries that cause so much avoidable human tragedy and unnecessary social costs. As part of the Sustainable Development Goals (SDGs), the United Nations (UN) now has an ambitious target to halve road deaths and injuries by 2020. There has never been a stronger mandate for Parliamentarians to provide strong leadership in support of the adoption of effective road safety policies and laws that will reduce death and serious injuries on the world's roads.

The Global Network for Road Safety Legislators has been established to serve as an open platform for Parliamentarians to exchange best practices in road safety policies and law-making, and to encourage more countries to adopt comprehensive and effective road safety strategies. The creation of the Network was proposed at a special meeting for Parliamentarians held at the 2nd Global High Level Conference on Road Safety in Brasilia in November 2015. The meeting recognised the serious shortfall in road safety policy and laws in many countries and decided to set up a global network for road safety legislators. In response, the World Health Organization (WHO), together with the Towards Zero Foundation, held an international workshop for road safety legislators in London in December 2016. This workshop adopted the Westminster Declaration and formally established the Global Network and its Leadership Council (see p32-33).

This Manifesto #4roadsafety is being launched by the Global Network during the 2017 UN Global Road Safety Week. Our Manifesto proposes ten key recommendations for Parliamentarians worldwide in support of the UN Decade of Action for Road Safety and the SDGs' target to halve road deaths and injuries by 2020. Included in these recommendations is full support for the implementation of the WHO's Save LIVES Technical Package which includes 22 evidence-based priority interventions that, if systematically applied by all UN Member States, would help close the legislative gap that currently inhibits progress towards the SDG casualty reduction target. The Manifesto also makes recommendations on the role of Parliamentarians in providing road safety leadership, the Safe System approach and speed management, occupational road safety, good governance in road injury prevention, funding for safety, the policies of the multilateral development banks, and the UN target for road safety in 2030.

The actions proposed in this Manifesto are urgently needed, because on present trends it is unlikely that the UN target to halve road deaths and injuries will be achieved. That is why we call on fellow Parliamentarians worldwide to support this Manifesto and join our campaign #4roadsafety.

BARRY SHEERMAN MP
Chairman of the Leadership Council of the Global Network for Road Safety Legislators

UN DECADE OF ACTION FOR ROAD SAFETY AND THE SUSTAINABLE DEVELOPMENT GOALS

Every year, 1.25 million people die in road traffic crashes and up to 50 million more suffer non-fatal injuries. An estimated 3% of gross domestic product is lost worldwide in road crashes, which are the main cause of death of young people aged 15-29 years[1]. Road traffic injuries have become a leading cause of mortality, and yet most road crashes are largely predictable and preventable.

Over the last fifteen years, road safety has emerged as a significant global public policy issue. In 2004, the WHO and the World Bank published the World Report on Road Traffic Injury Prevention[2] which warned that road traffic injuries "constitute a major public health and development crisis". In the same year, the UN General Assembly[3] invited the WHO to act as the UN's road safety coordinator, in collaboration with the UN regional commissions and to establish the UN Road Safety Collaboration (UNRSC). This was followed in 2006 by the launch of the Commission for Global Road Safety (see Box 1) under the chairmanship of Lord Robertson of Port Ellen which called for a first ever global ministerial conference on road safety and proposed a ten-year action plan to reverse the rising tide of road injuries[4].

The first global ministerial conference on road safety was subsequently held in Moscow 19-20 November 2009. The meeting adopted the Moscow Declaration which supported the call for a Decade of Action[6]. The following year the UN General Assembly adopted a resolution proclaiming the Decade of Action for Road Safety (2011-2020)[7] which was then officially launched on 11 May 2011 with the goal to "stabilize and then reduce" the predicted increase in road traffic fatalities. This was supported by a Global Plan[8] developed by the UNRSC, which provides recommended actions across five key policy pillars areas of road safety management, safer roads and mobility, safer vehicles, safer road users and post-crash response.

Although the Decade of Action represented long overdue recognition of road safety as a major global issue, it was still left out of the UN's 2000-2015 Millennium Development Goals (MDGs). This oversight made it harder for road injury prevention to mobilise the political and financial support it clearly deserves. It was, therefore, very significant that road safety was finally included in the new framework of SDGs[9] when they were unanimously adopted in by Heads of Government at the Sustainable Development Summit held at the UN in New York in September 2015.

The SDGs establish a set of goals and targets to be implemented by 2030 and which are "universally applicable" to all 193 UN Member States. Road safety is included in Goal 3 for Health with a target (3.6) which aims, by 2020, to halve the number of global traffic deaths and injuries. It also appears as part of Goal 11 for Cities with a target (11.2) which, by 2030, calls for "access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons". Finally, Goal 8 for Growth & Employment includes a call for safe working environments (8.8) which is relevant to occupational road safety.

The ambition to halve road traffic deaths and injuries by 2020 is significantly stronger than the original aim of the UN Decade of Action which was just "to stabilize and then reduce" road traffic fatalities (see Box 2). The new health target is, therefore, the UN's strongest ever commitment to road injury prevention. The aim to halve road deaths is also closely aligned with some other existing Decade of Action targets, such as those set by the African Union[10], the Association of South East Asian Nations (ASEAN)[11] and the European Union (EU)[12] and has also been endorsed by the 2nd Global High Level Conference on Road Safety held in Brasilia on 18-19 November 2015[13] and by the UN General Assembly[14] on15 April 2016. So now there is the clearest possible mandate for action by all Member States to reinvigorate their national road safety policies and laws.

Although no country is untouched by the problem of road traffic deaths and injuries, low-income countries have fatality rates more than double those in high-income countries, and account for a disproportionate number of deaths relative to their level of motorization. The African region has the highest rate fatalities per 100,000 population and Europe the lowest (see Box 3). The stark reality is that to achieve the SDG target will require all country income groups to make the following dramatic

Lord Robertson of Port Ellen speaking on road safety in the UN General Assembly

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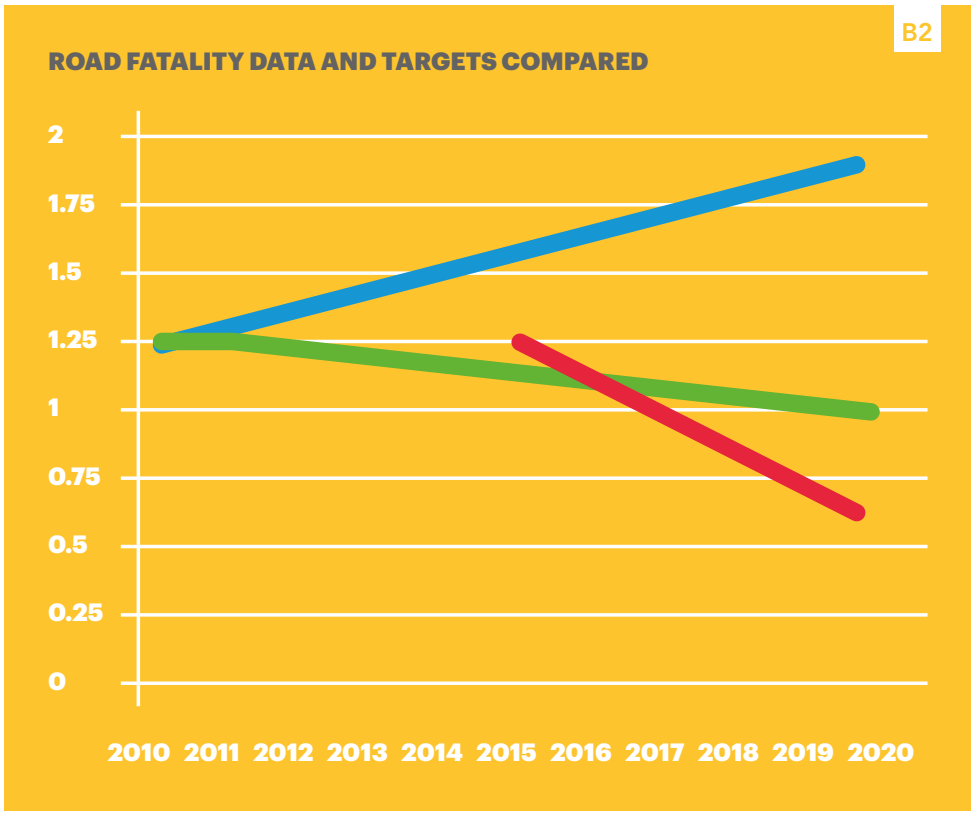
THE COMMISSION FOR GLOBAL ROAD SAFETY – LEADING A DECADE OF SUCCESSFUL ADVOCACY FOR ROAD INJURY PREVENTION 2006-2015

The Commission for Global Road Safety was established in 2006 on the initiative of the FIA Foundation under the Chairmanship of Lord Robertson of Port Ellen and the Patronage of His Royal Highness (HRH) Prince Michael of Kent. The Commission's aim was to raise the political response to the road injury epidemic, by defining an agenda of effective policy action, and ensuring that road safety be fully recognized by the UN as a global issue of sustainable development.

Over the next ten years, the Commission, together with the FIA Foundation and the Make Roads Safe campaign, played a leading role in global road safety advocacy and policy making. In a series of four influential reports[5] the Commission successfully called for:

- The first ever global Ministerial Conference on Road safety which was held in Moscow in November 2009.
- A Decade of Action for Road Safety which was launched by the UN in April 2011.
- A Global Plan for Road Injury Prevention based on the Safe System approach which was adopted by the UNRSC in 2011.
- The appointment by the UN Secretary General of a Special Envoy for Road Safety which resulted in the appointment of Jean Todt, President of the FIA, in this role in June 2015.
- The inclusion of road safety in the UN's post 2015 framework of Sustainable Development Goals which was agreed unanimously by UN member States in September 2015.

With all its major objectives achieved, in November 2015 the Commission's activities were concluded on the occasion of the 2nd Global High Level Conference on Road Safety held in Brasilia.



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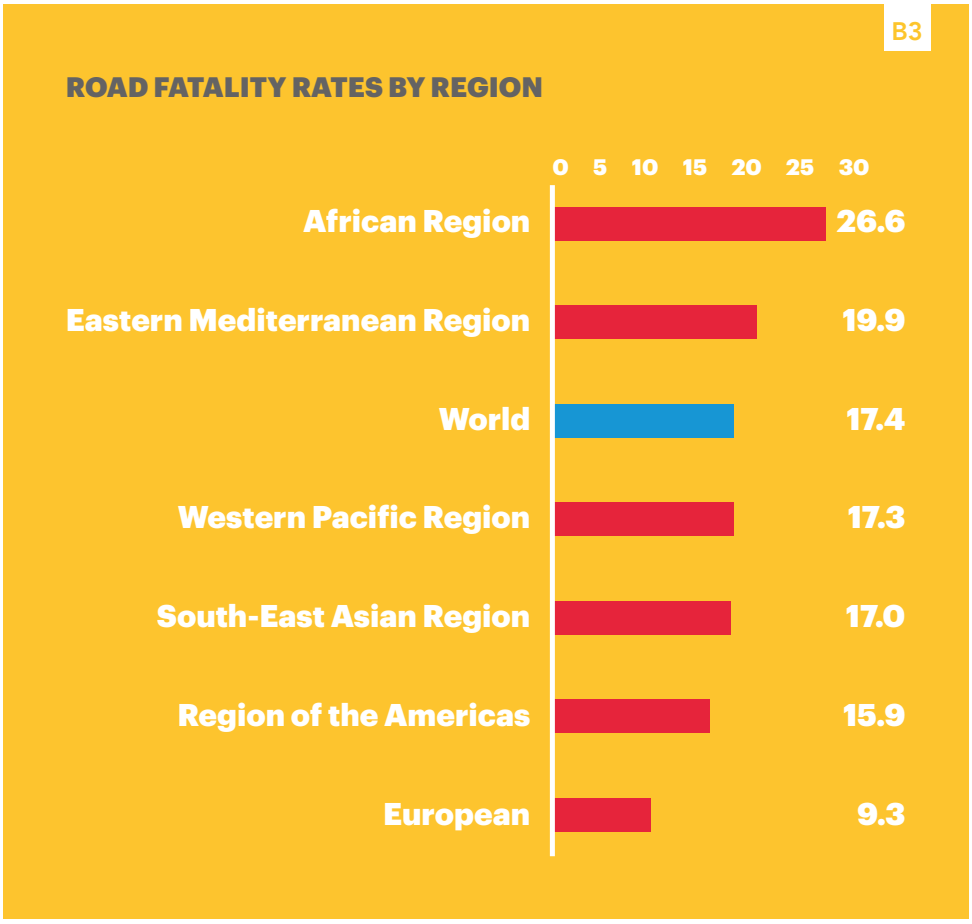

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improvements in their fatality rates by the end of the UN Decade of Action[15]:

- High Income Countries: from 8.7 per deaths per 100,000 in 2010 to 4 by 2020;
- Middle Income Countries: from 20.1 per deaths per 100,000 in 2010 to 7 by 2020;
- Low Income Countries: from 18.3 per deaths per 100,000 in 2010 to 12 by 2020.

The WHO's Global Status Report on Road Safety published in October 2015[16] showed that the level of road deaths has remained broadly constant since 2007 despite rising levels of population and motorisation. While global traffic fatalities have been fairly stable, a number of countries – predominantly high-income countries – were able to achieve record breaking year on year reductions. Much of this success is the result of improved legislation, enforcement, and making roads and vehicles safer.

Nevertheless, the Global Status Report revealed that worldwide 68 countries experienced an increase in road fatalities and recently there has also been a worrying slowdown and even reversal of the positive performance achieved by some high income countries[17]. Some of this can be attributed to recovery from the 2007/8 financial crisis. Reduced levels of economic activity and disposable income slowed traffic volumes lowering 'exposure' to injury risk particularly of young people[18]. With levels of traffic rising again, it is unfortunately not unexpected that the positive results achieved in high income countries have slowed or even been reversed.

There is also concern that the deterioration in performance has been exacerbated by evidence in some countries that fiscal constraints have reduced police enforcement against speeding, drink driving, and distracted driving. This issue has been raised, for example, in the UK by the House of Commons by Members of Parliament on its Transport Select Committee[19]. Whatever the underlying economic factors, the reverse of many years of sustained progress in high income countries is deeply disquieting and only reinforces the case for stronger action to restore the previous positive trends.

With just three years remaining for the UN Decade of Action, all countries, regardless of their income level, face a significant challenge to halve their level of road deaths and serious injuries. Nevertheless, this pledge was accepted universally by all UN Member States and remains a very significant commitment to action. Parliamentarians worldwide now have the opportunity and responsibility to adopt policy, legislation and budgets that will secure lasting reductions of death and injury on the world's roads. Urgent action is needed now because, on present trends, it is unlikely that the UN SDG target will be reached. If this happens, it will represent a tragic missed opportunity and a failure to apply known and effective policies to make roads safe.

Recommendation One
That Parliamentarians worldwide give their full support to the Manifesto #4roadsafety and call on UN Member States to urgently redouble their efforts in the Decade of Action for Road Safety to meet the SDG target to halve road traffic deaths and injuries by 2020.

PARLIAMENTARIANS AND ROAD SAFETY LEADERSHIP

Parliamentarians can play a crucial role in advancing road safety in their country. They can help to formulate effective national road safety policies and legislation; they can support adequate levels of funding for road injury prevention; they can promote oversight and accountability of government and public authorities on their road safety commitments; and they can engage with and represent the community to help make roads safe for all those they were elected to serve.

In adopting the SDGs, UN member states have made very significant national commitments, not least to road safety, and Parliamentarians can play a leadership role in securing their implementation. Indeed, the UN has strongly encouraged Parliamentarians to do so[21]. Furthermore, the Inter-Parliamentary Union (IPU) supports mainstreaming the SDGs into the work of parliaments worldwide[22] and is encouraging national self-assessments to benchmark performance on all the relevant targets. With road safety now included in the SDGs accompanied by a challenging casualty reduction target there has never been a better opportunity for Parliamentarians to take such action.

Political leadership in road safety is certainly a key ingredient to policy success. This is most likely to happen when there is strong high level engagement by senior government ministers, backed up by support in parliament. Frequently, individual Parliamentarians can serve as powerful agents for change and policy initiative. They can strongly represent the interests of communities that daily face the risk of road injury, they can provide leadership for specific road safety campaigns, and they can persuade governments to implement more effective policies. In the 1980s backbench, MPs in the UK led the final adoption of mandatory use of seatbelts which have since saved tens of thousands of lives. In 1996, Members of the European Parliament forced amendments to proposed EU crash test standards which resulted in the final adoption of much more stringent standards. Subsequently, these standards were adopted by the UN and today are the benchmark for occupant safety regulations being applied around the world. In 2002, President Chirac of France declared a "fight against poor road safety" which led directly to much stronger enforcement of speed limits and drink-driving infringements, combined with greater investment in public awareness campaigns, all of which contributed to a substantial reduction in road fatalities.

A striking feature of all these examples of political leadership is that they succeeded in obtaining the widest support amongst Parliamentarians from different parties. This consensual approach not only helped secure better legislation at the time but sustained policy commitments even as leadership changed and new administrations took office. One way of building support for road safety in parliaments is to establish All Party Friends Groups (APFG). Typically, an APFG will be formally recognised by the relevant parliament but are not official legislative committees. They have no statutory or legislative role but can serve as a focal point to promote discussion of a topical subject. APFG's organise periodic meetings, seminars, or visits to raise awareness of their issue on a non-party political basis. A number of such groups dedicated to road safety have been established around the world. Examples include the Australian Parliamentary Friends of Road Safety[23] and the United Kingdom's (UK) Parliamentary Advisory Council on Road Safety[24].

There is also considerable scope to improve cooperation between parliaments at regional and global levels. The task of implementing effective road safety policies and laws is complex and many countries have important experiences to share. The Global Network for Road Safety Legislators has been established to support this kind of exchange in best practice and to develop a global community of Parliamentarians inspired by the vision of a world entirely free from road fatalities and serious injuries.

In this work, we look forward to working closely with inter-parliamentary bodies such as the IPU and the Commonwealth Parliamentary Association. We welcome the IPU's strong commitment to mobilise parliaments on the global development agenda. A key part of the IPU's Strategy 2017-21 is support for 'Health and Well Being' and as part of this, we strongly encourage their engagement in road safety. Another strategic theme of the IPU supports inter-parliamentary dialogue and cooperation which also lends itself to stronger involvement in road safety.

Naira Karapetyan MP and Jim Fitzpatrick MP chairing the launch meeting of the Global Network for Road Safety Legislators

Recommendation Two

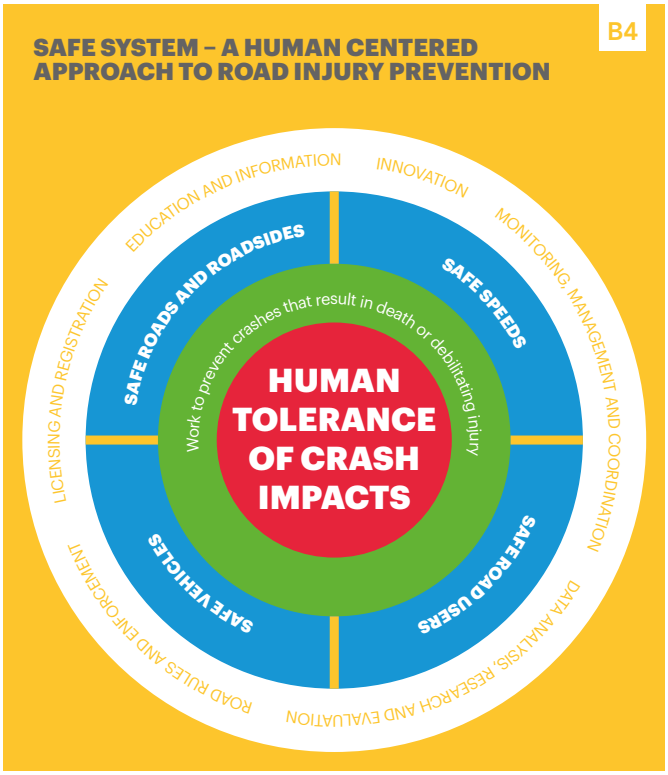
That Parliamentarians worldwide strongly support the development of effective road injury prevention programmes which apply best practice road safety laws supported by ambitious casualty reduction targets; that bi-partisan Friends of Road Safety Groups are established in national legislatures to support the UN Decade of Action and the road safety related SDGs; and that international parliamentary bodies such as the Inter Parliamentary Union and the Commonwealth Parliamentary Association include road safety in their activities supporting the SDGs and inter-parliamentary co-operation.

THE SAFE SYSTEM APPROACH

To be effective, any country's road safety strategy needs to be established on strong conceptual foundations. The Safe System approach is now widely recognised as a coherent and integrated framework for road injury prevention that is relevant to all countries. Its starting point is an ethically inspired perspective that there are no acceptable level of road deaths and serious injuries and that road users respecting the rules of their road networks have a right to expect that they should be safe. Our intrinsic human vulnerabilities are at the centre of the Safe System approach and from this flow a circle of protective interventions (See Box 4).

The four guiding general principles of the Safe System approach are:

- people make mistakes that can lead to road traffic crashes;
- the human body has a known, limited physical ability to tolerate crash forces before harm occurs;
- individuals have a responsibility to act with care and within traffic laws, but a shared responsibility exists with those who design, build, manage and use roads and vehicles to prevent crashes resulting in serious injury or death and to provide post-crash care; and
- in order to multiply their effects, all parts of the system must be strengthened in combination, and road users are still protected if one part fails.



Guidance on implementation of the Safe System approach is available in the OECD/International Transport Forum's (ITF)[25] recent report 'Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System'. It recommends that priority be given to policies and measures that achieve the fundamental goal of limiting crash forces to levels that do not exceed levels that will cause serious injury or death. This requires a combination of measures to prevent dangerous behaviours and ensure the use of safe vehicles on safe roads.

Speed management becomes a critical overall policy instrument where avoiding any impact above 30 km/h is a critical life-saving requirement. This is because an adult pedestrian has less than a 20% chance of dying if struck by a car at 50 km/h but almost a 60% risk of being killed at 80 km/h. In high-income countries, speed contributes to about a third of deaths on the roads. This increases to nearly half in low and middle income countries. And yet, a 5% decrease in average speeds can result in a 30% reduction in the number of fatal road crashes[26].

From the perspective of vulnerable road users, who account for nearly half of all road fatalities, it becomes clear why speed management lies at the heart of the Safe System approach. And this could not be more powerfully the case when it comes to protecting the most vulnerable of all, our children. Every day, approximately 3000 children and adolescents are killed or seriously injured in road crashes. No one could possibly argue that children are responsible for this appalling tragedy and so it must be the duty of governments and the wider community to make roads safe for children.

A prime example of this approach is the Safe Routes to School project of the Global Initiative for Child Health and Mobility which promotes the vision that every child will have a safe and healthy journey to and from school by 2030. (See Box 5). This highly focused campaign is obviously designed to protect children, but its practical impact would benefit the entire community. Because if road networks are all designed, built, and managed with child safety as a priority then it is certain that they will be safe for everyone.

There are some distinct features of the Safe System approach that make it a powerful framework for sustained and effective road injury prevention. It rejects the view

that road deaths and injuries are an inevitable price that must be paid for a highly motorised mobility system and challenges the public's frequently poor perception of risk. It avoids default to primary reliance on behavioural measures which was the tried and failed policy in high income countries in the 1950s and 1960s. Their attempts to eliminate human error by driver education eventually gave way to a more holistic strategy promoting a combination of stronger enforcement supported by public awareness campaigns, safer road design, and improved vehicles and vehicle technologies. This more effective strategy has helped to 'hard wire' safety into vehicles and road infrastructure rather than just pursue the impossible task of eliminating all human error on our roads.

The Safe System also embraces a performance dynamic that tries to ensure that all policy instruments are fully utilised. It encourages improvements in the 'supply side' of safety by promoting technological innovation, and it stimulates the 'demand side' by constantly identifying performance failures across the road transport system. In this way, the Safe System approach serves as a permanent stimulus or 'nudge[29]' to those responsible for road safety – the system managers – to think ambitiously and challenge their own and public perceptions about what can be achieved. An important consequence is that all casualty reduction targets are intermediate, in the sense that their achievement is not regarded as a total success but rather a reason for reassessment and renewal. This prevents any target becoming a measure of an acceptable level of fatality.

Sweden and the Netherlands were the countries that originally pioneered the Safe System approach, otherwise knows as Vision Zero and Sustainable Safety, respectively. Vision Zero was adopted by the Swedish Parliament in 1997 and its principles were subsequently applied across all the country's modes of transport. In 2016, Anna Johansson, the Minister of Infrastructure, issued a 'Renewed Commitment to Vision Zero' which reinforces the country's intention to maintain Safe System for all future initiatives in transport safety[30]. A similar Sustainable Safety policy was developed in the Netherlands in the 1990s by the Dutch Institute for Road Safety Research (SWOV) to promote "inherently safe road traffic'. Subsequently, variations of a Safe System have been adopted by, among others, Australia, Luxembourg, New Zealand, the United Kingdom, and at a regional level also by the European Commission[31]. Around the world major cities are doing the same with mayors taking a prominent leadership role. For example, in New York City, Mayor Bill de Blasio has stated that "no level of fatality on city streets is inevitable or acceptable" and the city would "no longer regard traffic crashes as mere 'accidents', but rather as preventable incidents that can be systematically addressed"[32].

With the Safe System approach now at the centre stage of road safety policymaking at the global, national, and local levels, the urgent task is to encourage its practical application by all UN Member States, particularly low and middle income countries. The ITF has strongly recommended "that all countries, regardless of their level of road safety performance, move to a Safe System approach to road safety"[33]. This is because its four guiding principles are based on universal applicable laws of physics and the limited tolerance of the human body to uncontrolled kinetic energy. Of course, the policies and measures that will be most effective depend on the different characteristics of each country's road transport system and the effectiveness of speed management. This largely depends on different road transport modes in use and the injury profile they generate. It is essential to prioritise those measures which are most relevant to the actual circumstances prevailing in each country and then effectively apply them. This will be discussed in the following section.

Recommendation Three
That Parliamentarians worldwide encourage the adoption of the Safe System Approach applied to their own countries priorities for road injury prevention with improved speed management serving as a critical overall policy instrument.

B5

A SAFE & HEALTHY JOURNEY TO SCHOOL FOR EVERY CHILD BY 2030

Every day more than 3000 children and adolescents – a number equivalent to the student population of two large schools – suffer a road traffic death or serious injury. Road danger and air pollution blight the school journeys and lives of millions more. The health burden to children caused by motorised traffic constitutes a major obstacle to child development and an unacceptable and preventable human tragedy.

The Global Initiative for Child Health & Mobility is a coalition of organisations (UNICEF, UNEP, Overseas Development Institute, Save the Children, World Resources Institute, and the FIA Foundation) working together to support the objective of a safe and healthy journey to school for all children by 2030. They are promoting practical and cost-effective solutions based on Safe System transportation design and urban planning; such as safe footpaths, cycle lanes and lower vehicle speed limits; legislation and interventions for motorcycle helmet and seat belt use and safe & affordable public transport; and supporting environmental policy measures to improve air quality.

A child in Africa is twice as likely to die on the roads as a child in any other region. Unlike their peers in wealthier regions, the vast majority of schoolchildren in urban Africa – over 80% in one study – walk to school, and they usually do so unaccompanied[27]. To encourage safe routes to school, the Global Initiative is working with the non-government organization Amend[28] to support School Area Road Safety Assessments and Improvements. These encourage investment in footpaths and safe crossing points, and promote vehicle speed reduction by road design and traffic calming. Amend's work in Tanzania, with support from the FIA Foundation, have prevented one road traffic injury for every 286 at-risk children, reducing injury rates by at least a quarter, and serious head injuries by half. This approach benefits not only children, but all road users on a continent where at least 50% of people do not have access to a car.

ROAD SAFETY POLICY AND LEGISLATIVE PRIORITIES

Despite the imperative of the UN Decade of Action, many UN Member States still have not implemented comprehensive national road injury prevention policies and plans and there are major gaps in related legislation. This is evident from the third Global Status Report on Road Safety published by the WHO in 2015[34]. The report reveals that many countries have not done enough to implement known and effective road injury prevention policies and legislation that would help reduce their level of road deaths and injuries.

The WHO report warns that most countries do not meet best practice in laws on key behavioural risk factors, including speeding, drink–driving, non-use of motorcycle helmets, seatbelts and child restraints. Seatbelt laws that meet best practice by including rear seat passengers as well as front occupants apply in 105 countries. National helmet laws that apply to all drivers and passengers, to all engine types, and require the helmet to be properly fastened, are found in only 70 countries, while only 34 out of these countries also apply a helmet standard. Only 34 countries globally have national drink–driving laws in line with best practice (i.e., with a BAC of less than or equal to 0.05 g/dl as well as lower limits of less than or equal to 0.02 g/dl for young and novice drivers). Furthermore, the potential positive impact of these laws in many countries can be undermined by weak enforcement resulting from inadequate resources, administrative problems and corruption.

The Global Status Report also shows that a majority of countries do not yet apply the UN's most important vehicle safety regulations. For example, less than 50 countries apply the crash protection standards for front and side impact or make the anti-skid device electronic stability control mandatory. Independent crash tests supported by the Global New Car Assessment Programme (Global NCAP) in India, South East Asia and Latin America have revealed that millions of new cars today sold in emerging markets are zero rated for safety and would fail to pass standards that have been mandatory for years in high income countries[35]. (See page 17).

The WHO also warns that roads continue to be designed and built without sufficient attention to the needs of the most vulnerable road users. Too often new road infrastructure is built using measures of efficiency that promote speed. As a result, pedestrians and cyclists are forced to share the road with high speed vehicles that expose them to avoidable danger. The Global Status Report found that, of 92 countries promoting walking and cycling, only 30 had urban speed laws in line with best practice. There are, however, guidelines available that would enable safety to be built into road nfrastructure rather than treated as an afterthought. The Global Street Design Guide, for example, provides design guidance that put people first and shift the parameters in favour of safety, accessibility and mobility for all road users[36]. Another important initiative is the 'Three Star Coalition' which is advocating that all roads in developing countries be built to a minimum three-star safety standard for all road users using the rating system of the International Road Assessment Programme (iRAP). (See page 25).

The WHO has now developed a comprehensive road safety technical package to galvanise stronger action by governments in support of the UN Decade and the SDGs. The core components of the Save LIVES technical package are Speed management, Leadership, Infrastructure design and improvement, Vehicle safety, Enforcement of traffic laws and post-crash Survival[37]. The technical package has 6 components and 22 evidence-based priority interventions (See Box 8) which, if systematically applied by all UN Member States, would help close the legislative gap that currently inhibits progress towards the SDG casualty reduction target.

An overarching priority of the package is a strong commitment to more effective speed management. In general terms, the higher the speed, the higher the crash risk and the greater severity of injuries in such a crash[38]. There is strong evidence that wherever motorised traffic mixes with vulnerable road users, such as pedestrians, cyclists and mopeds, the speed limit should be set at or under 30 km/h.

Another important WHO recommendation is the appointment of a lead agency with the authority and responsibility to make decisions, control resources, and coordinate the efforts of all sectors of government, including health, police and transport. The precise model for national lead agencies can vary from country to country but they will all benefit from strong and preferably bi-partisan support from parliamentarians and government ministers. In Jamaica, for example, successive Prime Ministers have served as Chairman of the country's National Road Safety Council which has ensured a strong high level political commitment to road safety.

B6

WHO SAVE LIVES TECHNICAL PACKAGE – RECOMMENDED INTERVENTIONS

S	Speed management	Establish and enforce speed limit laws nationwide, locally and in cities Build or modify roads which calm traffic, e.g. roundabouts, road narrowing, speed bumps, chicanes and rumble strips Require car makers to install new technologies, such as intelligent speed adaptation, to help drivers keep to speed limits
L	Leadership	Create an agency to spearhead road safety Develop and fund a road safety strategy Evaluate the impact of road safety strategies Monitor road safety by strengthening data systems Raise awareness and public support through education and campaigns
I	Infrastructure design and improvement	Provide safe infrastructure for all road users including sidewalks, safe crossings, refuges, overpasses and underpasses Put in place bicycle and motorcycle lanes Make the sides of roads safer by using clear zones, collapsible structures or barriers Design safer intersections Separate access roads from through-roads Prioritise people by putting in place vehicle-free zones Restrict traffic and speed in residential, commercial and school zones Provide better, safer routes for public transport
V	Vehicle safety	Establish and enforce motor vehicle safety standard regulations related to: • seatbelts; • seatbelt anchorages; • frontal impact; • side impact; • electronic stability control; • pedestrian protection; and • ISOFIX child restraint points Establish and enforce regulations on motorcycle anti-lock braking and daytime running lights.
E	Enforcement of traffic laws	Establish and enforce laws at national, local and city levels on: • drinking and driving; • motorcycle helmets; • seatbelts; and • child restraints
S	Survival	Develop organised and integrated prehospital and facility-based emergency care systems Train those who respond to crashes in basic emergency care Promote community first responder training

A vital role for a lead agency is also to ensure that there is a strong evidence base for their proposed measures. For this to happen, reliable data collection and analysis is necessary[39]. It will help document the nature and magnitude of the problem, determine which policy measures will be most effective, and how best to allocate resources and measure progress. Accurate injury surveillance systems and using internationally recognized definitions (such as the rule counting a road fatality as a person dying within 30 days of the incident) are vital to avoid underreporting and to ensure that true costs of road trauma are calculated. Good data measurement makes it more likely that good road safety management will follow.

WHO hopes the package will assist road safety decision-makers and practitioners to make sustained progress in reducing road traffic injuries in the next five years and beyond. And Parliamentarians can become leading champions for its implementation by using the package to review and benchmark their own country's road safety performance and policies.

There is a wide body of expertise already available. For example, in 2013 the WHO published a resource manual to strengthen road safety legislation[40] which describes methods for enacting new laws or amending existing ones relating to the key behavioural risk factors, as well as post-crash care. The manual can help parliamentarians and policymakers to review current national legislation and regulations and overcome barriers to the implementation of effective road safety measures, and identify available resources, and evidence-based guidance on effective measures, to improve legislation.

At first sight it may appear that implementing the WHO package would involve a complex process of developing new legislative proposals. However, many of the recommended interventions are based on existing UN standards available to all UN Member States through a series of conventions and legal agreements concerning road user behaviour, vehicles, and infrastructure managed by the United Nations Economic Commission for Europe (UNECE)[41]. Indeed, a major aim of the current UN Decade of Action is to encourage more countries to become contracting parties to these agreements and implement their safety requirements. This was recently reinforced in a Ministerial Declaration adopted by the UNECE in February 2017 which called on UN Member States "to take a safe-system approach, to contribute to the development of voluntary road safety targets and indicators and to reinforce their collective efforts to improve traffic safety in all inland modes of transport and in particular to take concerted and effective action to reduce road fatalities by half by 2020"[42].

To ensure that the UN Decade of Action has a successful outcome it is critical that as many countries as possible use the Save LIVES package as a basis to reenergise their national road safety policies and update their legislation. This will help to accelerate road injury reduction by 2020 but also put in place a long lasting institutional and legislative framework that can achieve sustained progress in the ten years to 2030.

Recommendation Four

That Parliamentarians worldwide review their national road safety policies and legislation, support implementation of the recommended priority interventions from the WHO's Save LIVES technical package, and advocate for greater adoption and application of the UN's road safety related transport conventions and agreements.

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ROAD SAFETY AT WORK

Road crashes at work are an unfortunate and frequently tragic everyday occurrence. It has been estimated, for example, that in Australia, the EU and the USA, work-related motor vehicle crashes cause between a quarter and over a third of all work-related deaths[43]. Driving for work increases injury risk as more and longer journeys are taken, raising exposure to crash incidents. Improving occupational road safety, therefore, can contribute significantly to achieving national road injury prevention targets. The importance of a safe working environment is also recognised in SDG 8.8 and should be considered relevant to the UN's other road safety related goals for Health and Cities.

For many businesses, driving for work purposes is the greatest risk faced by their employees. Both to meet their duty of care to their workforce and to promote their company's productivity, there is a strong imperative to enhance occupational road safety. And there are powerful incentives for employers to improve their road safety performance. Organisations that have invested in road safety initiatives typically benefit from an improved safety culture, safety outcomes and lower operating costs. For example, cost savings include decreased insurance premiums, and less fuel use, vehicle maintenance, fleet damage and loss of staff availability due to crash related injuries.

To achieve these positive results requires leadership and the application of management systems that prioritise good safety performance. There are now a growing number of initiatives to assist organisations, both public and private, to improve their safety practices. In 2012, the International Standards Organisation (ISO) released a new standard ISO 39001 for "Road Traffic Safety Management". The standard has been developed to assist in managing and improving road safety performance within an organisation. It provides a structured and holistic approach to promote the reduction of work related road safety risk. The Network of Employers for Traffic Safety has also developed a handbook of recommended best practices and a fleet safety benchmarking programme. To encourage fleet managers to choose safer vehicles, Global NCAP has developed purchasing guidelines that promote buying 'five star' rated models (see box 7). Training in occupational road safety is now available through courses such as the international diploma scheme run by the Eastern Alliance for Safe and Sustainable Transport (EASST) with Cranfield University. At a national level too there are good examples of collaborative partnerships to promote workplace safety such as National Road Safety Partnership Program (NRSPP) in Australia and Driving for Better Business in the UK. Both help organisations to build and implement effective occupational road safety strategies.

These efforts to promote workplace road safety need to be encouraged globally by the application of relevant international standards such as the International Labour Organization's (ILO) Occupational Health and Safety Convention (P155) and Protocol which contains provisions relevant to road injury prevention. The ILO, especially in the context of SDG 8.8, can play an increasingly important role in workplace road safety, particularly through its 'Decent Work Agenda' and its flagship programme on Occupational Safety and Health (OSH) Global Action for Prevention[44]. In 2015, the ILO published a report on priority health & safety issues in the road transport sector which highlights a range of critical topics including requirements to address driver working time, training and licensing[45].

All these matters lend themselves to appropriate legislative action and parliamentarians can play their part by reviewing the national workplace safety laws and procedures to ensure that they are increasingly aligned with recommended international best practice. This would be assisted if the UN could develop a set of guidelines that set out a framework of minimum regulatory standards for workplace safety.

Recommendation Five
That Parliamentarians worldwide support policies that promote occupational road safety and to review their national laws and procedures to ensure that they are aligned with recommended international best practice, and to encourage the UN to develop a set of global guidelines for minimum regulatory standards for workplace road safety.

B7

NCAPS – PROMOTING FIVE STAR SAFETY

New Car Assessment Programmes (NCAPs) help to create a market for safety by providing independent safety rating of motor vehicles. Scores from zero to five stars are awarded to car models in tests that measure performance in crash protection and avoidance. A zero star car typically would fail to pass the UN's most important crash test standards whilst a five star result far exceeds minimum regulatory requirements.

The first NCAP was launched in 1978 by the US National Highway Traffic Safety Administration. There are now nine NCAPs active in Australia, China, Europe, Japan, Latin America, South East Asia, South Korea and the US and they have proved to be highly effective in improving vehicle safety. In emerging markets in India, Latin America and South East Asia major manufacturers are still producing new cars that would fail UN standards and score zero stars in NCAP tests. Zero star cars often suffer from weak body shell strength, lack of airbags and non-fitment of the life-saving anti-skid device, electronic stability control (ESC).

Global NCAP (which serves as a platform for co-operation among NCAPs) has launched a #nozerostarcars campaign to try to eliminate production of such sub-standard cars and has proposed a road map of improved vehicle safety regulation to 'democratise' car safety worldwide by 2020[46]. They are calling for universal application of the UN's front, side and pedestrian crash tests and for mandatory ESC in all new passenger cars by 2020. This demand for standardisation of the most important vehicle safety standards has been endorsed by both the 2nd Global High level Conference on Road Safety and the UN General Assembly. To promote workplace safety, Global NCAP recommends that fleet managers purchase NCAP rated five star models wherever possible but not less than 4 stars and never buy vehicles that fail the UN's most important safety regulations.

GOOD GOVERNANCE AND ROAD SAFETY

Good governance is a prerequisite of effective road injury prevention, and it is not hard to see why this should be so. The hallmarks of good governance are accountability, transparency, inclusiveness, cost effectiveness, and promotion of the rule of law. All these characteristics are necessary attributes for successful implementation of the Safe System approach to road injury prevention.

Success in road injury prevention takes years of patient application of effective policy measures delivered through multi-sector collaboration which involves different government departments, agencies, interacting with civil society and the private sector. This requires a partnership approach in which all relevant stakeholders recognise their role and responsibility to sustain a safe mobility system. To sustain such a partnership requires a shared commitment that can only be built on trust and cooperation to achieve common goals. This only happens when national road safety plans are based on reliable data and surveillance systems that can provide the evidence to support measures that are applied consistently and transparently. As was stated earlier, when road injury is measured properly, its prevention will be managed more effectively and, if what is measured is also shared with the public, it is more likely to obtain community support.

Principles of good governance have wide application to road safety policies for road users, vehicles and roads. Strong enforcement, for example, is essential in tackling the key risk factors of inappropriate speed, impaired driving, use of helmets and seat belts. And the effectiveness of enforcement depends crucially on its credibility and consistency with the rule of law. According to Transparency International's 2016 Corruption Perception Index, many lower-ranked countries in their survey are plagued by untrustworthy and badly functioning public institutions like the police and judiciary. Unfortunately, in too many countries, road traffic police suffer from such corruption issues, prompted by poor employment conditions and lack of training which undermine both public trust and effective enforcement of traffic rules.

Similar issues arise with driver and vehicle licensing and roadworthiness systems. These are important as they represent entry points for both users and vehicles into the road network that can positively influence safety outcomes only when working efficiently. For example, the deterrent effects of loss of a driving licence become redundant if they can be obtained corruptly or if penalties can be avoided through bribes. The same risk occurs if vehicles are approved for sale even when they fail to meet regulatory requirements or periodical inspection and when maintenance systems are not properly enforced.

Good governance also has a major role to play in the design, construction and management of road infrastructure projects. Transparency International estimates that mismanagement, inefficiency and corruption range from 10% to 30% of infrastructure project values. Such losses occurring in road construction limit the potential of safety assessment and audits to improve design and reduce resources for road safety related engineering. The transparency and reliability of basic road traffic data collection systems is another test for the quality of governance of public authorities. If levels and types of road injury are not measured accurately then it is very hard to develop effective policies to reduce them.

There is great potential, however, to promote good governance as an integral part of road injury prevention. In the area of police enforcement, for example, there are opportunities to improve the quality of road traffic policing by sharing good practice, providing training, the introduction of new technologies, and improvements and reform of enforcement systems. A project in Moldova, for example, led to a wholesale reorganisation of road policing and simple measures to promote transparency and tackle petty corruption, such as requiring that police officers wear easily identifiable name tags. The Government of Moldova requested an exchange programme involving experts from Georgia and the UK, organised by EASST with support from the World Bank[47]. A critical factor in the success of the project was taking good practice from another East European country –ensuring that lessons were understood and transferable – as well as a country with more developed systems for road policing.

In recent years, the UN, the Multilateral Development Banks (MDBs) and some key bilateral donors have become increasingly interested in good governance as a development issue and have committed significant resources to this programme area. The World Bank, for example, has committed 10% of its lending,

Reform of Moldova's road traffic police has improved public support for enforcement saving lives

amounting to $6.0 billion to improve accountability of public institutions and rule of law. In the Infrastructure sector, the Construction Sector Transparency Initiative (CoST) is an important example of how transparency can help to inform and empower citizens, enabling them to hold decision-makers to account[48]. CoST promotes transparency by disclosing data from public infrastructure investment. Informed citizens and responsive public institutions can then lead to the introduction of reforms that will reduce mismanagement, inefficiency, corruption and the risks posed to the public from poor infrastructure.

In supporting the SDG road safety goals, therefore, it would make sense for the donor community to include road safety projects within the scope of their wider programmes of investment in good governance. Likewise, Parliamentarians, both in exercising their oversight responsibilities of public authorities and in representing local communities, can champion the practical application of good governance principles to their countries road injury prevention policies. If they do so they will find road safety can quickly deliver tangible evidence of the power of good governance to ordinary citizens by saving their lives and avoiding injury.

Recommendation Six
That Parliamentarians worldwide support the application of good governance principles to national road injury prevention programmes and greater effort by the donor community to improve the accountability, transparency, and inclusiveness of their road safety projects.

INTEGRATING ROAD SAFETY WITH SUSTAINABLE TRANSPORT POLICIES

The UN's aim to substantially reduce road traffic deaths and serious injuries is one part of a series of challenges to make our transport systems more sustainable. Population growth, rapid urbanisation and rising levels of motorisation generate interrelated social and environmental problems. This is recognised in the SDGs which simultaneously aim to tackle climate change, air pollution, and road injury.

There is a growing consensus that our mobility systems must become more accessible, cleaner, and safer. This was a central outcome of the New Urban Agenda[49] adopted at the Habitat III conference held in October 2016 which includes a strong commitment to road safety (see box 8). Similarly the entry into force of the Paris climate change accord in November 2016 has given renewed impetus to reduce carbon emissions, inter alia, by improving vehicle fuel economy. As was made clear at the UN's first-ever Global Sustainable Transport Conference, held in Ashgabat, Turkmenistan, in November 2016, an integrated approach is needed to better balance the important benefits of motor vehicle use with the serious costs associated with air pollution, carbon emissions, and road injury[50].

Just as road safety requires a paradigm shift to a Safe System so there are calls for a similar conceptual shift in transport. The traditional response to increased motorisation has been to provide additional infrastructure. However, with the world's motor vehicle fleet forecast to double over the next decade, this accommodative approach is no longer feasible. An alternative concept known as 'Avoid-Shift-Improve' is now widely endorsed, most recently by the UN Secretary-General's High-Level Advisory Group on Sustainable Transport[51] as the best strategy to follow.

'Avoid-Shift-Improve' seeks to reshape the structure of both demand and supply for transport away from inefficient or avoidable travel, through a combination of better urban planning, modal shift and technology innovation. This offers the potential to reshape urban environments in ways that prioritise people rather than vehicles and promote a combination of public and non-motorised transport promoting healthy life styles as well as better air quality. It is striking how similar this strategy is to the Safe System approach which aims to avoid, redirect and reduce uncontrolled crash forces to reduce the risk of injury.

The synergies between these two strategies are clear and the new impetus in support of sustainable transport offers great potential to scale up the global effort to reduce road deaths and serious injuries. Integrating road injury prevention with measures to promote fuel economy and air quality offers multiple co-benefits. Better speed management, for example, is a well proven measure to lower rates of road traffic injury but which also result in improved vehicle fuel economy and emissions control, and reduced congestion and noise.

Recommendation Seven
That Parliamentarians worldwide support the integration of road injury prevention with policies promoting sustainable development such as speed limits which will both reduce casualties and vehicle emissions and by prioritising non-motorised transport.

B8

HABITAT III NEW URBAN AGENDA – THE QUITO DECLARATION AND ROAD SAFETY

113. We will take measures to improve road safety and integrate it into sustainable mobility and transport infrastructure planning and design. Together with awareness-raising initiatives, we will promote the safe-system approach called for in the Decade of Action for Road Safety, with special attention to the needs of all women and girls, as well as children and youth, older persons and persons with disabilities and those in vulnerable situations. We will work to adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility, with a view to broader health outcomes, particularly the prevention of injuries and non-communicable diseases, and we will work to develop and implement comprehensive legislation and policies on motorcycle safety, given the disproportionally high and increasing numbers of motorcycle deaths and injuries globally, particularly in developing countries. We will promote the safe and healthy journey to school for every child as a priority.

THE ROLE AND POLICIES OF THE MULTILATERAL DEVELOPMENT BANKS

The Multilateral Development Banks (MDBs) – namely the African Development Bank (AfDB), Asian Development Bank (AsDB), Development Bank of Latin America (CAF), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), Inter-American Development Bank (IADB), Islamic Development Bank (IsDB) and the World Bank play a major role in investment in sustainable transport and over the last decade have become increasingly active in a range of road safety related initiatives.

In 2006 the World Bank launched the Global Road Safety Facility (GRSF) to strengthen country road safety capacity, scale up financial support for road injury prevention, and mainstream road safety into their own road transport investments[53]. From a relatively modest level of donor support, the GRSF has succeeded in leveraging an impressive 634% increase in World Bank road safety activities. In fiscal year (FY) 2016, GRSF invested $3.75 million to its portfolio of global road safety activities, which contributed to an additional $411 million in road safety lending activities via World Bank financed operations. On average, each dollar of grant funding provided by GRSF resulted in $39 spent directly on road safety through World Bank project lending.

Together the MDBs launched an important effort to support harmonisation of their road safety policies in 2009. In advance of the first Global Ministerial Meeting on Road Safety held in Moscow in November that year, the MDBs issued a 'Joint Statement on a Shared Approach to Managing Road Safety' supporting exchange of best practice application of common standards based on Safe System principles. Although there are significant differences in the MDBs individual mandates, the Joint Statement acknowledged that there could be considerable benefit from the adoption of similar policies and procedures in their road safety lending portfolios. In principle, greater harmonisation could improve donor coordination, reduce administrative burdens, and, most importantly, achieve stronger road safety outcomes.

To further promote these aims, the MDB Road Safety Initiative was established in 2011 which is now part of the MDB Working Group on Sustainable Transport. In 2014, the MDBs issued Road Safety Guidelines that set out a common framework for road safety screening of road infrastructure investments. The guidelines include a check list to ensure early project evaluation of possible road safety deficiencies or opportunities for improvement[54]. These joint activities are welcome and increasingly important as the MDBs are

B9

3 STAR COALITION

The 3 Star Coalition, led by the Global Fund for Health[52], is advocating for the design and construction of safer roads in low and middle income countries. They are calling for roads in developing countries to be built to a minimum three-star safety standard for all road users. The three star standard is deemed both affordable and safe by iRAP, a charity dedicated to preventing road deaths.

iRAP has developed an engineering-based system for rating the safety of a road on a scale from one to five stars, considering the safety of all road users, including pedestrians, bicyclists and motorcyclists in addition to that of vehicle occupants. iRAP has determined that a three star rating for all road users is economically viable and should be implemented on all road projects. According to iRAP, every additional star can reduce the number of crash-related injuries on a road by approximately half.

A number of countries are now using the iRAP rating system to benchmark their road infrastructure. For example, the Netherlands has committed to a three star minimum on all national roads by 2020; Sweden to a three to four star minimum on 75% of all roads by 2020; and New Zealand to a four star minimum for all roads of national significance. The 3 Star Coalition is now encouraging the World Bank and the other MDBs to adopt a three star standard. In support of this, in a bi-partisan initiative, forty-nine members of the US Congress wrote in 2015 to the World Bank's President, Jim Yong Kim, encouraging him to ensure a minimum 'three star' safety performance on all Bank-funded roads.

contributing significant resources to road infrastructure investment in low and middle income countries. In 2012, for example, at the RIO+20 UN Conference on Sustainable Development, the nine MDBs made commitments amounting to $175 billion in loans and grants for sustainable transport by 2022. Road projects account for the largest share of this new investment and will have a critical impact on road safety in the recipient countries.

The MDBs acknowledge that more still needs to be done to fully mainstream road safety into their country operations. Concerns remain that road construction projects can still be found in which higher speeds are used as a key performance indicator of project efficiency. Such shortsighted approaches totally fail to apply Safe System safeguards about human vulnerability to impact injury.

Another area that requires attention is the professional quality and standards applied to road safety audits and inspections. An important step forward would be the widespread adoption of a 'three star' standard for all new roads in developing countries as recommended by iRAP and the 3 Star Coalition - see Box 9.

A new and important commitment to mainstreaming road safety has recently been made by the World Bank with the adoption of updated environmental and social safeguard policies. The Bank's Environmental and Social Framework (ESF) was adopted in 2016 and is specifically designed to support the SDGs[55]. For the first time, the new ESF includes traffic and road safety in a section dedicated to Community Health and Safety (See Box 10).

The World Bank describes the new ESF as representing the "core values of the institution" and so the inclusion of road safety is a very significant commitment[56]. The ESF will not be fully implemented until 2018 and the Bank is currently examining how the new ESF will be practically applied. There is clearly an opportunity for the Bank to build on the current MDB Road Safety Guidelines and tackle those areas already identified as weaknesses in current policy and procedures. It will also be very important that the World Bank's inclusion of road safety in its safeguard policies are also carried over to the policies and practices of the other MDBs.

Ultimately, the effectiveness of the new World Bank ESF and the MDB Joint Road Safety Initiative will depend on strong engagement with the governments and communities of borrower countries. We must move decisively beyond the tendency to treat road safety as a secondary issue to be treated with retrofit remedial measures that would be unnecessary with better original design. This step change in procedure requires that the MDBs, firstly, ensure that both the human and financial consequences of neglecting road safety are fully included in the cost benefit analysis of projects; and secondly, that these avoidable costs are made clear to ministers, Parliamentarians and local communities of the client country; and thirdly, apply Safe System principles to all their road investments.

Recommendation Eight
That Parliamentarians worldwide encourage the MDBs, to strengthen their road infrastructure project evaluation procedures to ensure that traffic injury costs are fully identified; to apply a minimum 'three star' safety performance on all their road investments; and to update the Road Safety Guidelines of their Joint Road Safety Initiative to be aligned with the World Bank's new Environment and Social Framework.

B10

ROAD SAFETY AND THE WORLD BANK SAFEGUARDS POLICY (EXTRACT)

Traffic and Road Safety

10. The Borrower will identify, evaluate and monitor the potential traffic and road safety risks to workers, affected communities and road users throughout the project life-cycle and, where appropriate, will develop measures and plans to address them. The Borrower will incorporate technically and financially feasible road safety measures into the project design to prevent and mitigate potential road safety risks to road users and affected communities.

11. Where appropriate, the Borrower will undertake a road safety assessment for each phase of the project, and will monitor incidents and accidents, and prepare regular reports of such monitoring. The Borrower will use the reports to identify negative safety issues, and establish and implement measures to resolve them.

12. For vehicles or fleets of vehicles for the purposes of the project (owned or leased), the Borrower will put in place appropriate processes, including driver training, to improve driver and vehicle safety, as well as systems for monitoring and enforcement. The Borrower will consider the safety record or rating of vehicles in purchase or leasing decisions and require regular maintenance of all project vehicles.

13. For projects that operate construction and other equipment on public roads or where the use of project equipment could have an impact on public roads or other public infrastructure, the Borrower will take appropriate safety measures to avoid the occurrence of incidents and injuries to members of the public associated with the operation of such equipment.

In 2016 the World Bank's Executive Board adopted its strongest ever commitment to road safety as part of its new Environmental and Social Framework safeguards policy.

FUNDING FOR ROAD SAFETY

Given its prominence as a leading cause of death and injury worldwide, road injury prevention remains significantly underfunded. The scale of commitments made by multilateral and bilateral providers of Official Development Assistance remains modest. Contributions from major philanthropies also remains limited apart from the notable exceptions of the FIA Foundation[57] and Bloomberg Philanthropies. Contributions by the Private sector are important but also limited in scope. As a result, the total annual grant funding for road safety only ranges in the hundreds of millions of dollars leaving a significant funding gap[58].

The weak level of funding is partly an unfortunate legacy of road injury prevention not being included in the UN's framework of MDGs from 2000 to 2015. Over this period, both bilateral and multilateral donors orientated their development assistance efforts in support of the MDGs and investment in road safety suffered, even though injuries in traffic crashes are estimated to rank eighth in the leading causes of death worldwide[59]. Now that road safety is included in the SDGs, there should no longer be any impediment to scaling up official development assistance (ODA) for road injury prevention. Yet, there still seems to be reluctance by donors to respond and a tendency to overlook the issue. For example, the outcome of the Third International Conference on Financing for Development held in Addis Ababa in July 2015 did not acknowledge road safety at all even whilst calling for greater transport infrastructure investment[60].

For a region like Africa, this oversight is disturbing. Africa has the highest per capita level of road fatalities, with vulnerable road users accounting for 50% of those affected. To prevent this tragic deterioration in Africa's road safety further donor investment will be required. More support is needed for initiatives such as the World Bank's Sub-Saharan African Transport Programme (which has developed guidelines to mainstream road safety into regional trade road corridors and for the creation of national lead agencies)[61] and for community based projects like Amend's work promoting Safe Routes to School.

The SDGs now provide a unique opportunity for road injury prevention to be mainstreamed across ODA programmes for health, transport and good governance in Africa and elsewhere. The OECD's Development Assistance Committee, should take a lead in encouraging the major bilateral donors to recognize road safety as a cross cutting issue that can significantly contribute to the overall objective of sustainable development. In 2016, the UN General Assembly supported the creation of a "Road Safety Trust Fund, to support the implementation of the Global Plan for the Decade of Action and the road safety related Sustainable Development Goals". In response, the UNECE has proposed the establishment of a UN Road Safety Fund with an annual grant capacity of $770 million[62]. With catalytic resources on this scale it is estimated that over a ten-year period the Fund could leverage an additional $262 billion for road safety investment to achieve SDGs 3.6 and 11.2 in low and middle-income countries, save 5 million lives and avert 50 million serious injuries[63]. It is hoped that bilateral donors, philanthropies and the private sector will contribute generously to the proposed Fund.

Another potential source could be an innovative funding mechanism led by the automotive sector. In 2011, the Commission for Global Road Safety proposed that industry establish a voluntary levy on their customers of $2 per new vehicle[64]. If this was applied by all manufacturers worldwide to all motor vehicles sold in 2016 (amounting to nearly 94 million units) it could raise up to $188 million per year. This idea has now been taken up by the UN Special Envoy for Road Safety, Jean Todt, and the FIA High Level Panel for Road Safety that he chairs. His support for such an initiative is very much welcomed as an innovative funding mechanism by the automobile industry and could significantly contribute to the proposed Road Safety Trust Fund once it is finally established.

A significant challenge for all UN Member States, and especially low and middle income countries, is how to generate adequate internal resources to maintain long term investment in road safety. Without secure and stable funding, it is hard to sustain the policies necessary to achieve lasting reductions in casualty levels. Finance is needed for a wide range of interventions including road engineering and maintenance, road traffic policing and enforcement, driver and vehicle licensing, emergency and hospital services and to maintain a coordinating lead agency with reliable data sources. There are, however, a variety of funding sources that can be mobilised including from general tax revenues, earmarked taxes (such as fines from traffic offences), road funds supported by user charges, insurance levies, social impact bonds, and

through partnerships with the private sector and civil society.

Currently, not enough is being done to help low and middle income countries develop their own road safety funding mechanisms. There is a clear role here for the World Bank and the other MDBs. Their capacity for high level policy dialogue with client countries means that they are well placed to take a lead in providing guidance on internal resource generation for road safety. Critically, they should be powerfully making the case that investing in road safety delivers very strong rates of return. For example, iRAP has shown that an additional investment of US$681 billion (less than 0.1% of global GDP per year for ten years) could prevent an estimated 40 million deaths and serious injuries over 20 years with a return on investment of eight dollars for every dollar invested[65]. The business case for road injury prevention is compelling, especially when following Safe System principles. This is because when safety is built into road infrastructure from the outset, money will be saved over the longer term. Losses will be avoided in health and social care, and transport systems will avoid the need for costly retrofitting of remedial measures that would otherwise be needed.

Recommendation Nine
That Parliamentarians worldwide support the provision of funding for road safety by endorsing the creation of a UN Road Safety Trust Fund, supported by innovative financing, and by ensuring adequate resources are allocated to national road injury prevention programmes.

UN Secretary General's Envoy for Road Safety, Jean Todt and the FIA High Level Panel for Road Safety

ROAD SAFETY TARGET FOR 2030

The SDG target to halve road deaths and injuries by 2020 is recognized to be very ambitious. It is also consistent with similar targets adopted by some countries at a national level or by regional governmental bodies such as ASEAN and the EU. Nevertheless, unless significant measures are urgently undertaken in countries to reduce the number of road fatalities and serious injuries, it is unlikely to be achieved. Much more effort will be required in the next three years to secure a clear downward path in road traffic injury by 2020. On completion of the UN Decade of Action, the question then arises what target should be adopted for the remaining period of SDG implementation to 2030.

Setting targets for casualty reduction has been shown to be effective in promoting road safety and in harnessing multi-stakeholder partnerships to support them[66]. It was a major step forward for the international community to adopt a global target for 2020 which was based on a baseline of fatality levels occurring in 2010. There is clearly a strong case for setting a new target for 2030 based on the level of casualties occurring in 2020. This will require an assessment of what has been achieved by the Decade of Action. The WHO has already played a leading role in benchmarking progress in their Global Status Report on Road Safety and is, therefore, well placed to provide the basis upon which the UN High Level Political Forum on Sustainable Development[67] will consider what will replace the current SDG road safety target when it expires at the end of the decade. As soon as the WHO's data for 2020 is available this can be used as the baseline for a new target for 2030. A realistic but still ambitious target would be to halve deaths and serious injuries from road traffic crashes by 2030. This would carry forward the impetus of the UN Decade of Action and encourage more countries to apply safety system policies inspired by the vision of a world ultimately free from road trauma.

Recommendation Ten
That Parliamentarians worldwide support at the end of the current UN Decade of Action, the adoption of a new SDG 3 target to halve road deaths and serious injuries by 2030 using 2020 as a baseline.

SUMMARY OF RECOMMENDATIONS

RECOMMENDATION ONE
UN Decade of Action for Road Safety and the Sustainable Development Goals That Parliamentarians worldwide give their full support to the Manifesto #4roadsafety and call on UN Member States to urgently redouble their efforts in the Decade of Action for Road Safety to meet the SDG target to halve road traffic deaths and injuries by 2020.

RECOMMENDATION TWO
Parliamentarians and Road Safety Leadership
That Parliamentarians worldwide strongly support the development of effective road injury prevention programmes which apply best practice road safety laws supported by ambitious casualty reduction targets; that bi-partisan Friends of Road Safety Groups are established in national legislatures to support the UN Decade of Action and the road safety related SDGs; and that international parliamentary bodies such as the Inter Parliamentary Union and the Commonwealth Parliamentary Association include road safety in their activities supporting the SDGs and inter-parliamentary co-operation.

RECOMMENDATION THREE
The Safe System Approach
That Parliamentarians worldwide encourage the adoption of the Safe System Approach applied to their own countries priorities for road injury prevention with improved speed management serving as a critical overall policy instrument.

RECOMMENDATION FOUR
Road Safety Policy and Legislative Priorities
That Parliamentarians worldwide review their national road safety policies and legislation, support implementation of the recommended priority interventions from the WHO's Save LIVES technical package, and advocate for greater adoption and application of the UN's road safety related transport conventions and agreements.

RECOMMENDATION FIVE
Road Safety at Work
That Parliamentarians worldwide support policies that promote occupational road safety and to review their national laws and procedures to ensure that they are aligned with recommended international best practice, and to encourage the UN to develop a set of global guidelines for minimum regulatory standards for workplace road safety.

RECOMMENDATION SIX
Good Governance and Road Safety
That Parliamentarians worldwide support the application of good governance principles to national road injury prevention programmes and greater effort by the donor community to improve the accountability, transparency, and inclusiveness of their road safety projects.

RECOMMENDATION SEVEN
Integrating Road Safety with Sustainable Transport Policies
That Parliamentarians worldwide support the integration of road injury prevention with policies promoting sustainable development such as speed limits which will both reduce casualties and vehicle emissions and by prioritising non-motorised transport.

RECOMMENDATION EIGHT
The role and policies of the Multilateral Development Banks
That Parliamentarians worldwide encourage the MDBs, to strengthen their road infrastructure project evaluation procedures to ensure that traffic injury costs are fully identified; to apply a minimum 'three star' safety performance on all their road investments; and to update the Road Safety Guidelines of their Joint Road Safety Initiative to be aligned with the World Bank's new Environment and Social Framework.

RECOMMENDATION NINE
Funding for Road Safety
That Parliamentarians worldwide support the provision of funding for road safety by endorsing the creation of a UN Road Safety Trust Fund, supported by innovative financing, and by ensuring adequate resources are allocated to national road injury prevention programmes.

RECOMMENDATION TEN
Road Safety Target for 2030
That Parliamentarians worldwide support at the end of the current UN Decade of Action, the adoption of a new SDG 3 target to halve road deaths and serious injuries by 2030 using 2020 as a baseline.

THE WESTMINSTER DECLARATION – ADOPTED BY THE GLOBAL NETWORK FOR ROAD SAFETY LEGISLATORS, DECEMBER 2016

PP1.

We, the Members of Parliament gathered in London, on 12 December 2016 during the International workshop for road safety legislators, organized by the World Health Organization (WHO) and the Towards Zero Foundation (TZF), in association with the UK Parliamentary Advisory Council for Transport Safety (PACTS);

PP2.

Concerned that more than 1.25 million people and as many as 50 million are injured in road crashes every year with 90% of these casualties occurring in low- and middle-income countries[68];

PP3.

Recognizing that the overwhelming majority of road traffic deaths and injuries are predictable and preventable and that whilst there has been progress by the mid-point of the Decade of Action for Road Safety 2011-2020 much remains to be done, particularly in regard to the adoption of effective legislative and policy frameworks for road traffic injury prevention;

PP4.

Recalling the United Nation's (UN) Sustainable Development Goals[69] (SDGs) include road safety in Goal 3.6 (Good Health & Well Being) with a target to halve road traffic deaths and injuries by 2020, and in Goal 11.2 (Sustainable Cities & Communities) with a target by 2030 to "provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities, and older persons";

PP5.

Acknowledging the road safety leadership role of WHO, the importance of UN's road safety related legal instruments and agreements managed by the UN Economic Commission for Europe, and the co-ordination activities of the United Nations Road Safety Collaboration;

PP6.

Welcoming the UN General Assembly's support for the implementation of the Global Plan for the Decade[70] and WHO's preparation of the Save LIVES Technical Package aimed at policy-makers mainly in low- and middle-income countries which provides evidence-based measures that are most likely to help reduce road traffic deaths and injuries;

PP7.

Noting the recommendations of the report "Zero road deaths and serious injuries: leading a paradigm shift to Safe System, published by the International Transport Forum, OECD, in October 2016[71];

PP8.

Recalling the UN General Assembly resolution 64/255 of 2010 which called for joint multisectoral action to increase the proportion of countries with comprehensive legislation on key risk facts from 15% to 50% by the end of the Decade[72];

PP9.

Recalling the Moscow Declaration adopted at the First Global Ministerial Conference on Road Safety in November 2009[73], the Brasilia Declaration on Road Safety[74] adopted at

the 2nd Global High Level Conference on Road Safety in November 2015, the side event Parliamentarians for global road safety - Building a legislator's network' held in Brasilia, and the UN General Assembly Resolution adopted in April 2016[75];

OP1.

Establish the Global Network for Road Safety Legislators to serve as an informal voluntary network for those serving in national and regional parliaments, city and local authorities, responsible for road safety legislation and policy frameworks to exchange best practice in road traffic injury prevention and encourage the adoption and enforcement of comprehensive and effective road safety strategies and laws;

OP2.

Support the UN Decade of Action for Road Safety 2011-2020, the implementation of the Global Plan for the Decade, the road safety SDG's, and the target to halve road traffic deaths and injuries with the aim to move towards a world free from road fatalities and serious injuries;

OP3.

Encourage parliamentary bodies that have not already done so to adopt comprehensive laws on behavioural and protective risk factors with a view towards increasing the proportion of countries with comprehensive laws from 15% to 50% by 2020 and adopt measures to fund road safety;

OP4.

Encourage the development of 'All Party Friends of Road Safety Groups' in parliamentary bodies to promote awareness of road safety and the legislative priorities that will contribute to the UN Decade of Action and the SDGs;

OP5.

Encourage the Inter-Parliamentary Union, the Commonwealth Parliamentary Association, and other similar regional parliamentary bodies to give their support to the UN Decade of Action for Road Safety 2010-2011 and include road traffic injury prevention as an important part of their engagement in the SDGs;

OP6.

Invite the Towards Zero Foundation[76], in co-operation with WHO, to assist in the organisation of an annual meeting of the Global Network for Road Safety Legislators, and depending on the availability of resources, workshops and related activities in support of the implementation of the Global Plan for the Decade, the road safety SDGs and the Save Lives Policy Package;

OP7.

Invite the Global Network for Road Safety Legislators, in co-operation with the Towards Zero Foundation and the WHO, to support the fourth UN Global Road Safety Week to be held on 8-12 May 2017;

OP8.

Invite Parliamentarians in all UN Member States to endorse the content of this declaration.

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THE TOWARDS ZERO FOUNDATION

The Patron of the Towards Zero Foundation, HRH Prince Michael of Kent together with the Chairman of the Global Network for Road Safety Legislators

The Towards Zero Foundation (TZF) is a UK registered charity (No.1153261) working internationally to encourage a world free from road fatalities. The Foundation serves as platform for co-operation between organisations committed to the safe systems approach to road injury prevention by facilitating exchange of experience and best practice in policy and legislative action.

The TZF patron is His Royal Highness Prince Michael of Kent. It is governed by a Board of Trustees whose members are: Rohit Baluja, Iain Cameron, Kate McMahon, Jeannot Mersch, Max Mosley (Chairman), and Claes Tingvall. The TZF Executive Director is Jessica Truong and its Senior Fellow is David Ward who is the coordinator of the Global Network for Road Safety Legislators.

The Towards Zero Foundation is registered in England and Wales as a Charity (Number 1153261). See the website: www.towardszerofoundation.org

GLOBAL NETWORK
FOR ROAD SAFETY LEGISLATORS

online: www.4roadsafety.org
social: @4roadsafety
contact: contact@4roadsafety.org

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