'Road Safety in the Sustainable Development Goals - 12 Months In'

The Global Road Safety Partnership is hosted by:

International Federation of Red Cross and Red Crescent Societies
# Roads Between Us: Agenda

**TIME:** Thursday 1 December, 1530-1630 CEST (Paris Time)

**THEME:** 'Road Safety in the Sustainable Development Goals - 12 Months In'

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Roads Between Us
Call:
1 December 2016
Dr Barry Watson

The Sustainable Development Goads: One year in
Overview

• How are we performing globally in road safety?
• What are our current road safety targets?
  ➢ Decade of Action target
  ➢ Sustainable Development Goals targets
• What else is happening to enable:
  ➢ The scaling-up of activity
  ➢ The better coordination of road safety efforts
1.25 million road traffic deaths occur every year

#1 cause of death among those aged 15-29 years

49% of all road traffic deaths are among pedestrians, cyclists and motorcycles.

3 out of 4 road deaths are among men.

An additional 20-50 million are injured or disabled.

Although low- and middle-income countries have only half of the world's vehicles, they have 90% of the world's road traffic deaths.

Source: WHO Global Status Report on Road Safety, 2015
UN Decade of Action for Road Safety (2011-2020)

Road safety management
Safer roads and mobility
Safer vehicles
Safer road users
Post-crash response
Our collective challenge

Goal of the Decade of Action for Road Safety 2011–2020

5 million lives saved

Source: WHO Global Status Report on Road Safety, 2013
Goal 3: Ensure healthy lives and promote well-being for all:

- 3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents

Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable:

- 11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport . . .

• The recent UN Resolution on *Improving Global Road Safety* acknowledged these ambitious targets and called for renewed action by governments and other stakeholders
SDG target requires 4X rate of improvement on Decade of Action Goal
(millions killed)

Source: Perkins, ITF
The chance of dying in a road traffic crash depends on where you live

Road traffic fatalities per 100,000 population

- Europe: 9.3
- Eastern Mediterranean: 19.9
- South East Asia: 17.0
- Western Pacific: 17.3
- Americas: 15.9
- Africa: 26.6

Source: WHO Global Status Report on Road Safety, 2015
Current development to promote scaling-up of activity and greater coordination of efforts
Global funding opportunities

• It is hoped that the inclusion of road safety in Sustainable Development Goals (2016-30) will:
  ➢ Encourage poor-performing countries to invest more in road safety
  ➢ Influence the agendas of bilateral/multilateral development and aid agencies
  ➢ Unlock new sources of funding for road safety

• Most recent UN Road Safety Resolution included proposal to establish a voluntary Global Road Safety Trust Fund, which is being progressed by the UNECE

• Other initiatives are attempting to establish new sources of ‘catalytic’ funding e.g. FIA High Level Panel for Road Safety

• Need to capitalize on the limited but important sources of philanthropic funding
Bloomberg Initiative for Global Road Safety (2015-19)

• Builds on Road Safety in 10 Countries (RS10) program

• BIGRS is a US$125 million program focusing on:
  ➢ 10 priority cities in Africa, Asia and South America
  ➢ 5 priority countries in Asia and Africa

• Strong focus on addressing key risk factors of: drink driving, speeding, motorcycle helmet wearing, and seat belt and child restraint use
10 CITIES SELECTED FOR INCLUSION IN THE ROAD SAFETY INITIATIVE

- Bogota, Colombia
- Accra, Ghana
- Fortaleza, Brazil
- Sao Paulo, Brazil
- Addis Ababa, Ethiopia
- Mumbai, India
- Bangkok, Thailand
- Ho Chi Minh City, Vietnam
- Bandung, Indonesia
- Shanghai, China
BIGRS Partners
**Bloomberg Initiative for Global Road Safety (2015-19)**

- The program is using a holistic approach involving:
  - Supporting civil society to advocate for stronger road safety laws and their implementation
  - Enhancing the capability of road safety authorities, particularly road police
  - Enhancing road environment safety and city design, with a strong focus on the needs of vulnerable users
  - Enhancing the adoption of vehicle safety standards
  - Enhancing public transport
  - Monitoring and evaluation
Repositioning road safety as a ‘safe mobility’ issue

• Historically, road safety has been managed as a ‘silhouette’ issue in most countries
• Need to align road safety with broader transport, health and environmental agendas to unlock further community and political support for:
  ➢ Positioning vulnerable road user safety as a sustainable transport issue
  ➢ Promoting the value of public transport as a safety initiative
  ➢ Reducing the car-centred nature of cities
Save LIVES
Road Safety Policy Package
Timeline for the package

• Expert meeting held February 2016.
• Small group formed → draft zero developed (March 2016).
  – Presented to wider audience of road safety experts for further input.
• Draft 1 (inventory of interventions) prepared in April 2016.
• Draft 2 prepared in June and July 2016.
• Finalize document by the end of the year.

Source. M. Peden 2016
What is in the package?

- **S**ave **LIVES**
  - Focal areas
    - **S**peed management
    - **L**eadership
    - **I**nfrastructure
    - **V**ehicles
    - **E**nforcement of laws
    - **S**urvival

- Specific interventions
  - 22 specific interventions identified
  - Based on evidence of effectiveness and cost effectiveness.
  - Follow principles of DoA 5 pillars to build on existing momentum and action by members states.

Source: M. Peden 2016
Global Performance Targets

• In May 2016, the World Health Assembly requested WHO, in collaboration with other UN agencies and Regional Commissions, to facilitate a process to develop:
  
  ➢ global performance targets on key risk factors
  ➢ service delivery mechanisms to reduce road traffic fatalities and injuries.

• A discussion paper has been prepared by the WHO, which is available for comment on their website until 15 December 2016.
  

• January 2017: The WHO Secretariat will publish a first revision of the Discussion Paper
Country-level Coordination

- The Expert Meeting convened by WHO in February 2016 identified a range of issues relating to the coordination of country-level activity:
  - lack of coordination between agencies and sectors
  - potential synergies exist but many are not utilised
  - working collaboratively in countries may help ensure that other partners in country are implementing evidence-based interventions
- Highlighted the need to map country/regional activities/initiatives to:
  - obtain a good international picture of what is happening where
  - identify gaps or insufficient efforts
  - promote collaboration among key road safety stakeholders
  - avoid missed opportunities for collaboration
  - avoid duplication
- GRSP has led a small working group to examine strategies for enhancing greater coordination at the country-level
Filter the map by:
- Member
- Country
- Pillar of Activity

- The interactive mapping tool uses existing GRSP mapping functionality
- It will appear within the UNRSC page
By country:
- **Member Organization**
- **Government Dept.** (where relevant)
- **Status**
  Active/Interested
- **Policy area**
  (eg. Vehicle standards)
- **Pillar of Activity**
  (with link)
- **Contact point**

Data are provided to GRSP for upload, in first instance, via simple .xls file.
Next steps

Decisions needed on:

• Type/amount of information to be collated

• Frequency of collecting updated information
  Twice yearly? - prior to UNRSC meeting?

• Countries to include in the process

• Identifying priority countries
  G20 vs. LMIC
  Top 20 by fatality rate
  Limit only to UNRSC members? (short term/long term)
  Random sample of signatory countries?

Other issues for consideration?
**Next steps**

- Recognised that mapping exercise is a good starting point, but with resource implications for UNRSC members and GRSP
- Pilot the tool in a small subgroup of countries first and assess feasibility
- May lead to other supporting activities or protocols to facilitate more collaboration in high priority countries
SDG target requires 4X rate of improvement on Decade of Action Goal (millions killed)

Source: Perkins, ITF
Global Road Safety Partnership

c/o International Federation of
Red Cross and Red Crescent Societies

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Dedicated to the sustainable reduction of road crash death and injury

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31 March: ‘The need for a systems-based approach to road safety’
*Dr Barry Watson, GRSP*

- The role of strategic frameworks to promote coordination and integration
- Globally recognised strategic frameworks:
  - Sweden’s Vision Zero
  - The Netherland’s Sustainable Road Safety
  - Safe Systems Approach
- How to further embed the “Safe Systems Approach” into policy and practice
1 Billion Coalition - OUR VISION

To inspire one billion people and thousands of organizations to overcome

Conflict  Risks  Vulnerabilities  Hunger  Crisis  Disease

so they can have safer, healthier and more resilient communities that are more

Prepared  Healthy  Knowledgeable  Organized  Connected

with better access to

Infrastructure  Services  Economic opportunities  Natural assets
16 June: ‘Opportunities for Collective Impact’
SERVANE MARION, AXA Group

Insurance for Safer Roads

AXA & Zurich partner with GRSP to foster dialog on road safety across the industry and beyond
The partnership opens the way for a long-term collaboration between insurance peers on road safety

2 projects conducted to take discussions on insurance and road safety issues further

The “Insurance and Road Safety Workshop”
A major public event gathering 100 key players from the insurance and road safety sectors, held in Paris on October 27th 2016

The “Insurance Guide on Road Safety”
A 40-50 pages research report on the role of insurance to promote road safety, to be published early 2017
29 September: 'Technology in Road Safety: Best Practice and Challenges in LMICs'

Martin Small, Martin Small Consulting

Vehicle Safety Technology Challenges in Low and Middle Income Countries
29 September: 'Technology in Road Safety: Best Practice and Challenges in LMICs'

Mark Hampson, SmartDrive Systems

Driver Risk Management - Reducing collisions and risky driving
29 September: 'Technology in Road Safety: Best Practice and Challenges in LMICs'

Andrew Price, Zurich

Advanced Driver Assistance Systems, or ADAS
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What topics would you like to discuss on our calls in 2017?

Topic suggestions to michael.chippendale@ifrc.org
Thank you for your participation in the *Roads Between Us* calls this year.

The 2017 Call Calendar will be circulated early January 2017.

[www.grsproadsafety.org/content/roads-between-us-calls](http://www.grsproadsafety.org/content/roads-between-us-calls)