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## Economic Commission for Europe

### Inland Transport Committee

#### Eighty-first session

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Item 5 (c) of the provisional agenda

**Strategic questions of a modal and thematic nature:**

**Road safety**

### **Activities of the United Nations Secretary-General's Special Envoy for Road Safety**

### **Report for the Inland Transport Committee 2019: February 2018 - December 2018**

#### **Note by the secretariat**

#### *Summary*

The severe impact of road traffic crashes on the well-being of all people and the huge economic consequences for societies, particularly in low- and middle-income countries, prompted the United Nations Secretary-General to appoint on 29 April 2015, Mr. Jean Todt as his Special Envoy for Road Safety.

This report from the Special Envoy contains the activities which contribute to the four key priorities of his mandate, as implemented between February and December 2018.

The Committee is invited **to take note** of this report and **to express its support** for the continuation of the important work and momentum built so far by the Special Envoy to improve road safety.

## **I. Background**

1. The severe impact of road traffic crashes on the well-being of all people and the huge economic consequences for societies, particularly in low- and middle-income countries prompted the United Nations Secretary-General to appoint on 29 April 2015, Mr. Jean Todt as his Special Envoy for Road Safety; the mandate was further extended by the newly elected Secretary-General, Mr. Antonio Guterres.
2. In response to the worrying situation of road safety on the development agenda, specific goals on road safety were included in the Sustainable Development Goals in September 2015. Target 3.6 calls for halving of the number of global deaths and injuries from road traffic crashes by 2020, and target 11.2 aims to provide access to safe, affordable, accessible and sustainable transport systems for all by 2030.
3. United Nations resolution A/72/271, “Improving Global Road Safety” was adopted on 12 April 2018: it further highlights the need to address road safety globally and the important role of the Special Envoy, of ECE, of other United Nations regional commissions and of the United Nations road safety legal instruments, in achieving the road safety targets set by the Sustainable Development Goals, especially considering the approaching deadline of 2020 for target 3.6. It recognized the need to define a new time frame for reducing road traffic deaths and injuries in the 2030 agenda. Furthermore, the resolution also welcomed the establishment of the United Nations Road Safety Trust Fund, the secretariat of which is hosted at ECE.
4. To date, the Special Envoy visited 72 Member States, where he held bilateral meetings with 20 Heads of States and 126 Ministers.
5. This report of the Special Envoy contains the activities as they contribute to the four key priorities of his mandate (see Annex) implemented since the Special Envoy’s previous report (ECE/TRANS/2018/11).

## **II. Summary and highlights of activities implemented by the Special Envoy**

### **A. Promoting global partnerships to support the design and implementation of strategies and activities to improve road safety**

6. This goal has been high on the agenda of the Special Envoy, and in concrete terms, was addressed by the Special Envoy through more than 150 meetings, consultations, and participation in various awareness-raising initiatives, such as the following.

#### **1. United Nations Road Safety Trust Fund**

7. To fulfil one of the most important tasks as Special Envoy, the analysis and description of options for a United Nations Road Safety Fund were provided as requested by Member States in February 2016. Following the adoption of resolution A/70/260 by the United Nations General Assembly in April 2016, ECE was requested by the United Nations Secretary-General to lead the exploration to establish the United Nations Road Safety Trust Fund. Following consultations between November 2016 and August 2017, ECE in collaboration with the Special Envoy updated the consultation paper with feedback from stakeholders and presented a proposal to the Secretary-General in September 2017.

8. The Secretary-General of the United Nations formally expressed his support for establishing the United Nations Road Safety Trust Fund in a letter to the Executive Secretary

of ECE and to the Special Envoy for Road Safety dated 29 December 2017. The Road Safety Trust Fund was established and launched on 12 April 2018, following the adoption of United Nations resolution A/72/271, “Improving Global Road Safety” on the same day. The first and second meetings of the Trust Fund Advisory Board and Steering Committee were held on 9 and 10 August and 21 and 22 November 2018, respectively; the Special Envoy is a member of the Advisory Board. As of December 2018, the Road Safety Trust Fund received a total commitment of \$19 million from private- and public-sector contributions.

## **2. Sherpa Meetings on Automotive Industry Voluntary Commitment**

9. In April 2018, the Special Envoy co-hosted with ECE, the third Sherpa meeting on Automotive Industry Voluntary Commitment (AIVC) which brought together representatives of the automotive industry to initiate consultations and to explore possibilities of reaching a voluntary commitment from car manufacturers to minimum standards for vehicle safety. This followed the first and second Sherpa meetings in June and November of 2017. An informal document was drafted and presented at a meeting of the World Forum for Harmonization of Vehicle Regulations (WP.29) of the ECE Inland Transport Committee. A refined and final road map on implementation of AIVC was presented during the third Sherpa meeting, and incorporated the feedback from the previous meetings.

10. The initiative aims for a self-commitment from the vehicle industry to produce only vehicles that comply with a minimum set of safety standards provided by relevant United Nations vehicle regulations.

11. The representatives from the following manufacturers participated at the meeting(s): BMW (represented by Daimler), Daimler, Fiat Chrysler Automobiles, General Motors, Honda Motor, Hyundai Motor Europe Technical Centre, PSA Group, Renault Group, Tata Motors, Volvo Cars, Volvo Group.

## **B. Advocating with governments, civil society and the private sector for the promotion of road safety, particularly in countries with a high rate of road fatalities and injuries**

### **1. Advocacy with governments and other stakeholders for increased attention on road safety**

12. Among the meetings held by the Special Envoy are a long list with high-level government officials in mostly low- and middle-income countries with poor road safety records. In all, the Special Envoy has held meetings with government officials and relevant stakeholders in 72 countries since the beginning of his term: 15 countries in Asia/Central Asia/Eurasia, 13 countries in Africa, 3 countries in the Middle-East, 19 countries in Europe and North America, and 22 countries in Latin American and the Caribbean. These discussions focused on the status of the road safety situation in each country and encouraged accession to and implementation of the United Nations road safety conventions. The Special Envoy continues to keep the United Nations road safety conventions and the importance of strong governance on the agenda of his bilateral meetings and includes relevant messages in his speeches at conferences.

### **2. United Nations General Assembly Resolution**

13. The Special Envoy and ECE provided feedback during the consultation process of drafting resolution A/72/271, which aimed to propel road safety efforts towards the targets set by the Decade of Action for Road Safety and the Sustainable Development Goals. This included highlighting the important role of the Special Envoy, welcoming the establishment of the United Nations Road Safety Trust Fund, Member States acceding and implementing

the United Nations road safety conventions and addressing the approaching deadline for the target 3.6 (see para. 3 above) of the Sustainable Development Goals.

### **C. Participation in global and regional conferences, and meetings on road safety**

14. The Special Envoy participated in meetings and conferences in efforts to highlight road safety, including events where road safety may not have been previously covered. These include:

- The eightieth session of the Inland Transport Committee of 2018, where the policy segment was dedicated to “Intermodality: The key to sustainable transport and mobility”, and emphasized the importance of a holistic approach to inland transport in the implementation of the 2030 Agenda for Sustainable Development
- Working Parties of the Inland Transport Committee: World Forum for the Harmonization of Vehicle Regulations (WP.29) and Global Forum for Road Traffic Safety (WP.1)
- World Health Organization: WHO Meeting on Developing Indicators for Voluntary Global Performance Targets, Geneva
- ITU-ECE: Future Networked Car event on the occasion of the Geneva Motor Show 2018
- “Road Safety: A Right for All” press event with the United Nations High Commissioner for Human Rights
- United Nations Road Safety Collaboration Meeting
- Symposium on Trauma and Injuries in East Africa, Kampala
- International Transport Forum 2018
- Launch of the Road Safety Trust Fund at the United Nations Headquarters
- Excellence in Road Safety Awards alongside Commissioner Violetta Bulc in Brussels
- 2018 High-Level Political Forum in New York, delivered remarks at the panel discussion on implementation of Sustainable Development Goal 11
- World Day of Remembrance for Road Traffic Victims events in Barcelona, organized by FEVR (European Federation of Road Traffic Victims), and in Malta, organized by the WHO Regional Office for Europe.

### **D. Advocating the accession to, and more effective implementation of the United Nations road safety legal instruments**

15. This objective has been addressed at meetings of the Special Envoy with governments, representatives of international organizations and United Nations system organizations, as well as civil society representatives in countries he visited in his capacity as the Secretary-General’s Special Envoy for Road Safety, as highlighted above. For this purpose, for every mission, the Special Envoy’s secretariat hosted by ECE prepared a briefing package with the road safety profile of the country, the main road safety legal instruments, specially designed and customized policy messages and other details relevant for the meetings of the Special Envoy with the officials.

## 1. Promotion of United Nations Road Safety Conventions

16. The Special Envoy produced brochures which summarize six of 58 United Nations transport-related legal instruments that specifically focused on improving road safety. The brochures overview the six core United Nations road safety conventions, the accession status of each Member State and the steps needed for accession. The Special Envoy also produced a short brochure highlighting the importance of road safety and the role of the United Nations legal instruments in achieving key targets of the Sustainable Development Goals. The brochures are distributed and used at meetings worldwide. As a result of the Special Envoy's advocacy, Nigeria acceded to all six of the United Nations road safety conventions and the secretariat at ECE has received a number of requests in 2018 for technical assistance from Botswana, Nepal and Zimbabwe.

## 2. Capacity-building initiatives

17. The Special Envoy hosted a series of capacity-building workshops for government officials and supported performance reviews to further achieve this objective, including:

- The Regional Workshop Africa on Road Safety and Urban Mobility held in Accra (August 2018): Following a regional road safety workshop co-organized in Nairobi in December 2016, a second regional road safety workshop was co-organized by the Special Envoy in Accra together with the World Bank, UN-Habitat, ECE and ECA, focusing on road safety and urban mobility. On 20 and 21 August, more than 100 participants from 20 countries across the continent, representing government institutions, international organizations, civil society, academia as well as the private sector participated in a two-day workshop on road safety and urban mobility. The workshop highlighted the interlinkage between growing urbanization and sustainable mobility, urging prioritization of road safety in urban planning to ensure that mobility in cities is sustainable and safe. The workshop also encouraged governments in attendance to consider accession and successful implementation of the United Nations road safety conventions.
- The Regional Road Safety Workshop on Road Safety Management held in Beirut (November 2018): The workshop was the first on road safety supported by the Special Envoy in the region. In partnership with ECE, ESCWA and the World Bank, the workshop reviewed the status of road safety management and data systems in the region and addressed the basic elements of a common regional action plan to improve the situation taking into consideration best worldwide practices and lessons learned, including the United Nations road safety conventions in strengthening road safety governance. The workshop gathered officials from the Ministries of Transport and the Ministries of Interior with more than 70 participants representing 14 countries in the Arab region, on 27 and 28 November 2018.
- Two United Nations Road Safety Performance Reviews in Cameroon and Uganda supported by the Special Envoy were carried out in collaboration with ECE and ECA. These were in synergistic relationship with the United Nations Road Safety Performance Reviews implemented in the framework of the UNDA<sup>1</sup>-funded project led by ECE in collaboration with ECLAC and ESCAP. The United Nations Road Safety Performance Reviews pay special attention to regulatory governance for road safety and they start with a needs assessment of the country in review. In practice, a Road Safety Performance Review assesses the current road safety situation, helps the Government to identify the most critical safety aspects and recommends actions to be taken. Based on the identified priority needs, capacity-building seminars and

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<sup>1</sup> United Nations Development Account

workshops were organized for national road safety stakeholders. The project thus raises general awareness of road safety issues by sensitizing experts as well as the public sector and non-governmental sectors, of the need to set ambitious road safety targets and to implement specific measures to improve road safety. Following the finalization of the road safety performance review reports, the Special Envoy travelled to each of the countries (Uganda in February 2018 and Cameroon in August 2018) to publicly launch the reports, to promote findings and recommendations with the highest levels of Government and to provide capacity-building to support the recommendations of the report. The Road Safety Performance Reviews supported by the Special Envoy also include the WHO Emergency Care System Assessment, which helps to assess national or regional emergency care systems, identify gaps and set priorities for system development.

### **III. Conclusion**

18. The Special Envoy successfully raised the visibility of road safety and of the United Nations road safety legal instruments and inspired stronger interest from governments to address road safety as evidenced by technical assistance requests received from Member States. Additionally, the work of the Special Envoy fostered closer collaboration with regional commissions on the topic and instilled urgency in the United Nations agencies to address road safety in its internal operations. The Special Envoy is building stronger relationships with partners and Member States, and has moved forward the critical long-term initiatives, including the establishment of the United Nations Road Safety Trust Fund, supporting Road Safety Performance Reviews in developing countries, capacity-building for Member States with great needs, and raising the profile of road safety on the global development agenda.

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## Annex

### **Priorities of the United Nations Secretary General's Special Envoy for Road Safety (*extract from Terms of Reference*)**

**1. Promoting a global partnership to support the design and implementation of strategies and activities to improve road safety**

The Special Envoy will support the attainment of the overall goal of the Decade, by leveraging his or her professional expertise and experience. In this regard, the Special Envoy is expected to develop a global partnership with a particular emphasis on raising levels of political commitment. The Special Envoy will work with key funding partners – including governments, financial institutions and the private and non-governmental sectors – to secure adequate resources to implement the global partnership strategy.

**2. Advocating with governments, civil society and the private sector for the promotion of road safety, particularly in countries with high level of road fatalities and injuries**

The Special Envoy will advocate for road safety, identifying achievements and challenges at the global, regional and national levels, as appropriate. He or she will highlight the challenges and needs for technical and/or other assistance which may be required, particularly by low- and middle-income countries, to improve road safety.

**3. Participating in global and regional conferences and meetings on road safety**

The Special Envoy will participate in global and regional conferences on road safety, including the second high-level global conference on road safety to be held in November 2015 in Brasilia, Brazil. On specific request and case-by-case consideration by the Secretary-General, the Special Envoy may represent the Secretary-General in relevant meetings.

**4. Advocating the accession to, and more effective implementation of, United Nations road safety legal instruments**

The Special Envoy will raise the visibility and awareness of the United Nations road safety legal instruments, including the Conventions on Road Traffic, and Road Signs and Signals, and the 1958, 1997 and 1998 Vehicle Regulations Agreements as well as other related instruments including driving times and rest periods for professional drivers and transport of dangerous goods. The Special Envoy will also promote the accession to and the improved implementation of these legal instruments by Contracting Parties.

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