

Improving Global Road Safety: Setting regional and national road traffic casualty reduction targets

TERMINAL REPORT¹

The present document is the end-of-cycle report of Development Account (DA) project “Improving Global Road Safety: Setting Regional and National Road Traffic Casualty Reduction Targets”. The project was approved under DA Tranche 5 focusing on a continuation of efforts to implement the recommendations made in United Nations General Assembly resolution 60/5 on “Improving global road safety”.

The project spanned over a period of approximately two years (2008-2009) and included the five United Nations Regional Commissions (RCs): Economic Commission for Europe (ECE) as lead agency, Economic and Social Commission for Asia and the Pacific (ESCAP), Economic Commission for Latin America and the Caribbean (ECLAC), Economic Commission for Africa (ECA) and Economic and Social Commission for Western Asia (ESCWA).

1. Summary of your overall assessment of the project results (to be used for the website and other reports to the GA)

The two key performance indicators of (1) increased capacity to set regional and national road safety targets and (2) increased understanding of good road safety practices that countries can employ to help achieve their targets for 2015 have been attained to the largest extent possible in the given conditions, as evidenced by:

- The development of road safety targets as guidelines for member States to use for developing national road safety strategies, goals and targets;
- Better understanding of road safety practices, legal instruments and target setting through:
 - seminars, workshops, Expert Group Meetings, conferences, seminar-cum-study tour, which provided opportunities for RCs member States to share good road safety practices, and (for some RCs) the opportunity of drafting and finalizing road safety goals, targets and indicators for 2015; and
 - - successful advisory missions (by some RCs) which provided the opportunity to introduce to wide participants from various stakeholders the road safety goals, targets and indicators, the United Nations road safety legal instruments, selected good practices and fundamentals of data collection and, in general to assist in working towards setting national road safety goals, targets and indicators;
- Networking of participants from the countries participating in the events organized under the project. In several cases, the events have created the basis for continued cooperation in a bilateral framework;
- Some RCs member States hosted global and regional road safety conferences, and offered support in the area of road safety to other member States;

¹ The present document is drafted by the ECE, based on inputs from the other United Nations Regional Commissions, with a minimum of editing and without affecting the substance of their contribution. The overall assessments under each activity/question are drafted by ECE.

- Ten road safety case studies are available for six countries in ECA and four countries in ESCAP; and
- A new road safety project to be implemented in 2010 and 2011 with funding support to ESCAP from the Russian Federation to follow up the First Global Ministerial Conference on Road Safety (November 2009, Moscow).

The Ministers and heads of delegations as well as representatives of international, regional and sub-regional governmental and nongovernmental organizations and private bodies gathered in Moscow, Russian Federation, on 19–20 November 2009 for the First Global Ministerial Conference on Road Safety, adopted a Declaration in which they welcomed the results of this UNDA funded project implemented by the United Nations regional commissions to assist low-income and middle-income countries in setting their own road traffic casualty reduction targets, as well as regional targets.

In its most recent resolution, 64/255 of 2 March 2010, the United Nations General Assembly recognized the work of the United Nations regional commissions and their subsidiary bodies in increasing their road safety activities and advocating increased political commitment to road safety. In this context the General Assembly explicitly acknowledged some of the events organized by the regional commissions under the project and welcomed “the conclusions and recommendations of the project “Improving global road safety: setting regional and national road traffic casualty reduction targets”, implemented by the United Nations regional commissions to assist low-income and middle-income countries in setting and achieving road traffic casualty reduction targets”.

In resolution 64/255 the General Assembly proclaimed the period 2011-2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels; and invited all Member States to set their own national road traffic casualty reduction targets to be achieved by the end of the Decade.

Target setting is now becoming mainstream in road safety policy, and recognized as a necessary step towards casualty reduction and a means of prioritizing road safety. This is good news and the UNDA project has helped to promote and reinforce the principle of target setting as a road safety tool. But, this is not the end of the story: setting a target, particularly if it is aspirational rather than empirically based, is not sufficient in itself, and the UNDA project can only be a first step. Laudable as it is that there should be political endorsement of regional or national targets, and the value of this should not be underestimated, the real benefits in terms of casualty reduction will only be realised through concrete action.

It is highly hoped that member States and particularly low and middle income countries will use project’s recommendations when drafting road safety policies, strategies or setting their own national road traffic casualty reduction targets to follow-up on the invitation by the General Assembly.

The final report on the implementation of the project, including conclusions and recommendations is available in six languages on the websites of the regional commissions and will be widely distributed on CD ROM and on paper (only the English version).

2. Review of the performance indicators and activities as per logical framework of the project document.

EA1 **Increased capacity to set regional and national road safety targets.** **I.1.1:** **Quantitative Performance (Indicators related to EA1)**

Overall assessment

Road safety targets are set at regional level:

- In ECE region, the vast majority of countries have set a target to reduce fatalities by 50% by 2010 and 2012 respectively.
- In ESCAP region, countries agreed to cut deaths by 600,000 by 2015.
- In ECA region Ministers of Health and Transport agreed to reduce road fatalities by 50% by 2015
- In ESCWA region a target of 30% reduction on road crash fatalities was preliminarily set for the year 2015.

The existing regional targets are a valuable starting point for countries to set their own national targets and the present project aimed to assist countries to move towards national targets that are evidence based and linked to a road safety strategy. It is most likely that the project will be used to raise stakeholder and public awareness of the need to support the development and delivery of road safety targets and road safety interventions and to ensure follow-up and sustainability.

ECE

All ECE member States have set targets, at national and sub-regional levels:

- 50% reduction in fatalities for 2000-2012 within the former European Conference of Ministers of Transport (ECMT) including Caucasus countries;
- 50% reduction for 2001-2010 within the European Union (EU);
- 600,000 lives saved by 2015 for Central Asia Republics within their commitment as members of ESCAP.
- In addition to that, national targets have been set e.g. minus 100 fatalities/year in Belarus.

In ECE region the the project mainly resulted in good qualitative indicators as it brought improved awareness and know-how in implementing the objectives through better understanding of practices.

ESCAP

Attainment of the performance indicators of (1) increased capacity to set regional and national road safety targets and (2) increased understanding of good road safety practices that countries can employ to help achieve their targets for 2015 is evidenced by:

- The development of 25 road safety targets as guidelines for member States to use for developing national road safety strategies, goals and targets;
- Better understanding of road safety practices, legal instruments and target setting through:
 - two Expert Group Meetings in 2008 and 2009 (both held in Bangkok) which provided opportunities for ESCAP member states to share good road safety practices, and the opportunity of drafting and finalizing

ESCAP road safety goals, targets and indicators for 2015; and
- four successful advisory missions to Cambodia, Nepal, Kyrgyzstan and Sri Lanka in 2009 which provided the opportunity to introduce to wide participants from various stakeholders the UNESCAP road safety goals, targets and indicators and to assist in working towards setting national road safety goals, targets and indicators;

- Some ESCAP member states hosting global and regional road safety conferences, and offering support in the area of road safety to regional member countries;
- Four case studies of successful road safety initiatives in China, Republic of Korea, Malaysia and Viet Nam; and
- A new ESCAP road safety project to be implemented in 2010 and 2011 with funding support from the Russian Federation to follow up the First Global Ministerial Conference on Road Safety (November 2009, Moscow).
- A total of 26 countries in Asia have established road safety targets, either at national level or at international level within the regional/sub-regional organizations/initiatives in which they participate.

ECLAC

- 25 countries established a national road safety agency, equivalent to 75% of the countries of Latin American and the Caribbean (LAC). The countries are Argentina, Bahamas, Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Puerto Rico, Saint Lucia, San Vincent and the Grenadine, Uruguay and Venezuela.
- A third of the countries of LAC (11 of 33) have established a measurable national reduction target (Argentina, Bahamas, Belize, Bolivia, Chile, Colombia, Costa Rica, Jamaica, Mexico, Nicaragua and Peru).

ECA

Eleven objectives deriving from the Accra recommendations were retained and the performance indicators were built according to them.

- Target setting was being considered or had already taken place in few countries, but an integrated approach with empirically derived evidence-based targets and a strategy for delivery was usually not yet in place.
- A relatively very small number of countries (13/54) now use empirically derived targets.

Target period 2007-2015

ESCWA

- During the Workshop for Setting Regional and National Road Traffic Casualty Reduction Targets in the ESCWA Region (Abu Dhabi, 16-17 June 2009) a regional target of 30% reduction on road crash fatalities was set for the year 2015.
- 12 member states (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, Syria, United Arab Emirates and Yemen) informed ESCWA about their national plans and strategies concerning road safety improvement.
- Among ESCWA member states; Bahrain, Egypt, Jordan, Kuwait, Oman, Palestine, Syria, United Arab Emirates and Yemen have set

national targets of road crashes fatalities reduction by 2015. However, not all of them could commit to the 30% recommended in Abu Dhabi workshop. As result, the targets varied between 15% to 30% reduction.

Qualitative Results achieved for EA1:

Overall assessment

In all United Nations regions the project had a positive impact, evidenced by the common understanding that

- Improving road safety can be seen as a social contract in which all the participants from both public and private sectors should be accountable for their respective actions and failures.
- Almost the same key risk factors are common to all countries: speed, drink-driving, lack of use of seat belts and helmets, and infrastructure inadequacies. The latter in particular was highlighted by many participants.
- The needs to increase enforcement of traffic law and to raise awareness of road users of road traffic risk are also common themes.
- While attention should mainly focus on road crash prevention measures, post-crash measures are equally important to ensure minimal loss of life and trauma of persons engaged in crashes. To this end close cooperation and coordination among relevant agencies are indispensable.
- Governments have a primary role to play in creating safe road traffic conditions through legislation, enforcement and education and they also need to optimise their expenditures. Reducing the number of road casualties leads to reduced costs for the Governments and the society.
- Political will and commitment are key in improving road safety and these are needed to secure funds and address properly the main priorities in road safety, such as improving the infrastructure, education and enforcement which are high-cost measures.

It was recommended to countries that have not set road safety targets yet, to begin to analyze and model data in order to produce evidence-based casualty reduction targets. In addition, data should be collected in order to have indicators in terms of different road safety problems or groups of road users (for example, separate targets for drinking and driving, use of seatbelts and child restraints and wearing of helmets). When setting targets, effectiveness should prevail on any other consideration, to the maximum extent possible.

ECE

Following analysis of the diversity of income levels, fatality rates, and distribution of fatalities in the ECE region, a consistent pattern emerges of a lower level of safety in medium and low-income countries of Eastern and South East Europe and Central Asia.

- The decision was taken therefore to concentrate resources in the project in the first instance on Eastern Europe and Central Asian countries, and to organize a seminar for these countries, which was held in Minsk, Republic of Belarus, in cooperation with the Government of Belarus. This group of countries includes three low-income countries, and eight medium-income countries, thus fulfilling the objective of the project

to assist low and medium-income countries.

- In addition, a conference was organized in Halkida, Greece, for countries in South East Europe in recognition of their tendency to higher than average fatality rates compared with most of Western Europe. In addition to Greece, this group included nine medium-income countries
- The two events were also designed to focus on groups of countries that are homogeneous in terms of geographical location and road safety conditions. In addition, the countries chosen for the Minsk seminar have a commonality of political history and language.
- All participant countries stated that the events improved their understanding on having measurable road safety targets, or a consistent national Road Safety Strategy, and on the type of targets (aspirational or empirical).
- A seminar-and-study tour was organized in Sweden, for one low income and eight middle income countries, which have all stated that the event improved their practical knowledge about road safety policies and practices.
- The feedback received after the national seminar organized in Bishkek, Kyrgyzstan, was also positive in terms of improved awareness and knowledge on good practices.

ESCAP

- Better understanding about road safety and the importance (economic and social) of setting road safety targets
- Better understanding of road safety legal instruments and of best practices in other regions

ECLAC

- It is observed a raised awareness about the importance of road safety in the region. In the case of South America sub-region, almost all of the countries during the 2008 have established an ad-hoc structure dedicated to the road safety, including national and sub-national specialised agencies.
- This situation is the result of the efforts made by the UN system and other regional organizations to work closely and coordinately. Also a good spirit of collaboration was perceived in the seminars; i.e the inclusion of additional actors (like the NGO's or the private sector) is in general welcome by the governments, when the discussion is based on objective facts with a technical approach, but also in how they can contribute to the development of the road safety policies in each country

ECA

- The Seminar provided the participants with an important opportunity to hear about the latest thinking in road safety. They came up with a set of recommendations with regard to road safety issues that advocates a Safe System approach and target setting, together with good road safety management practice, should help countries to reassess their road safety practice and take up these new ideas to their respective countries.
- The experience of countries that have already made good progress on road safety and the ways that they approach road safety policy also gave the participants important insight into the changes that they will need to implement.

ESCWA	As a follow-up to the project activities, ESCWA has been receiving requests from its member states like Bahrain, Egypt, Palestine and others, of technical support for establishing/activating national road safety councils.
A.1.1 (Main activities completed in relation to EA1)	Collecting information on existing national and regional road safety targets, to be done by each Regional Commission for their region and for their member countries.
Overall assessment	In general this activity was successfully completed, either in the framework of regular statistical activities or during the events organized under the project, or through questionnaires and advisory missions. The Global Status Report issued by WHO in June 2009 was also of significant support.
ECE	It was done through regular reporting of member States for the ECE's database on road traffic accidents and through questionnaires dispatched during the events organized under the project. Data are available in the final report of the project and at http://www.unece.org/trans/main/wp6/wp6.html?expandable=99 .
ESCAP	Done. Collected information has been compiled into the Asia-Pacific Road Accident Database (APRAD) for monitoring ESCAP road safety goals, targets and indicators. Data can be visualised at http://www.unescap.org/ttdw/roadsafety/RoadSafetyIndicators.asp
ECLAC	Data has been collected during the series of events organized under the project.
ECA	Data has been collected during the seminar organized in Dar-es-Salaam, Tanzania.
ESCWA	<ul style="list-style-type: none"> • In April 2009, a questionnaire was dispatched to the 14 ESCWA member States to road safety management. Questions focused on national lead agencies for road safety, road safety strategies and plans (including road safety targets), and road traffic crash data collection and analysis. ESCWA has received 11 out of 14 responses. The results of the questionnaire showed that more than 53% of member states do not have a lead agency for road safety and 70% have national road safety plans. In addition, the questionnaire showed that 54% of member states have specified road safety targets however the indicators for some of them have not been identified. • During 2008-2009, advisory missions to Egypt, Palestine, and Yemen were conducted by ESCWA experts to assess countries' road safety problems and help them develop targets in a bilateral setting.
A1.2	Conducting a number of advisory missions prior to or after the seminars in order to assess countries' road safety problems and

help them develop targets in a bilateral setting.

Overall assessment

Several advisory missions have been carried out under the project or within the regular competencies of some Regional Commissions, where road safety is explicitly a task of the divisions. In other regions the seminars were also used for advisory purposes.

ECE

- ECE largely used the Road Safety Forum- the Working Party on Road Traffic Safety (WP.1) to assess countries' road safety problems and advise them on possible solutions.
- One specific advisory mission, the national seminar organized in Bishkek, Republic of Kyrgyzstan, took place under the project on 1-3 December 2009.
- In addition ECE benefits of the expertise of a Regional Advisor who includes road safety in the subjects she covers during her missions in low and middle income countries.

ESCAP

- Advisory missions were undertaken to Cambodia (December 2009), Nepal (October and November 2009), Kyrgyzstan (October 2009) and Sri Lanka (December 2009) on the request of the relevant member state ministries.
- The advisory mission to Nepal included a stakeholder consultation meeting at which representatives of various agencies involved in road safety participated in the consultation meeting. A follow-up workshop on developing national road safety strategy, goals, targets and indicators took place in November 2009.
- The advisory mission to Kyrgyzstan included a workshop at which stakeholders representing the 11 agencies related to road safety participated. ESCAP made presentations on global and regional road safety initiatives and ESCAP road safety goals, targets and indicators.
- The advisory mission to Cambodia included a workshop, and provided ESCAP with an opportunity to introduce global and regional road safety issues, and road safety goals, targets and indicators. Results from the workshop will be used by Cambodian stakeholders for their development of a 10 year national action plan on road safety (starting in 2010).
- The advisory mission to Sri Lanka included a workshop in which a National Council on Road Safety was established, and greater coordination between relevant road safety authorities emphasized as the pre-requisite to achieving road safety goals in Sri Lanka.

ECLAC

The "Regional Seminar: Setting National and Regional Road Traffic Casualty Reduction in Mesoamerica" was carried out at Panama City on May 27th and 28th of 2009. There representatives from Belize, Costa Rica, Colombia, El Salvador, Guatemala, Honduras, Nicaragua, Panama y Mexico, members of the Mesoamerica Integration and Development Project, representatives from the Dominican Republic, Chilean and French governments, officers from international organizations such IDB, ECLAC, PAHO/WHO, SIECA and the Executive Secretariat of Mesoamerica Project gathered.

This event was called within the frame of the X Presidential Summit Agreements of the Tuxtla Dialogue and Gathering, celebrated in Villahermosa city, Tabasco, Mexico, on June 28th, specifically to discuss the Mesoamerica Project and the Mesoamerica Transport Ministers Meeting Agreements of May 2008. This meeting was also sponsored by the PAHO/WHO, the Inter American Development Bank (IADB) the French Cooperation, Mesoamerica Project, the Government of Chile and the Government of Panama. The event was launched by the minister of Public Works of Panama. Over all, more than 50 people participated in the meeting, with representatives of the all national road safety agencies of Central America and Colombia.

Since the Buenos Aires' seminar format was very adequate, this seminar was also designed in order to help participants to exchange information and perspectives about several road safety challenges which Central America faces. A special document with the international lessons and the progress of the project was developed by ECLAC to help to guide this discussion. The PAHO representative spoke about some preliminary results of the Global Report. IADB presented its road safety vision, and how this institution is committed to assist countries in this matter. The objectives of the seminar were: a) enhance the road safety information system; b) promoting the establishment of road safety indicators and its relevance for setting national and regional targets; c) promote the adoption of international definitions and standards, and d) improving the relationships and coordination among national offices, experts and multilateral organizations.

The signature of the Mesoamerica Declaration was one of the main results of the second sub-regional seminar. This declaration supported the United Nations' initiative of setting targets to reduce the road traffic toll in the world and allowed countries to agree to request the Chief of States and Governments country members of the Tuxtla Dialogue and Gathering Mechanism the creation of a Road Safety Mesoamerica System within the Mesoamerica Project framework. It considered to request, under the consideration of the Ministers of Transports of Mesoamerica, the institutionalization of a Regional Multi-sectoral Working Group which will inform to different Mesoamerica Project Forums a proposal, management, adoption and monitoring of the Road Safety Mesoamerica System activities. And lastly, that national road safety lead agencies commit to start the necessary actions which will allow them to reach a considerable road traffic casualty reduction target at the countries represented.

ECA No individual assistance was provided to countries to set up targets but contacts were established with countries to give information on the project.

ESCWA Field visit to Egypt, Palestine and Yemen were accomplished in 2009 to assess the road safety situation and provide recommendations on setting national road traffic reduction targets by 2015.

A1.3 Convening of seminars in 2008 or 2009, one under the auspices of each Regional Commission, to help develop regional and national targets and to provide countries with examples of good road safety practice that can help them achieve their targets.

Overall assessment

The main focus of the project was to hold regional seminars to encourage countries to set road safety targets. This activity was very successfully achieved; moreover, three Regional Commissions have organized more events than foreseen in the project, training experts from a significantly larger number of countries than foreseen. This was possible through savings from various budget lines and through contributions from member States or other partners, in kind or in funding. All the events had the common themes of promoting national and regional target setting, and sharing of best practice, and other common themes were data quality, preparation for the Global Ministerial Conference in Moscow, and contracting to and implementing the United Nations legal instruments. There were also some differences in the aims as well as similarities.

- In ECE and ECLAC the seminars were sub-regionally based and focused on geographically homogeneous groups of countries.
- In ECE the four events concentrated on the areas with the highest road safety risk in the south east and east of the region.
- In ECLAC there were three seminars, for the Southern Cone countries, Central America, and the Caribbean. In the other regions all Member States were invited to the same seminar.
- The ECA seminar had as its main focus the implementation of the Accra Declaration's target for 2015. A key output was the schedule of indicators for monitoring countries' progress towards meeting this target. Case studies were presented and discussed as examples of road safety problems and programmes
- The ESCWA seminar made an important recommendation for a regional target as well as promoting national target setting. The recommendations also covered data requirements, and the need to produce country reports on road safety as an input to a regional report for the Ministerial Conference in Moscow.
- A series of meetings was held in the ESCAP region in support of the implementation of regional target that had been agreed in 2006. The final output from the most recent meeting was a detailed schedule of "Goals, targets and indicators" for achieving a set of policy goals that are directed towards achieving the overall target.

ECE

- One seminar was organized in cooperation with the Government of Belarus in Minsk, Belarus, on 12-14 May 2009;
- One Conference was hosted under the project by the Evia Chamber of Commerce and Industry and the Hellenic Chambers Transport Association, with the support of the Hellenic Ministry of Transport and Communications, in Halkida, Greece, on 25-26 June 2009;
- One seminar-and-study tour was organized in cooperation with the Swedish Road Administration in Stockholm, Sweden, on 25-27 Nov. 2009;
- One advisory mission- national seminar was organized in cooperation

with the Ministry of Transport and Communications of Kyrgyzstan, in Bishkek, Kyrgyzstan, on 1-3 Dec. 2009.

ESCAP Two Expert Group meetings (EGMs) were organized in Bangkok in 2008 and 2009, providing opportunities to share good road safety practice among member countries:

- EGM on Improving Road Safety on the Asian Highway - Targets and Engineering (Bangkok, 27-29 October 2008) drew up a list of Road Safety goals, targets and indicators for 2007-2015 towards achieving the regional road safety goal that was agreed by Ministers in Busan.
- EGM on Improving Road Safety (Bangkok, 2-4 September 2009) finalized the ESCAP road safety goals, targets and indicators as useful guidelines for the development of national road safety strategy, policy, goals and targets, as well as for progress monitoring and review.

ECLAC

- First sub regional seminar for South Cone of America, Buenos Aires, 2008, organized with the Argentinean National Agency of Road Safety, and sponsored by PAHO/WHO, the Inter American Development Bank (IADB) and the French Cooperation;
- Second sub regional seminar for Central American Countries, Panama, 2009, organized with the Mesoamerica Integration and Development Project, and sponsored by PAHO/WHO, the IADB and the French Cooperation;
- Third sub regional Seminar for Caribbean Countries, Georgetown, Guyana, 2009, organized with Caribbean Community (CARICOM) and the NGO Caribbean Association of Roads (CAR) and sponsored by PAHO/WHO.

Two official meetings were organized by ECLAC to support the establishment of the bases for the Regional Committee for Road Safety in Latin America and the Caribbean. These meetings were held in Santiago and Buenos Aires during November 2008, without cost for the project, due to the synergies with other ECLAC's activities and external initiatives in course. ECLAC has also supported this initiative by helping to design a survey applied to the Latin American and the Caribbean stakeholders community in order to assess how to move this initiative forward. On the other hand, in February, 2009 in Madrid and in November, 2009, in Moscow, members of this group organized two meetings in order to design and monitor the 2009 action plan. It was decided to design a Road Safety Observatory for the region in order to tackle the information challenges, to integrate more representatives of the civil society, and to continue with the exploration of organizational alternatives to formalize this Committee.

ECA One seminar was organized with support from FIA Foundation in Dar es Salaam, Tanzania, in July, 2009.

ESCWA One Workshop for Setting Regional and National Road Traffic Casualty Reduction Targets in the ESCWA Region was organized in collaboration with the National Transport Authority of UAE, in Abu Dhabi, UAE, on 16-

17 June 2009. During the workshop member States in the ESCWA region agreed to maintain a reliable database for road crashes. They also agreed to adopt/improve methodology for data collection and set up/improve the existing national computerized data bases on road crashes.

A1.4 Setting up (early in the project) of a website for the project listing, for example, existing targets, new targets, good practices, country reports and details about regional training seminars.

Overall assessment Three Regional Commissions have created websites dedicated to road safety with special references to the project in the menu.

ECE A road traffic safety website existed on the ECE's website long before the project started but it was adapted to create a part dedicated to the project at <http://www.unece.org/trans/main/welcwp1.html?expandable=99>.

ESCAP Road Safety homepage had been created and is maintained under ESCAP's website at <http://www.unescap.org/ttdw/roadsafety/index.html>

ECLAC The website of the project was developed and diffused widely among the sector at <http://www.cepal.org/id.asp?id=28826>. In this website, all the information and technical materials (produced by the project, United Nations, and other institutions) are available.

A1.5 Organization of awareness campaigns in participating countries aimed at achieving public awareness of and participation in achieving targets.

Overall assessment There is no clear evidence that campaigns organized in 2008-2009 by various countries are (at least partly) a consequence of the project. It is, however, expected that public awareness of and participation in achieving targets will be improved if lessons learned under the project will be implemented by the participating countries.

ECE No national awareness campaign was organized that could be directly connected with the project. However, information about the project was extensively disseminated in various events including academia and in national and regional media.

ESCAP • In 2008, Cambodia, Iran, Myanmar and Pakistan launched road safety awareness campaigns. The Iranian campaign utilized visual media, distributed educational pamphlets, constructed traffic parking lots and undertook projects related to undertaking safety measures on schools located besides roads. The Pakistani campaign involved mobile education units, print and electronics media and education campaigns.
• In 2009, Indonesia initiated a road safety education program for senior high school students and a training program for public drivers.

ECLAC • One official mission to Antigua, Guatemala was carried out in October

2008, to present in the course about Strategic planning of infrastructure and transport system in Central America, the importance of the road safety and the establishment of regional target into the plan of new infrastructure. The idea and the objective of the project were well received by the experts; it was observed a consensus in the necessity of considering the road safety since the infrastructure's conception.

- During the second semester of 2008, a group of meetings with national authorities was implemented in order to increase the awareness about the road safety and the importance of establishing and monitoring the road safety targets. Meetings with Government authorities of the autonomous city of Buenos Aires, the Government of the Buenos Aires Province (both in Argentina) and a meeting with the Under secretary of Transport of Chile were carried out with this aim.
- In November 2008, a presentation about road safety and the objectives of the project was presented at the Inter-Institutional Committee of Road Safety of Chile. This working group gathers national experts of different Chilean ministries related with the road safety: Education, Health, Justice, Police and Public Works.

A1.6 **A few months after each seminar, participants will be contacted by email to ascertain whether they have been able to set a national road safety target.**

Overall assessment For some Regional Commissions, especially those which do not have road safety as a permanent task it seems to be difficult to achieve this activity.

ECE The project contributed to enhancing a network of road safety experts that was already established under the ECE's Road Safety Forum. Regular contacts are maintained. The process of setting road safety targets is cumbersome in some countries as it implies political decision-making, strong commitment and availability of funds. However, based on experts' feedback it is confirmed that steps have been taken: in almost all the low and middle income countries a Lead Agency was established and road safety legislation is approved or in final stage of approval.

ESCAP After the advisory missions in 2009, ESCAP acquired details provided by countries at the Forum of Asian Ministers of Transport in December 2009 as follows:

- Cambodia: in the process of developing their national road safety master plan.
- Kyrgyzstan: the road safety commission had been established.
- Nepal: efforts are under way to develop road safety strategy and action plans and activate the Road Safety Council headed by the Prime Minister.
- Sri Lanka: road safety has been given particular attention, with specific measures being taken, including the establishment of a road safety fund.

ECA Yes

A1.7	Issuance of a report on regional and country targets, end 2009, including recommendations on ways of achieving those targets (translation into Arabic, French, Portuguese, Russian and Spanish).
ECE	The report is available in the six languages on the ECE website http://www.unece.org/trans/publications.html . It is only printed in English because of scarce financial resources. The amount foreseen in the initial cost plan for translating and printing the report was under-estimated.
A1.8	Evaluation of the project and possible development of a proposal to continue the project if another funding source is identified.
Overall assessment	Several regions have agreed regional targets to reduce road deaths. In general, these are aspirational targets that have been adopted by countries without a foundation of empirical analysis. Although the lack of analysis is a disadvantage, and there is the risk that such a target may be over-challenging, the momentum that has been achieved by regional targets has raised the profile of road safety and this should act as a spur to increased activity. What is lacking at present is the link to specific interventions for delivery of the targets. The project's final report, drafted by an independent road safety consultant, includes an evaluation and a series of recommendations in this sense.
ECE	The need for further action to assist low and middle-income countries in setting targets was recognized in the recommendations from the seminars and conference. ECE has prepared proposals to continue the project and is submitting these proposals to potential donors. It is considered that this UNDA project taught low and middle income countries "what to do" therefore the future projects should be focusing on the next stage, "how to do".
ESCAP	<ul style="list-style-type: none"> • An evaluation has been completed. It provided some recommendations that would be considered for future road safety projects. • At the Forum of Asian Ministers of Transport in December 2009, the Russian Federation offered to fund the implementation of a regional program to improve road safety, which was welcomed.
ECA	No
EA2	Increased understanding of good road safety practices that countries can employ to help achieve their targets for 2015
I.2.1:	Quantitative Performance (Indicator(s) related to EA1)
Overall assessment	According to reports from three Regional Commissions, the experts who participated in the project acquired an improved understanding of good road safety practices that their countries can employ to help achieve road safety targets for 2015
ECE	All the low and middle income countries that participated in the events

organized under the project indicated that they intend to follow at least one good practice promoted by the project. This commitment is evidenced by continuation on a bilateral basis of the cooperation (initiated under the project) between some low and middle income countries and countries that are in the top five of best road safety performers. The experts participating in the events also committed themselves to disseminate at national level the good practices they learned about.

ESCAP

- Reflected in national goals or targets for road safety and general reports of progress in road safety by member States.
- ESCAP road safety goals, targets and indicators being used by member States in the formulation of their national road safety strategies.
- Member States hosting global and regional road safety conferences.
- Member States offering support to other regional members.

For details, see 'qualitative results' in row below.

ECLAC Sixteen countries of the region have expressed commitment to follow, at least one, the best practices detected and diffused by the project. This commitment is included in each declaration, signed as a result of the seminar organized by ECLAC..

ECA Under the project ECA designed and conducted one African regional road safety seminar.

Qualitative Results achieved for EA2:

Overall assessment In all United Nations regions the feedback is positive and it is clearly evidenced by replies to questionnaires and surveys that participants in the events organized under the project have acquired an improved understanding of road safety strategies, policies and practices.

ECE The feedback received from participating countries during and after the project indicates that this activity was successfully achieved. Participants understood that:

- Road safety targets are a vital component of any country's road safety programme, but they are tools not an end in themselves;
- Countries that set targets tend to have good road safety performance not just because the targets exist, but because their existence leads to effective action to reduce casualties.

Another very positive result achieved was that middle income countries became "knowledge providers" for others in the ECE region e.g. an expert from Turkey participated as trainer in the national seminar held in Kyrgyzstan.

ESCAP

- An increased understanding of good road safety practices in member states through EGMs and advisory missions was reflected in the efforts of some UNESCAP members in considering national goals or targets for road safety and general reports of progress in road safety by members (as acknowledged in the 2008 EGM). Examples of leading road safety

practices included Viet Nam's Helmet for Kids programme, and the activities and lessons learnt from the ECA and ECE.

- At the 2009 EGM, the member states agreed that the UNESCAP road safety goals, targets and indicators provide useful guidelines for member states in considering and developing their national road safety strategy, policy, goals and targets given the high degree of alignment with the road safety strategies, goals or targets of many countries.
- The attainment of this performance indicator is also reflected in:
 1. greater international information sharing and collaboration by member states through the First Global Ministerial Conference on Road Safety held in Moscow and the ASEAN Ministerial Conference on Transport, both held in November 2009; and
 2. the support in the area of road safety to regional member countries provided by Japan, the Republic of Korea, Singapore and Sweden and the FIA Foundation. Singapore's support also includes the offer to collaborate and foster new partnerships with agencies and sponsors to exchange knowledge and experience sharing in implementing various targeted road safety activities.

ECLAC	A good number of practices have been implemented in the region with good results. It is observed a high awareness about the kind of measures needed for the reduction of road safety fatalities. In the three sub-regions, is not a problem of knowledge about the practices, it's about how to implement it and monitor its right execution.
ECA	The case studies presentation provided an opportunity for participants to share experiences and good practices which could be duplicated in other member countries.
ESCWA	As a follow-up on Abu Dhabi Workshop (16-17 June 2009), ESCWA prepared a template of follow-up report on the implementation of Abu Dhabi recommendations and the progress in road safety improvement(s) taking 2005 as baseline. Twelve member states reported on the progress made in road safety issues during 2008-2009. As a result, ESCWA prepared a document compiling the inputs received from each country; this document was part of ESCWA contribution to the First Global Ministerial Conference on Road Safety (Moscow, 19-20 November 2009).
A.2.1 (Main activities completed in relation to EA2)	Designing the road safety seminars, putting together a team of experts to present at the seminars, collection of examples of good road safety practice which can help countries in developing and achieving their targets and defining a dissemination strategy, in cooperation with the other Regional Commissions.
Overall assessment	The seminars in all the United Nations regions had similar formats i.e. brought together, on one hand, countries from low and middle income countries with similar problems and therefore with potential similar solutions, and, on the other hand, experts-trainers from well performing countries or from international organizations relevant for road safety, as well as non-Governmental organizations that are active in improving road

safety.

ECE	The events organized by ECE under the projects benefitted of the expertise of an internationally recognized road safety expert as well as from contributions by resource persons, experts from Greece, Italy, Netherlands, Poland, Spain, Sweden, Turkey, World Health Organization, United Nations Development Programme, ESCWA, ESCAP, ECLAC, European Commission, Executive Committee of the Commonwealth of Independent States, Global Road Safety Partnership (GRSP), South East Europe Transport Observatory, International Road Transport Union (IRU), Intelligent Transport Systems and Services in Europe, International Road Assessment Programme (iRAP), International Road Federation (IRF), FIA Foundation, Orthodox Center of The Ecumenical Patriarchate, Switzerland, European Federation of Road Traffic Victims (FEVR).
ESCAP	<ul style="list-style-type: none">• The 2008 EGM was attended by a team of experts from Asian Development Bank, Asia Injury Prevention Foundation, International Road Assessment Programme, Swedish Road Administration and FIA Foundation and representatives from other Regional Commissions including ECA, ECE and ESCWA.• The team of experts for the 2009 EGM included Asian Development Bank, Japan International Cooperation Agency, Automobile Association Philippines, Automobile Association of Malaysia, Asia Injury Prevention Foundation (Hanoi), Asia Injury Prevention Foundation (Thailand), German Technical Cooperation and Handicap International (Cambodia).
ECLAC	A special technical cooperation project was signed with the Government of France in order to support the participation of French experts in the project's activities. During the first subregional seminar, the French cooperation exposed its vision about the road safety and how this country was able to reduce the fatalities, through an integrally policy with a long term vision. This special project, will also afford the participation of France in the future seminars for the Caribbean and Central American countries.
ECA	Under the project ECA designed and conducted one African regional road safety seminar. The seminar was conducted and six consultants made presentations on the case studies during the seminar. In addition, two working groups were formed to deepen the discussions on the targets.
A2.2	Survey of participating countries at the end of each seminar and some time after each seminar to measure the impact
Overall assessment	In general, this was done through evaluation forms, questionnaires and surveys. The vast majority of respondents was of the opinion that the road safety topics presented were relevant, up to date and of quality and that the organisation of the seminar was good to very good.
ECE	At the end of each event, an evaluation form and a questionnaire were

distributed to participants. The feedback was positive and there were suggestions for additional activities. The participants in the first two events (Minsk and Halkida) considered that those events provided them with solid theoretical knowledge and expressed a need for practical training; this need was answered to by the seminar-and-study tour organized in Sweden. Regular contacts have been and will continue to be maintained, especially in the framework of ECE's Road Safety Forum, the Working Party on Road Traffic Safety (WP.1).

ESCAP

- The 2009 EGM survey feedback provided by the majority of attending Member States was that the road safety topics presented were relevant, up to date and of quality.
 - The vast majority found the organisation of the seminar to be good to very good, and considered the seminar topics of road safety, road maintenance, working group on the Asian Highway, and statistics of importance and relevance for their respective road safety endeavours.
 - Direct feedback provided by member states at the 2008 EGM included:
 - Reports by some member states of important progress made in the area of road safety;
 - improving the data collection and reporting systems by member states, including basic safety data on Asian Highway as well as national-level road safety indicators provided to UNESCAP on an annual basis;
 - the potential of carrying out iRAP assessments on some parts of the Asian Highway Network which may eventually lead to an Asian Highway Road Safety Atlas;
 - the systematic sharing of experiences with regard to the safe systems approach and special engineering measures to improve road safety as suggested in the Vision Zero approach of the Swedish road administration; and
 - the continuation of EGMs on Improving Road Safety on the Asian Highway on an annual basis.
 - Direct feedback provided by member states at the 2009 EGM included:
 - UNESCAP's road safety goals, targets and indicators provide useful guidelines for member countries in considering and developing their national road safety strategy, policy, goals and targets;
 - These targets and indicators will also facilitate the monitoring of achievement of road safety goals contained in the UNESCAP Ministerial Declaration on Improving Road Safety in Asia and the Pacific;
 - Some of the targets set for the achievement of regional road safety goals are ambitious and may need to be reviewed when implementing at the national level. Some member states also noted that additional resources would be necessary to achieve these road safety targets;
 - Harmonized definitions of various terms including fatality, injury, serious injury related to road safety may enhance quality and comparability of road safety data among member states; and
- Consolidated output outlining best practices in road safety improvement

would provide a useful reference for countries.

ECLAC

- During this period, the document in Spanish: “Exploring the implementation of road safety policies” was proposed as a tool for the subregional seminars written by experts of the Chilean Road safety agency (CONASET) and ECLAC. It includes a set of guidelines and recommendations for the implementation of road safety measures. The work analyzes in depth a collection of different road safety measures implemented in Latin American and the Caribbean and around the world, in order to detect the best practices and the main difficulties that could arise on its implementation. Additionally, includes the grade of replication of the measure, based on academic papers where its impacts were empirically measured. With this document, the government not only receives a list of possible activities to execute, but also the range of impact of its implementation (in terms of percentage of road safety fatalities reduction).
- Also a document entitled: “Development of Road Safety in Latin America and the Caribbean: towards a “Nunca más / Nunca mais / Never again” road safety vision” as well as “Guidelines for effective road safety campaigns and communication strategies: Introduction for authorities and road safety practitioners” were performed as a result of the project.

ECA

No survey has been carried out so far.

A2.3

Issuance of five case studies on countries in the ECA region, as successful examples of countries that have achieved a reduction in the number of people killed and injured in road crashes.

ECA

Five case studies were financed under the project and one case study was sponsored by FIA Foundation. The six case studies were conducted in the following countries: Cameroon, Ethiopia, Morocco, Niger, Tanzania and Zambia. In addition, good practices from Burkina Faso, South Africa and Kenya were documented.

ESCAP

Whilst not in the ECA region, UNESCAP in its biannual publication “Review of Developments in Transport in Asia and the Pacific 2009”, presented four case studies of successful road safety initiatives in China, Republic of Korea, Malaysia and Viet Nam.

3. Statistical data

- **Number of workshops (participants, gender) and advisory mission**
- **List of countries who benefited from interventions**
- **List of main partners in project implementation**

Overall assessment	<ul style="list-style-type: none">• The number of events organized under the project was higher than the one foreseen; as a consequence the number of participants and benefitting countries was also significantly higher;• It is noted that improving road traffic safety remains, unfortunately, an activity assigned to male experts. Only an average of 13.73% of participants in the events organized under the project were females;
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	<ul style="list-style-type: none"> • In all the events the participation of partners from the United Nations system, international organizations, member States with good road safety records and non-Governmental organizations was unexpectedly high and their enthusiasm the same.
ECE	<ul style="list-style-type: none"> • Number of workshops (participants, gender) and advisory mission, secretariat and resource persons excepted <ul style="list-style-type: none"> - Seminar in Minsk, Belarus, 12-14 May 2009, 41 participants (5% female), - Conference in Halkida, Greece, 25-26 June 2009, 104 participants (19% female) - Seminar-and-study tour in Stockholm, Sweden, 25-27 Nov. 2009, 21 participants (9.5% female) - Advisory mission- national seminar in Bishkek, Kyrgyzstan, 1-3 Dec. 2009, 28 participants (7.1% female) • List of countries who benefited from interventions Albania, Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Former Yugoslav Republic of Macedonia, Georgia, Greece, Kazakhstan, Kyrgyzstan, Montenegro, Republic of Moldova, Romania, Russian Federation, Serbia, Tajikistan, Turkmenistan, Turkey, Ukraine, Uzbekistan. • List of main partners in project implementation <ul style="list-style-type: none"> - The Hellenic Chambers of Commerce funded the conference held under the project in Halkida, Greece; - Global Transport Knowledge Partnership (gTKP) from United Kingdom supplemented the consultant's fee by 5,000USD for writing the final report of the project for all the Regional Commissions: - Resource persons (at their own expenses) were experts from Greece, Italy, Netherlands, Poland, Spain, Sweden, Turkey, World Health Organization, United Nations Development Programme, ESCWA, ESCAP, ECLAC, European Commission, Executive Committee of the Commonwealth of Independent States, Global Road Safety Partnership (GRSP), South East Europe Transport Observatory, International Road Transport Union (IRU), Intelligent Transport Systems and Services in Europe, International Road Assessment Programme (iRAP), International Road Federation (IRF), FIA Foundation, Orthodox Center of The Ecumenical Patriarchate, Switzerland, European Federation of Road Traffic Victims (FEVR).
ESCAP	<ul style="list-style-type: none"> • Number of workshops (participants, gender) and advisory mission, including resource persons <ul style="list-style-type: none"> - Expert Group Meeting on Improving Road Safety on the Asian Highway: Targets and Engineering, Bangkok, 27-29 October 2008, 31 participants (12.9% female), comprising 26 member State participants and 5 participants from intergovernmental and other entities. - Expert Group Meeting on Improving Road Safety, Bangkok, 2-4 September 2009, 71 participants (14.08% female), comprising 60 Member State participants and 11 participants from intergovernmental and other entities.

	<ul style="list-style-type: none"> - National workshop, Bishkek, Kyrgyzstan 6 November 2009, 17 participants (statistical information on gender was not collected however the bulk of them were male). - National workshop, Kathmandu, Nepal, 7-8 October 2009, 16 participants (all male). - National workshop, Phnom Penh, Cambodia, 7-8 November 2009, 55 participants (0.09% female). - National workshop, Colombo, Sri Lanka, 3-4 December 2009, 64 participants (0.08% female). <ul style="list-style-type: none"> • List of countries who benefited from interventions Azerbaijan, Armenia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, Georgia, India, Indonesia, Islamic Republic of Iran, Japan, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Malaysia, Mongolia, Myanmar, Nepal, Pakistan, Philippines, Republic of Korea, Russian Federation, Singapore, Sri Lanka, Tajikistan, Thailand, Turkey, Uzbekistan and Viet Nam • List of main partners in project implementation Asian Development Bank (ADB), Japan International Cooperation Agency (JICA), Automobile Association Philippines, Automobile Association of Malaysia, Asia Injury Prevention Foundation Hanoi, Asia Injury Prevention Foundation Thailand, FIA Foundation, German Technical Cooperation, Handicap International Cambodia, International Road Assessment Programme (IRAP), and Swedish Road Administration.
ECLAC	<ul style="list-style-type: none"> • Number of workshops (participants, gender) and advisory mission, including resource persons <ul style="list-style-type: none"> - First sub regional seminar for South Cone of America, Buenos Aires, 2008, 50 participants (24% female) - Second sub regional seminar for Central American Countries, Panama, 2009, 42 participants (29% female) - Third sub regional Seminar for Caribbean Countries, Georgetown, Guyana, 2009, 43 participants (35% female) - Advisory missions: Argentina (2), Guatemala (1), Guyana (1), Panama • List of countries who benefited from interventions 23 ECLAC member countries (70% of members): Argentina, Bahamas, Barbados, Belize (participated in two subregional seminars), Brazil, Colombia, Costa Rica, Chile, Dominican Republic, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Saint Lucia, Suriname, Trinidad and Tobago, Uruguay. • List of main partners in project implementation PAHO/WHO, the Inter American Development Bank (IADB), Mesoamerica Integration and Development Project Caribbean Community (CARICOM), Caribbean Association of Roads (CAR), SEGIB (Ibero-American General Secretariat) France Cooperation, Research Centre on Networks, Transports, Urbanism and Public constructions of France, Chilean Agency of Road Safety (CONASET) and Argentinean Agency of Road Safety (ANSV) among others.
ECA	<ul style="list-style-type: none"> • Number of workshops (participants, gender) and advisory mission

	<p>- one Road Safety Seminar, Dar es Salaam, Tanzania, July, 2009, 121 participants (22.3% female).</p> <ul style="list-style-type: none"> • List of countries who benefited from interventions Benin, Botswana, Burkina Faso, Burundi, Cameroon, Central African Republic, Congo, Cote d'Ivoire, Democratic Republic of Congo, Djibouti, Ethiopia, Ghana, Kenya, Malawi, Mali, Mozambique, Namibia, Niger, Nigeria, Senegal, South Africa, Swaziland, Tanzania, Uganda, Zambia and Zimbabwe. • List of main partners in project implementation FIA Foundation; African Union Commission; Sub-Saharan African Transport Policy Program; and African Automobile Association. Besides, 20 international and regional institutions/organizations participated in the seminar.
ESCWA	<ul style="list-style-type: none"> • Number of workshops (participants, gender) and advisory mission including resource persons - one workshop, Abu Dhabi, the United Arab Emirates, 16-17 June 2009, 75 participants (28% females) • List of countries who benefited from interventions Bahrain, Egypt, Jordan, Kuwait, Lebanon, Oman, Qatar, Palestine, Saudi Arabia, Sudan, Syria, United Arab Emirates, and Yemen • List of main partners in project implementation The National Transport Authority of UAE

4. Please elaborate on the following issues related to the project, both in terms of project design (i.e. materials, type of activities, expected accomplishments, objectives, etc.) and project implementation (collaborations, implementation structures, etc.).
- Good practices
 - Problems encountered
 - Lessons learned (both positive and negative)

Overall assessment	<ul style="list-style-type: none"> • The UNDA project has been both timely and effective in setting the need for road safety targets firmly on the global road safety policy agenda. Its implementation has been taken seriously in all the United Nations regions, and the seminars have resulted in increased recognition of the value of targets, as well as being fora for exchange of information and discussion of common problems and best practice solutions; • The fact that not all Regional Commissions have dedicated transport (including road safety) divisions dictated different approaches in implementing the project; • In three Regional Commissions the staff who started the project moved for mobility or promotion reasons and it took some time to successors to get acquainted and continue the project; • There is room for improving communication and coordination between the Regional Commissions; • Financial procedures are slow and cumbersome.
ECE	<ol style="list-style-type: none"> Good practices <ul style="list-style-type: none"> • The seminar-and-study tour organized in cooperation with the Swedish

Road Administration in Stockholm, Sweden, is an example to be replicated in other projects for most efficient knowledge transfer: a well performing country hosts such an event for less well performing countries and shows how the system works.

- Interesting partnerships were born during the project:

- Sweden has developed bilateral projects with several low and middle income countries participating in the project;
- The Hellenic Chambers of Commerce funded the conference in Halkida, Greece, and signed a Declaration committing *inter alia* to support national and regional efforts to improve road safety;
- On the same occasion ECE, the European Basketball Federation (FIBA Europe), the Hellenic Basketball Federation and players from the national basketball team of Greece, signed a declaration requesting “Team Work and Fair Play on the Basketball Court and on our Roads”;
- As a follow-up to the cooperation with the Hellenic Basketball Federation and the declaration signed by the Greek basketball champions in Halkida, this initiative was taken up at the European level by the International Basketball Federation (FIBA) and FIBA Europe, and was supported by the Polish Authorities. As a result, the “Respect of the rules” declaration was endorsed and signed by FIBA, UNECE and the Polish Government during a joint press conference held in Katowice, Poland, on 17 September 2009, on the occasion of the Eurobasket 2009 tournament.
- Turkey was both a beneficiary country and a training provider: one of the main achievements of the seminar held in Kyrgyzstan was that the representative of Turkey invited five Kyrgyz senior experts involved in road safety to Turkey for a training focusing on issues which are within the competencies of the Ministry of Transport: infrastructure, training of professional drivers, and technical inspection of vehicles.
- Some of the NGOs that are active in road safety participated very enthusiastically as trainers in the events organized under the project, e.g. GRSP which offered their support in setting a non-governmental organization in Kyrgyzstan to complement public efforts in road safety.

b. Problems encountered

- Managing the financial aspects of the project entailed lengthy, bureaucratic procedures, with long months before participants were reimbursed the costs of DSA and/or travel. Financial procedures are cumbersome and the deadlines to commit funds are not corresponding to the real life, in which events are subject to last minute change;
- Initial costs for printing and translating the final report were significantly under-estimated, which lead to the report being available on paper only in English;
- Responsiveness of some beneficiary countries was rather modest in terms of designating their representatives in the events and providing feedback on the surveys;
- Good planning under the project is a challenge because of the multitude of other tasks that must be accomplished by staff managing the

	<p>project and because of difficult coordination (in some cases) with countries. Political changes are also determinant for good planning;</p> <ul style="list-style-type: none"> • Cooperation between Regional Commissions could be improved and each other's products could be better promoted. <p>c. Lessons learned (both positive and negative)</p> <ul style="list-style-type: none"> • Road safety is not a priority on the political agenda of all countries in the region. However, target setting is now becoming mainstream in road safety policy, and recognized as a necessary step towards casualty reduction and a means of prioritizing road safety. This is good news and the UNDA project has helped to promote and reinforce the principle of target setting as a road safety tool. But, this is not the end of the story: setting a target, particularly if it is aspirational rather than empirically based, is not sufficient in itself, and the UNDA project can only be a first step. Laudable as it is that there should be political endorsement of regional or national targets, and the value of this should not be underestimated, the real benefits in terms of casualty reduction will only be realised through concrete action. • It is very encouraging that in three regions, ECE, ESCAP and ECA, schedules have been drawn for monitoring of progress in achieving the targets. These will be of great assistance to countries and should be used to support the development of programmes for implementation of measures. Targets should be firmly linked to a strategy for delivery that contains the programme for implementation of policy through legislation, enforcement, infrastructure improvements and a focus on road safety measures to address the key risk factors. An approach that builds on proven effective measures, but goes further than traditional road safety programmes by concentrating on recognition of human frailty and the need to accommodate it through injury prevention and reduction systems is relevant to countries at all stages of development rather than something that can only be considered by countries at an advanced stage of road safety performance. • There are cases of countries with good progress in improving road safety but which do not communicate it; there are also cases of countries which are "embellishing" their data.
ESCAP	<p>Due to budget constraints, the participants at the 2008 and 2009 EGMs were mainly transport ministry officials. It would have been ideal to have had wider participation from each member State of other governmental agencies as well as non-governmental road safety stakeholders.</p>
ECLAC	<p>a. Good practices Increase the awareness into the nations and policy makers about the importance of the road safety, is a tremendous work that need coordinated action of all the institutions. In the execution of this project not only at UN level the coordination was successful (among Regional Commissions and other UN entities) also at the regional field, where we were capable to coordinate the efforts among multiple institutions under a same objective: to "reduce the fatalities caused by the road casualties".</p> <p>b. Problems encountered In spite of the progress observed in the last years, road safety in many</p>

	<p>countries is not yet a priority in the political agenda. This situation implies that the institutional framework is weak and the resources insufficient, threatening the work from a long-term perspective. Moreover, in many countries road safety is not conceived like a multidisciplinary problem; in consequence, the solutions are partial, without synergies and long term impacts. Although, the effort of sub regional countries and institutions are important and positive, its institutional framework is weak, making difficult the work and the coordination with other international or multilateral institutions. In particular, the work with some NGO's is difficult and need to be done with extremely careful, in order to assure that the objectives declared by these institutions are real. Its functionality in some times is not compatible with the UN regulations and its principles.</p> <p>c. Lessons learned (both positive and negative)</p> <ul style="list-style-type: none"> • The idea to separate the seminars according to geographical and cultural and social characteristic was successful. Of course this scheme implies more work and travels for ECLAC's staff, but assure that the result is according to the real needs of these sub regions. • The signature of political declarations after the seminars was a useful tool to assure the commitment of the participants and could represent the starting point of a real coordination at least at subregional level. • The inclusion of additional actors (like the NGO's or the private sector) is in general welcome by the governments, when the discussion is based on objective facts with a technical approach. • A good number of practices have been implemented in the region with good results. It is observed a high awareness about the kind of measures needed for the reduction of road safety fatalities. In the three sub-regions, is not a problem of knowledge about the practices, it's about how to implement it and monitor its right execution, for this reason more technical assistance resources need to be allotted for future projects. <p>The support to the creation of sub regional initiatives as the Regional Commission for Road Safety in Latin America and the Caribbean , could help to increase the awareness and coordination at national and regional level with a multi sector approach and to assure the results beyond the end of the project.</p>
<p>ECA</p>	<p>a. Good practices</p> <ul style="list-style-type: none"> • The importance of road safety targets is widely accepted in UNECA region. The objective of the UNDA project to encourage the setting of targets was endorsed in the regional meeting which is held in Dar es Salaam, Tanzania. However the data to monitor the progress in achieving the targets remain a big challenge. • The good practices shared in the Dar es Salaam seminar were among others the creation of road safety information centers along transit corridors, installation of speed governors on public transport vehicles, computerization of driving licenses and road traffic offences, accident call centers. <p>b. Problems encountered</p> <ul style="list-style-type: none"> • Road safety seems not to be a priority area in many African countries and development institutions.

	<ul style="list-style-type: none"> • Ignorance about the magnitude of road safety problems. • Very few countries and regional institutions have dedicated staff to road safety. • On responsibility, as long as it is unclear who is ultimately responsible and accountable for road safety, at national, sub regional and regional levels, it will be difficult to make progress. These two obstacles mean a lack of political commitment and funding for evidence based targets and measures to prevent road traffic casualties in the continent. • In addition, insufficient number of road safety experts is another major challenge faced in the member states as well as in the leading institutions. • Sufficient funds were not provided to undertake more regional workshops to disseminate the results, to assess the project's impact on selected member countries and to prepare action plans. • To date, few African countries have government wide road safety targets because of their limited financial resources, weak statistical and technical capabilities and because of other pressing economic or social problems. <p>c. Lessons learned (both positive and negative)</p> <ul style="list-style-type: none"> • Positive lessons: <ul style="list-style-type: none"> - Overall the project enhanced the awareness and capacity of participants and member countries to develop targets and indicators for reducing road accident fatalities and injuries. - The Dar es Salaam Seminar provided the participants with an important opportunity to hear about the latest thinking in road safety. They came up with a set of recommendations with regard to road safety issues that advocates target setting, together with good road safety management practice which could help countries to reassess their road safety practice and take up these new ideas to their respective countries. - The experience of countries that have already made good progress on road safety and the ways they approach road safety policy also gave the participants important insight into the changes that they will need to implement. • Negative lesson: <ul style="list-style-type: none"> Because of the lack of human resources, ECA did not undertake advisory assistance and awareness campaigns in the countries.
ESCWA	<p>a. Good practices</p> <p>The project concluded that the following elements may be among the good practices and lessons learned from its implementation as well as among the basic elements of success:</p> <ul style="list-style-type: none"> • The nomination of the National Focal Points by the Governments involved. • The submission of country reports based on uniform questionnaire. • The willingness of the countries to cooperate. • The organization of the expert group meetings kindly hosted by governments. • The use of expertise provided by external consultants for the implementation of specific tasks. • The project highlighted the need for concrete follow-up action, including

	<p>implementation of priority projects, continuation of work on long-term basis, improvement of road safety in the region, consideration of establishment of a coordination and monitoring mechanism, ensuring funding for the continuation of the project in a new Phase II.</p> <ul style="list-style-type: none"> • Joint activities were successfully organized. <p>b. Problems encountered</p> <p>The main problems encountered in the implementation of the project or aspects that could have been improved are:</p> <ul style="list-style-type: none"> • The absence or the very slow rate of responses to questionnaires addressed to countries • The vagueness of some of the replies; for example, some countries only indicate “yes, we have road safety targets” without indicating which are those targets. This may also raise a doubt regarding the actual existence of targets • The communication and coordination between the regional commissions could be improved. • Due to the continuing prevailing conditions in the Middle East, contacts with both Palestine and Iraq have been severely hindered.
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5. Are some of the products or approaches generated by the project continuing to be used by the target audience or other groups?

Overall assessment	It is highly hoped that the final report of the project and its recommendations will be used by countries in all United Nations regions.
ECE	The presentations on the good practices have been made available on the project’s website and they are frequently downloaded. The experts who participated in the seminars continue to exchange practices within the network created by the project. The ECE’s Road Safety Forum included in its activities to follow-up on the recommendations of the project.
ESCAP	UNESCAP road safety goals, targets and indicators provide useful guidelines for member countries in considering and developing their national road safety strategy, policy, goals and targets. These targets and indicators will also facilitate the monitoring of achievement of road safety goals contained in the UNESCAP Ministerial Declaration on Improving Road Safety in Asia and the Pacific.
ECLAC	The Regional Commission for Road Safety in Latin America and the Caribbean, has included in its Work Plan 2010 the monitoring of the road safety targets generated by the project as well as other activities based in the cross sectoral approach proposed by the project.
ECA	Yes, targets identified have been used for the preparation of the African Action Plan on Road Safety.
ESCWA	<ul style="list-style-type: none"> • The comparative study on road traffic safety management in three selected countries in the UNESCWA region (Bahrain, Egypt and Jordan) has been used as a reference to current and forthcoming strategic

	<p>framework of the three countries as well as other members of ESCWA on road traffic safety improvement.</p> <ul style="list-style-type: none"> • The target of 30% reduction of road traffic casualties by 2015 has become a key point issue in road safety strategies in ESCWA member countries.
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6. Are there any plans to continue or to replicate any of the activities or initiatives of the project?

Overall assessment	In all the United Nations regions it is planned to continue or to replicate some of the activities or recommendations of the project. As at present, only ESCAP benefits of funding for its plans.
ECE	<ul style="list-style-type: none"> • The need for further action to assist low and middle-income countries in setting targets was recognized in the recommendations from the UNECE seminars and conference. It was proposed that “a number of advisory missions should be conducted after the seminar upon request of countries in order to assess their road safety problems and help them develop targets in a bilateral setting”. • It is essential that such missions should concentrate on capacity building as well as knowledge transfer. Extending such bilateral action across all the UN regions would be a large and costly exercise, therefore ECE is considering as an alternative approach a series of regional training events that would bring together groups of countries with similar problems for an intensive workshop. • This would have the advantage of limiting resource demand, and also affording countries the benefit of discussion of problems and solutions with similar countries. The seminar-cum-study tour to Sweden for selected low and middle-income countries in the UNECE region is an example of how this could be achieved.
ESCAP	<ul style="list-style-type: none"> • Overall, ESCAP will continue to provide assistance to member countries in setting their national road safety goals and targets and pursuing their achievement towards the overall goal to reduce road deaths in ESCAP member states by 600,000 during the period 2007 and 2015. • In particular, a new road safety project is planned in 2010-2011. It is to be funded by the Russian Federation (see #7) to follow up the First Global Ministerial Conference on Road Safety (Moscow, November 2009) and “Decade of Actions for Road Safety (2011-2020)” as proclaimed by the UN General Assembly through its resolution on improving global road Safety in March 2010. • At the Forum of Asian Ministers of Transport held in Bangkok in December 2009, the Russian Federation made a generous offer of voluntary contribution to ESCAP for the implementation of a regional program to improve road safety, which has been welcomed.
ECLAC	The approach of road safety will be included as a part of the transport strategy the ECLAC are proposing to the Latin American and the

	Caribbean countries. The road safety dimension and its impact will also include in each analysis that the Infrastructure Services Unit of ECLAC perform in the future. Also, the website will be updated by ECLAC in the future as a part of its regular activities.
ECA	Yes, the targets will be used to monitor progress during the Road Safety Decade of Action.
ESCWA	<ul style="list-style-type: none"> • The follow-up report on the implementation the project's recommendations and the progress made in road safety since 2005 will be requested yearly from member states in order to evaluate the progress and exchange good practices and lessons learnt within the meeting of Transport Committee within ESCWA.

7. Were supplementary funds raised during the course of the project to support the project's objective and facilitate the achievement of the expected accomplishments?

ECE	<ul style="list-style-type: none"> • The Hellenic Chambers of Commerce funded the road safety conference held in Halkida, Greece, with an amount unknown; • The Global Transport Knowledge Partnership (gTKP) contributed with 5,000 USD to supplement the consultant's fees for writing the final report of the project for the five Regional Commissions; • There were contributions in kind which cannot be ignored: Swedish Road Administration, Belarusian Government, the resource persons and organizations.
ECLAC	No supplementary funds were received. The French Cooperation (that financed the participation of a French expert to the seminars) and the synergies with other road safety initiatives and institutions (especially with the IADB and PAHO) allowed to us save money. Its cooperation and participation were extremely important to achieve the goal.
ECA	Yes, FIA Foundation committed financial support to the organization of the African regional seminar and sponsored the Tanzania case study on road safety.
ESCWA	The National Transport Authority in Abu Dhabi, UAE, hosted and co organized with ESCWA, the Workshop for Setting Regional and National Road Traffic Casualty Reduction Targets in the ESCWA Region (Abu Dhabi, 16-17 June 2009). This was the only supplementary fund or contribution received from member states.

8. List of additional information materials on project activities available, such as press clippings, media coverage, meeting reports, publications, websites etc. You may include important materials with this report as desired; if the information is available online, it would be particularly useful to send the

relevant URLs. Reports of internal and/or external evaluations conducted should also be included.

ECE	<ul style="list-style-type: none"> • Final report including an evaluation by an internationally recognized external consultant at http://www.unece.org/trans/publications.html • The seminar in Minsk, Republic of Belarus, the conference in Halikda, Greece, and the national workshop in Bishkek, Kyrgyz Republic, had comprehensive media coverage (newspapers, national and/or regional TV and specialized magazines). • A “UNDA Corner” was created in the quarterly “Transport Review” at http://www.unece.org/trans/transportreview.html • The events were consistently advertised on ECE’s website and all documents relating to the project are available at http://www.unece.org/trans/main/welcwp1.html?expandable=99.
ESCAP	<ul style="list-style-type: none"> • “Review of Developments in Transport in Asia and the Pacific 2009” at http://www.unescap.org/ttdw/PubsDetail.asp?IDNO=214 • “Transport and Communications Bulletin for Asia and the Pacific no. 79 Road Safety” at http://www.unescap.org/ttdw/PubsDetail.asp?IDNO=213. • “Major issues in transport: Transport and society – Improving Road Safety in Asia and the Pacific” meeting document for the Forum of Asian Ministers of Transport held on 14-18 December 2009, Bangkok at http://www.unescap.org/ttdw/FAMT/FAMT1/Documents/English/FAMT_SGO_7E.pdf) • http://www.unescap.org/ttdw/roadsafety/index.html
ECLAC	See the project’s website: http://www.eclac.org/id.asp?id=28826
ECA	<p>ECA activities were covered in the following websites:</p> <ul style="list-style-type: none"> • www.roadsafe.com/news/article.aspx?article=917 • http://www.roadsafe.com/news/newsletter.aspx?year=2009&month=07 • http://www.makeroadssafe.org/news/2009/Pages/AfricanMinisterscallforDecadeofActionforroadsafety.aspx • http://www.uneca.org/nrid/events/Road%20Safety/concept%20note.pdf • http://www.uneca.org/nrid/default.htm • http://www.gtkp.com/uploads/public/documents/Knowledge/Annex%201%20for%20Dar%20Outcome%20Report.pdf • Document: Report of the seminar
ESCWA	<p>Available upon request:</p> <ul style="list-style-type: none"> • Report of the Workshop for Setting Regional and National Road Traffic Casualty Reduction Targets in the ESCWA Region (Abu Dhabi, 16-17 June 2009). • Study on Setting Road Safety Target in ESCWA Countries • Follow-up of Implementation of the recommendations of the Workshop for Setting Regional and National Road Traffic Casualty Reduction Targets in the ESCWA Region (Abu Dhabi, 16-17 June 2009) and the progress made in road traffic safety issue in some ESCWA Countries
