



PARALLEL SESSION: MANAGING ROAD SAFETY

Session Conclusions

Date: 28 February 2020

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1. KEYWORDS

Road safety, institutions, management, complexity, lead agency, leadership, shared responsibility, funding, safe system

2. TITLE OF THE SESSION

MANAGING ROAD SAFETY

3. TOPIC OF THE SESSION

[Presentation of the issues that were presented, why they are important]

As described in Pillar 1 of the Global Plan for the Decade of Action, and as reflected in Global Road Safety Performance Targets 1 and 2, renewed efforts hinge upon better road safety management. This is comprised of a broad range of activities. First, a lead agency for road safety should be designated in all countries, with mechanisms for coordination across sectors, to lead implementation of a national road safety plan, with specific strategies, targets and indicators. The emphasis for the designated agency is collaboration and cooperation not competition with other road safety stakeholders, in line with the safe system approach which requires joint action and responsibility. Targets should ideally be in line with the Global Road Safety Performance Targets agreed by Member States in November 2017. Road safety management efforts should be underpinned by strong data collection systems, necessary to provide baseline data and monitor progress in reducing road traffic deaths and injuries.

Issues presented are covered in the next section.

4. SHORT SUMMARY OF SESSION

The expert presentation by Veronica Raffo from the World Bank underlined the prerequisites for solid road safety management. A robust institutional framework, with a strong and adequately funded lead agency for road safety is the starting point of good road safety management. Safe system principles should guide policy, in particular regarding the notion of shared responsibility and accountability. The latter requires good road safety data for regular reporting and the adoption of a results-focused approach. The impact of interventions should be estimated and policies reinforced or revised on the basis of their impact in saving lives and reducing injuries. The sustainable development goals are all interrelated and SDG 16 on institutions is relevant and supportive of road safety management.

During the panel discussion, the following key aspects were raised:

Leadership: Strong leadership at the highest levels of government and corporations delivers results. The Minister of Transport of Norway stated that the success of his country in reducing the number of road deaths and serious injuries has relied on full endorsement of Vision Zero by the government and by parliament, for whom every life matters. Strong leadership in the private sector also yields results. The CEO and the management of Total Foundation were reported to be fully committed to road safety, which has become a core value of the company, with equal treatment in all regions of the world. Jeff Michael (United States) indicated that leadership needs to come from both administration and political leaders. The responsibility of all stakeholders is to be ready to capitalize on leadership to the full, by developing the data, analysis and monitoring tools for evidence-based intervention and by providing indicators of the scale of the potential to save lives that resonate with decision-makers.

Systemic approach based on science and data

Good quality data is important to design effective road safety policies, monitor progress and adjust interventions. The Minister of Transport of South Africa reported on the data-led approach adopted in his country and the key actions of its lead agency, the Road Traffic Management Corporation (RTMC), in standardizing data collection throughout the country so that interventions and results can be compared. In Norway, the Parliament's Standing Committee on Transport meets with the road safety lead agency to analyse the circumstances, every time someone is killed on the road. The scientific, evidence-based approach has been driving the road safety policy for many years in Norway, making it possible to distinguish which interventions have been the most successful and redouble effort in those areas. This is paying off as Zero targets are beginning to be met. For example, no children and young people under 15 were killed in traffic in 2019 on Norway's roads.

Partnership: All panelists recognized the importance of partnership to conduct and deliver successful road safety policies. Partnership must occur between different levels of government and between different sectors. Jeff Michael highlighted that in Federal countries the need for co-operation between the federal government, individual states and also municipalities is very important. Other panelists also recognized that many decisions are taken at local or regional level. NGOs can play a key role in facilitating the dialogue

between different stakeholders. Partnership must also occur between different sectors. The minister of transport of Norway reported that in his country there is very strong collaboration between all stakeholders, including transport administration, health ministry, justice, police and NGOs, which together are building a road safety culture. He also provided an example of how NGOs could work with the government to raise awareness at a local level to address the issue of speed. Climate change mitigation, air pollution and road safety policies share many common levers. For example, ensuring streets are safe for walking and cycling is essential to countering car-dependence and ensuring good access to public transport. Mr. Fikile Mbalula, the Minister of Transport of South Africa, underlined the importance of bringing together all the SDGs to exploit the inherent synergies.

Adequate budget: Budget dedicated to road safety should be commensurate with the human lives and suffering at stake. Unstable funding is a huge issue in most low- and middle-income countries. In Norway, road safety funding seems to be sufficiently approved by the parliament. However, many countries devote surprisingly few resources to road safety, especially in terms of human capital. Lessons could be learnt from Climate change policies on how to generate the necessary funding. The private sector has a key role to play, not only as potential funders, but more importantly as major actors in ensuring operations are safe and sharing experience in safe system management.

5. OVERALL MESSAGES

Effective road safety policies rely on strong leadership, a well-funded and staffed lead agency, and strong partnerships with other road safety stakeholders and with agencies in other sectors.

6. OVERALL RECOMMENDATIONS

Countries should redouble efforts on interventions that bring results, invest in evidence-based interventions and take a systematic approach. The opportunities for ministers to succeed in saving lives are manifold.

7. IMPORTANT FINDINGS (EX. TECHNICAL OR OTHERS)

[This can include key findings that have been confirmed and can be shared, as well as emerging issues that have been identified and will require more analysis.]

Not applicable

8. SPECIFIC RECOMMENDATIONS FOR DIFFERENT STAKEHOLDERS INCLUDING GOVERNMENTS AND THE PRIVATE SECTOR

[This can include recommendations for future studies or future collaborations.]

Not applicable

9. PREPARATION OF THE SESSION

[Mention here the persons and organisations that were involved in the preparation of the session]

Name	Organization	Role
Melecki Khayesi	WHO, Geneva	Moderator
Veronica Raffo	World Bank	Expert
Knut Arild Hareide	Ministry of Transport, Norway	Panelist
Fikile Mbalula	Ministry of Transport, South Africa	Panelist
Bruno Courme	Total Foundation	Panelist
Jeffrey Michael	Johns Hopkins University	Panelist
Rattanaporn (Tum) Ingham	WHO, Thailand	Coordinator
Veronique Feypell	ITF, OECD	Rapporteur

10. SESSION PROGRAM

[Include actual the program of the session as it actually took place]

Plan and timing: 11.40-12.40

Approx. Time	Topic/Presentation title	Speaker (title, role/position, organisation)
2 minutes	Welcome and introduction	Melecki Khayesi, Technical Officer, WHO Geneva
8 minutes	Overview: managing road safety	Veronica Raffo, Senior Infrastructure Specialist, World Bank
38 minutes	Facilitated discussion	Melecki Khayesi, Technical Officer, WHO Geneva. Knut Arild Hareide, Minister of Transport, Norway. Fikile Mbalula, Minister of Transport, South Africa. Bruno Courme, Director, Total Foundation. Jeffrey Michael, Distinguished Scholar, Johns Hopkins University.
8 minutes	Questions from the floor	Melecki Khayesi, Technical Officer, WHO Geneva.
3 minutes	Wrap up of the Session	Veronica Raffo
2 minutes	Thanks and closing	Melecki Khayesi, Technical Officer, WHO Geneva.