

# United Nations General Assembly Session on Global Road Safety

United Nations Headquarters, New York

March 31, 2008

Executive Summary

Prepared by the Global Road Safety Forum

## An Historic Day for Road Safety

On March 31, 2008 the United Nations General Assembly debated Resolution A/RES/62/244 *Improving Global Road Safety*, the fifth resolution on road safety adopted by the United Nations since 2003. The earlier resolutions illustrate a growing commitment within the UN to acknowledge the magnitude of this epidemic, its impact on developing nations and the need for a coordinated global response to address it. The adoption of Resolution 62-244 is a milestone event in the effort to mobilize global support for road safety.

Each year approximately 1.3 million deaths occur on the world's roads, a toll comparable to malaria and tuberculosis in fatalities alone. Yet the burden of unsafe roads is far greater; severe disabling injuries affect an additional 20 to 50 million people each year. Low- and middle-income countries are disproportionately impacted; more than 85% of all fatalities and injuries occur in the developing world. Tragically, children are often the victims particularly in low- and middle-income countries. Road traffic fatalities are the number one killer of children aged 10-24, and 96% of these children are dying on roads in developing nations. The trend is predicted to continue and to accelerate, fueled by the rapid motorization that accompanies development. Road traffic crashes consume 1-2% of GNP for most countries. The World Health Organization estimates annual worldwide economic costs at USD \$518 billion - a total that equals or exceeds annual bilateral overseas aid.<sup>1</sup> Although this is a global epidemic, there is no coordinated global response and many developing nations lack the capacity to prevent these very preventable deaths and injuries.

The resolution is a culmination of a five-year effort by a global community of stakeholders from multilateral and bilateral institutions, governmental and non-governmental organizations, academia and civil society to raise international awareness and call for a global response commensurate with the magnitude of this worldwide epidemic. Over 150 members of the stakeholder community were granted observer status for the March 31<sup>st</sup> session of the 62<sup>nd</sup> United Nations General Assembly and witnessed the passage of this historic resolution.

*"This resolution can mark the moment when the world's community looks out at the suffering and the grief and the cost of road crashes and decides to end it. This is in our power to do. We have the tools, we have the knowledge and we have the means. What we have to do now is act."*

Lord George Robertson  
Chair, Commission for Global Road Safety

## **UN GA Resolution A 62-244**

*welcomes the offer of the Government of the Russian Federation to host and provide financial support for the first global high-level ministerial conference on road safety to be held in 2009*

### **Additional Provisions of A 62-244**

- *Commends the World Bank for its initiative in establishing the Global Road Safety Facility, the first funding mechanism to support capacity-building and provide technical support for road safety and encouraged financial support of the Facility;*
- *Invites member states to participate in the World Health Organization global road safety status report;*
- *Invites member states to participate in target-setting projects underway through the UN regional commissions;*
- *Reaffirms importance of addressing global road safety and the need to strengthen international cooperation, to address the needs of developing countries by building road safety capacity and providing financial and technical support;*
- *Encourages private and public sector organizations with vehicle fleets to develop policies and practices to minimize crash risk for vehicle occupants and other road users;*
- *Invites the partners of the UN Road Safety Collaboration to promote multi-sectoral collaboration through Global Road Safety Weeks and Stakeholder Forums for Global Road Safety;*
- *Requests the Secretary General report progress made in improving global road safety to the General Assembly during the sixty-fourth Session.*

## **Resolution A/62-244**

Resolution A 62-244 calls for the first high-level global conference on road safety and welcomes the offer of the Russian Federation to host and support the November 2009 conference. The conference will provide national Cabinet Ministers with a platform for international collaboration on the costs of the road safety epidemic and strategies to reduce the risk to their nations. The resolution notes the report of the Commission for Global Road Safety, *Make Roads Safe: A New Priority for Sustainable Development*<sup>ii</sup> and its recommendation to convene a global ministerial conference on road safety under the auspices of the UN.

Acknowledging the importance of a funding mechanism for road safety, the resolution commends the World Bank for establishing the Global Road Safety Facility to support capacity building and provide technical support. The resolution recognizes the Governments of Australia, the Netherlands and Sweden, and the FIA Foundation for the Automobile and Society for their financial support of the Facility and encourages additional contributions to the Facility from the international community.

The document recognizes and commends the work of UN agencies and highlights two current UN road safety projects. The World Health Organization was recognized for its work under the United Nations Road Safety Collaboration and for coordinating road safety efforts through the UN Regional Economic Commissions. The United Nations Regional Commissions were commended for their road safety activities in programs and advocacy with particular note of the United Nations Economic Commission for Europe's (UNECE) Convention on Road Signs and Signals<sup>iii</sup> and declarations urging regional political commitment and action from the UN Economic and Social Commission for Western Asia (UNESCWA), UN Economic Commission for Africa (UNECA), UN Economic Commission for Latin America and the Caribbean (UNECLAC), and UN Economic and Social Commission for Asia and the Pacific (UNESCAP).<sup>iv</sup> Member states were invited to participate in the World Health Organization's road safety status assessment and the UN Regional Economic Commission target-setting project.

## **International Leadership**

Many individuals and organizations worked to ensure passage of Resolution A 62-244 to secure UN endorsement of a global ministerial meeting on road safety. The effort benefited from unprecedented international leadership. Ambassador Fuad Al-Hinai, Permanent Representative of the Mission of the Sultanate of Oman to the United Nations sponsored the resolution and provided the UN leadership as he did on the 2003, 2004 and 2005 resolutions. Over several months, the Ambassador and his staff met with representatives of UN member states to provide background on the epidemic and the need to convene a ministerial conference. Ninety-four (94) nations joined Ambassador Al-

Hinari in co-sponsoring the resolution and its call for the first global ministerial conference on road safety.<sup>v</sup>

The Russian Federation, host of the 2009 conference, has provided leadership regionally and internationally. In 2006, former President Vladimir Putin supported the creation of an interministerial commission by the Russian Federation Road Traffic Safety Inspectorate. The commission launched a national safety program “Improving Road Safety 2006-2012” and made revisions in national traffic legislation. In 2007, President Putin advanced the issue of ensuring road safety as a priority development goal for the Russian Federation.<sup>vi</sup> An active participant in the UN Economic Commission for Europe (UNECE), Russia serves as Chair of WP1, the UNECE Working Party on Road Traffic Safety. General Victor Kiryanov, Head of Road Safety in the Russian Federation Ministry of the Interior and member of the Commission for Global Road Safety, worked with the United Nations on his country’s proposal to host and support the November 2009 conference in Moscow. In his address to the General Assembly, General Kiryanov talked about plans for the conference. “The Ministerial Conference is planned to focus on a comprehensive discussion of global road safety and its influence on the socio-economic development of countries and their attainment of the Millennium Development Goals. In particular, it is planned to review the progress of countries’ implementation of the *World Report on Road Traffic Injury Prevention* and to determine ways to step up international cooperation.”<sup>vii</sup>

The importance of a UN ministerial in developing a global action plan was first advanced by the Commission for Global Road Safety in its 2006 report *Make Roads Safe*. The Commission, chaired by Lord George Robertson of Port Ellen, the former Head of NATO, made the case for a strong link between road safety and sustainable development. To coincide with the release of the report, the Commission launched the Make Roads Safe Campaign to mobilize support for the report’s recommendations. The Campaign, led by a coalition of road safety and public health organizations, seeks to include road traffic injuries in the G8 and sustainable development agendas and points out the importance of road safety in attaining many of the Millennium Development Goals. More than one million people worldwide signed the Campaign’s “1 Million for Road Safety”<sup>viii</sup> petition urging the United Nations to approve a UN global ministerial summit. Lord Robertson and Global Campaign Ambassador, Michelle Yeoh presented the petition to UN Secretary-General Ban-ki Moon on March 31<sup>st</sup>.

*“The Ministerial Conference is planned to focus on a comprehensive discussion of global road safety and its influence on the socio-economic development of countries and their attainment of the Millennium Development Goals.”*

General Victor Kiryanov, Head of Road Safety  
The Russian Federation Ministry of the Interior

The Campaign has also engaged the support of Nobel laureates, former US President Jimmy Carter, Archbishop Desmond Tutu and Óscar Arias Sánchez, President of Costa Rica. They joined other notable supporters from injury prevention, transportation, research and UN agencies in publishing an open letter to the United Nations supporting the Campaign and urging the UN member governments to support the global conference.

### **Excerpts from the March 31<sup>st</sup> Proceedings**<sup>ix</sup>

Fifteen country representatives, the Deputy Head of the Delegation for the International Federation of Red Cross and Red Crescent Societies and the representative of the Holy See addressed the March 31<sup>st</sup> General Assembly. Speakers shared the impact of the road traffic epidemic on their nations - the magnitude of the epidemic, the rapid growth rate of the problem and how it has overwhelmed country resources and threatens to erode or impede future development.

**Mexico – Dr. Arturo Cervantes, General Director of National Center on Injury Prevention**  
**Annual Cost of RTI: Over USD \$10 billion<sup>x</sup>**

*“It is essential that all the nations of the world share knowledge and efforts regarding road safety and pull together scientific, technical, human and economic resources to face this pandemic in a well-coordinated global effort. This is a matter not only of economics but of social justice as well.”*

Dr. Arturo Cervantes, General Director  
National Center for Injury Prevention

*“Each year road traffic injuries are responsible for the death of more than 17,000 Mexicans, which is equivalent to losing 47 persons a day; 15 of these are a group at particularly high risk. Alarming, road traffic accidents are the number one killer for children, teenagers and young adults between 5 and 35 years of age in our country.*

*Aside from these high rates of death, road injuries result in more than 750,000 hospitalizations and many millions of injuries that require medical attention. Road injuries are the second leading cause*

*of permanent motor disability and also the second cause of orphanage in the country. The number of motor vehicle accidents is on the rise, with official figures placing the growth at more than 45 percent in the current decade.*

*Recent estimates place the economic burden of RTI’s in Mexico at more than USD \$10 billion annually. The victims of RTI’s are mostly people in the prime of life. They are killed when they are most economically productive and when many are starting their families. The consequences for families, communities, for the economy and for the country as a whole, are devastating. It is essential that all the nations of the world share knowledge and efforts regarding road safety and pull together scientific, technical, human and economic resources to face this pandemic in a well-coordinated global effort. This is a matter not only of economics but of social justice as well.”<sup>xi</sup>*

On March 14<sup>th</sup> 2008, Mexico partnered with twenty-three countries of the Americas in signing the Merida Declaration at the first regional Ministerial Meeting on Violence and Injury Prevention. The declaration recognizes injuries as a public health problem and commits to establishing, strengthening and funding injury prevention units in the Ministry of Health of participating countries. Mexico’s Ministry of Health and the National Center for Injury Prevention recently launched an unprecedented national road safety program; results will be reported at the 2009 global ministerial.

**Vietnam – H.E. Mr. Bui The Giang, Ambassador, Deputy Permanent Representative of the Socialist Republic of Vietnam**

**Annual Cost of RTI: Over USD \$900 million (2002)<sup>xii</sup>**

*“Given Vietnam’s high population density, fast urbanization process, and continuously high economic growth rates resulting in the rapid increase in number of road vehicles, Vietnam’s transport infrastructures failed to develop accordingly. By October 2005, Vietnam had 16 million registered motorcycles, approximately one motorcycle per five people. In 2005, 70% of road crashes involved motorcyclists and 88% of the death toll resulted from head trauma. In Ho Chi Minh City, 85% of traffic-related hospital patients were motorcyclists and 74% were due to head injury. Most deaths and injuries occurred to people aged between 15 and 49 who account for 56% of the total population and who are the most economically active. A study conducted from an economic perspective by the Asian Development Bank estimated that in 2002 and 2003, traffic accidents in Vietnam cost the country close to USD \$900 million per year. Education, publicity campaigns, and law enforcement have been used to raise helmet wearing levels.”<sup>xiii</sup>*

On December 15, 2007, helmet wearing became mandatory in Vietnam.<sup>xiv</sup> Vietnam has received financial and technical assistance from the World Bank, the Asian Development Bank, the Swedish International Development Agency (SIDA), the World Health Organization, the Asia Injury Prevention Foundation (AIPF), Handicap International, and the International Federation of the Red Cross and Red Crescent Societies (IFRC).

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**Jamaica – The Honourable Lester Michael Henry, Minister of Transport and Works  
Annual Cost of RTI: USD \$14 million – Emergency Services<sup>xv</sup>**

*“One notable consequence of this epidemic is what I would like to describe as a “stifling effect” which creates the imposition of a huge economic burden on developing economies, particularly small and vulnerable economies such as Jamaica’s, accounting for 1-2% of the GDP. This staggering effect on GDP presents only half of the story, as that figure only represents lost productivity. As part of the new political administration in Jamaica, we are painfully aware of the additional burden caused by the social and economic costs of the epidemic, especially the negative effects on the health sector, where in some low- and middle-income countries, road traffic injuries account*

*“In Jamaica, 48% of road fatalities involve motor vehicle occupants, many of them as passengers in vehicles that would not meet the minimum standards for the United States or the European Union. A truly global standard that all manufacturers are obliged to comply with would go a long way toward protecting the citizens of countries like Jamaica”*

Lester Michael Henry  
Minister of Transport & Works  
The Government of Jamaica

*for one half of the hospital bed occupancy of surgical wards. The plight of the poor gets even more complicated, as those who are unable to afford automobiles are the ones most vulnerable on the roadways. For the past 20 years, pedestrians consistently account for 33% of all road fatalities in Jamaica. Pedestrians, pedal cyclists and motorcyclists together account for 66% of all road fatalities. In many Latin American and Caribbean countries, pedestrian fatalities alone reach 50% and very limited funding does not allow us the privilege to adequately plan for road users at that level. In Jamaica, 48% of road fatalities involve motor vehicle occupants, many of them as passengers in vehicles that would not meet the minimum standards for the United States or the European Union. A truly global standard that all manufacturers are obliged to comply with would go a long way toward protecting the citizens of countries like Jamaica, where this standard could be legally adopted and used to screen vehicles imported to our shores. Jamaica has had a costly experience in terms of serious injuries and fatalities from the importation of defective used vehicles, a situation that needs to be quickly and seriously remedied.”<sup>xvi</sup>*

Mike Henry, Minister of Transport and Works for Jamaica is calling for a Global Motor Vehicle Safety Standard that will establish minimum standards for vehicles manufactured anywhere in the world and has requested this be included as a discussion item for the 2009 Global Ministerial. Additionally, Minister Henry has called for expansion of the International Road Assessment Programme (iRAP)<sup>xvii</sup> to include Jamaica and other countries in the LAC region.

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## **The Ministerial Conference – A Platform for Change**

Speakers unanimously supported the ministerial conference to raise awareness internationally and nationally, stimulate national action, engage high-level multi-sectoral collaboration, and promote international cooperation in knowledge transfer and funding resources.

### **Engaging Country Support**

The 2004 World Report on Road Traffic Injury Prevention outlines several steps governments can take to develop an effective national policy on road safety; key measures include: make road safety a political priority, appoint a lead agency that is adequately resourced and publicly accountable, and develop a multidisciplinary approach to road safety.<sup>xviii</sup> One of the key objectives of the ministerial conference is to engage high-level political commitment and to motivate national leaders to take action in their own countries. The 2009 conference can serve to inform heads of state about the impact of road traffic fatalities and injuries on their countries' socio-economic development, the anticipated future trend, and about the proven-effective interventions that can help them reverse this epidemic.

In her address to the General Assembly, Minister Counsellor Sansanee Sahnussarungsi of Thailand shared an effective and successful case of risk reduction in her country that demonstrates the effectiveness of high-level political commitment and a multi-sectoral approach coordinated by a lead agency. In 2003, Thailand's road traffic fatalities totaled 14,012 and injuries reached 79,692. Songkran, a three-day holiday at the Thai New Year, is a peak period for road-related deaths and injuries; 30% involved alcohol and the majority of injuries involved motorcyclists. The Deputy Prime Minister established and heads the Road Safety Operation Center. The lead agency coordinates road safety efforts and executes the Thailand National Strategy on Road Safety. The strategy encompasses the Thailand's "Five 'E' Components" – enforcement, engineering, education, emergency medical services and evaluation. Over the 2007 Songkran holiday, road fatalities and injuries fell dramatically from their 2003 totals. Fatalities declined from 848 to 361 and injuries decreased from 52,058 to 4,805.<sup>xix</sup>

President Oscar Arias Sanchez is a road safety champion at home in Costa Rica and a regional leader as the Honorary Chair of the Latin American and Caribbean Transitional Commission on Road Safety. Karla Gonzalez, Minister of Public Works and Transport for Costa Rica, spoke of successes but also challenges in her country. A 2003 seat belt campaign coordinated through enforcement and education produced a four-fold increase in seat belt use, from 20% to 80%. Fatality rates for passengers in four-wheel vehicles fell by 30%. The commitment of Costa Rica's leadership and a multi-sectoral approach combined to make this campaign to save lives a success, but Costa Rica's largest road safety challenge is its infrastructure. In 2007, Costa Rica was awarded a place in the International Road Assessment Programme (iRAP) that inspects dangerous stretches of roadway, and provides technical expertise on how to correct the problems. The road assessment team and the Ministry of Transport and Public Works identified 2800km of dangerous roads where fatalities and serious injuries are concentrated, but funding to act on iRAP's recommendations is a critical next step.<sup>xx</sup>

### **Barriers to Safer Roads in Developing Nations**

A ministerial conference will not necessarily solve the problem of countries with the worst problem because these countries have limited or no resources. Many countries and entire regions do not have the resources to mount an effective response that will stop the epidemic of death on their roads.

Mr. Andriy Nikitov, Counsellor for the Permanent Mission of Ukraine to the United Nations, summarized the inherent challenges in low- and middle-income countries. "There are obvious obstacles to achieve and maintain road traffic safety regimes. Low technical capacities in many countries and lack of qualified specialists in this area slow down the development and introduction of effective strategies and programmes regarding road safety. As a result, global problems of road safety are often missing as a priority public health issue within either national or

regional policies. Road safety has not been part of the UN Millennium Declaration and is often not included in the programmes of sustainable economic development.”

Nirupam Sen, Permanent Representative of India to the United Nations, commended the World Report’s recommendation on the importance of international cooperation and reflected on the progress and challenges since the report was issued in 2004. “The issue of capacity building, technical assistance, and exchange of best practices, advocacy and awareness-raising are some of the areas where greater cooperation is required. Mobilization of financial resources to assist developing countries is also crucial. While the WHO report identifies some funding facilities, these are far from commensurate with the magnitude of the problem and need to be scaled up urgently particularly with regard to country support.”

While international cooperation on program efforts has provided some assistance to low- and middle-income countries through technical support and funding, these resources address only a very small percentage of the problem.

### **Resource Mobilization**

*“Mobilization of financial resources to assist developing countries is also crucial. While the WHO report identifies some funding facilities, these are far from commensurate with the magnitude of the problem and need to be scaled up urgently particularly with regard to country support.”*

Ambassador Nirupam Sen  
Permanent Representative of India to the UN

Therefore we need to effectively leverage the global ministerial to mobilize the resources to build capacity, to provide technical assistance, and to fund safe infrastructure. The Commission for Global Road Safety recommends committing 10% of road infrastructure budgets to road safety and urges countries to call on bilateral and multilateral donors and funders to adhere to this recommendation.<sup>xxi</sup>

In the August 14, 2007 report to the U.N. Secretary-General on Improving Global Road Safety, the U.N. Road Safety Collaboration addressed the absence of funding

for road safety and the urgent need for a viable funding mechanism. “Levels of funding for road safety are still not commensurate with the scale of the problem, and increased efforts must be made to secure additional financial support for road safety projects. In particular, road infrastructure interventions for improving road safety remain big challenges for developing countries, where underinvestment is illustrated by the very high social returns for safety interventions. The World Bank Global Road Safety Facility is an important tool for mobilizing such urgently needed support.”<sup>xxii</sup>

The World Bank established the Global Road Safety Facility in 2005 to generate increased funding and technical assistance for global, regional and country activities to accelerate and scale-up capacity building and to fund results-focused programs in low- and middle-income countries. The Facility contributes a unique and appropriate mix of resources to mount an effective and coordinated global response. The World Bank and other regional development banks have made a commitment to building the infrastructure of developing nations and will be investing tens of billions of dollars in transportation infrastructure. In addressing the transport dimension, large-scale transportation projects often have regional objectives. The World Bank is able to foster regional public goods that transcend national boundaries and benefit multiple countries and citizens. Further, the Facility has access to the broad institutional data and expert resources at the World Bank. The Bank’s business spans transportation, infrastructure, law enforcement, finance, and education, providing the Facility with the most current information and data for a multi-sectoral road safety solution. The Global Road Safety Facility can serve as a resource to both the development banks on road safety standards in structuring these investments, and to the countries by providing advisory services with the loan packages. Finally, the World Bank’s extensive experience and capability

can be harnessed to provide new funding vehicles for road safety projects in low- and middle-income countries with experienced financial management and oversight.

### **The Role of the Stakeholder Community**

Stakeholders have the opportunity to play a key role in the outcome of the November 2009 conference by mobilizing political will to ensure country participation and preparation for the conference. High-level political commitment is essential to ensuring broad and representative participation. Heads of state should be informed on the link between development and road safety, the timing of the ministerial and the need to send appropriate and prepared representatives - ministers with relevant portfolio responsibility to develop and direct a coordinated multi-sectoral response.

*“Levels of funding for road safety are still not commensurate with the scale of the problem, and increased efforts must be made to secure additional financial support for road safety projects. In particular, road infrastructure interventions for improving road safety remain big challenges for developing countries, where underinvestment is illustrated by the very high social returns for safety interventions. The World Bank Global Road Safety Facility is an important tool for mobilizing such urgently needed support.”*

UN Resolution A 62-257

August 14, 2007

Resolution 62-244 invited member states to participate in two projects currently underway that can help countries prepare for the upcoming conference.

- The World Health Organization is conducting a global status assessment on road safety that will be published in August 2009. National level data will be collected on key indicators such as the existence of a lead agency for road safety, the magnitude of the road traffic injury problem, the existence of emergency services, and the existence of legislation and enforcement on key risk factors; e.g. speed, drink-driving, seat-belt and helmet use. Contact Dr. Tami Toroyan ([toroyant@who.int](mailto:toroyant@who.int)) at the World Health Organization for more information on this project.<sup>xxiii</sup>
- The UN Economic Commission for Europe (UNECE) will work in collaboration with the other UN Regional Economic Commissions to collect information and conduct advisory missions and seminars to assist low - and middle-income countries in developing national and regional road traffic casualty reduction targets and provide recommendations on how to achieve the targets. For additional information on this project, contact the appropriate UN Regional Commission.
  - UNECE – Ms. Virginia Tanase; [roadsafety@unece.org](mailto:roadsafety@unece.org)
  - UNESCAP – Mr. R. Alexander Roehrl; [escap-ttd@un.org](mailto:escap-ttd@un.org)
  - UNESCWA – Mr. Bassam Anani; [Anani@un.org](mailto:Anani@un.org)
  - UNECA – Ms. Marie T. Guiebo; [mguiebo@uneca.org](mailto:mguiebo@uneca.org)
  - UNECLAC – Mr. Ricardo Sanchez; [trans@eclac.org](mailto:trans@eclac.org)<sup>xxiv</sup>

Participation in these projects will prepare governments for the ministerial by raising national awareness, providing information on country road safety status, and stimulating development or revision of national action plans.

The United Nations has agreed that road traffic fatalities and injuries are an epidemic requiring a global response. The November 2009 summit provides the platform for policymakers and the international community to come together, to share their knowledge, and to create a plan to stop this epidemic. The passage of Resolution 62/244 is an opportunity to move global road safety beyond awareness to action. We invite the community of global road safety stakeholders to work within their own nations to raise awareness of their country's road safety status and to

ensure each nation will have high-level participation in the upcoming summit. We urge stakeholders to inform heads of state and relevant ministers on the passage of A 62-244 and the importance of attending the November 2009 Ministerial Conference in Moscow. We encourage participation in the WHO Road Safety Global Status Assessment and the UN Economic Commissions projects and support of the World Bank Global Road Safety Facility.

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*“This resolution can mark the moment when the world’s community looks out at the suffering and the grief and the cost of road crashes and decides to end it. This is in our power to do. We have the tools, we have the knowledge and we have the means. What we have to do now is act.”*

Lord George Robertson  
Chair, Commission for Global Road Safety  
UN General Assembly Session on Global Road Safety  
March 31, 2008



[www.globalroadsafety.org](http://www.globalroadsafety.org)

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<sup>i</sup> World report on road traffic injury prevention. Geneva, World Health Organization and World Bank, 2004.

<sup>ii</sup> Make Roads Safe: A New Priority for Sustainable Development. London, Commission for Global Road Safety, June 2006.

<sup>iii</sup> United Nations, *Treaty Series*, vol. 1042, No. 15705.

<sup>iv</sup> The UN Economic and Social Commissions have been instrumental in convening and participating in regional conferences that culminated in the assembled body issuing declarations on road safety for the region. The declarations by region are *The Ministerial Declaration on Improving Road Safety in Asia and the Pacific* also known as the “Declaration of Busan”, 11 November 2006 (UNESCAP); the *Accra Declaration of African Ministers responsible for Transport and Health*, 8 February 2007 (UNECA); *the Declaration of San José on road safety*, 14 September 2006 (UNECLAC); and resolution 279 (XXIV) of the Economic Commission for Western Asia on follow-up to implementation of components of the Integrated Transport System in the Arab Mashreq, 11 May 2006 (UNESCWA).

<sup>v</sup> Cosponsors: Afghanistan, Albania, Algeria, Andorra, Angola, Argentina, Armenia, Austria, Bahamas, Bahrain, Belarus, Belgium, Bosnia and Herzegovina, Botswana, Brazil, Brunei Darussalam, Burkina Faso, Canada, Cape Verde, China, Costa Rica, Croatia, Cuba, Cyprus, Djibouti, Dominican Republic, Egypt, El Salvador, Estonia, Fiji, Finland, France, Greece, Guyana, Haiti, Hungary, Iceland, India, Indonesia, Iran (Islamic Republic of), Iraq, Ireland, Israel, Italy, Jamaica, Jordan, Kazakhstan, Kuwait, Lao People’s Democratic Republic, Lebanon, Libyan Arab Jamahiriya, Luxembourg, Malaysia, Maldives, Malta, Mauritania, Mexico, Moldova, Monaco, Mongolia, Montenegro, Morocco, Netherlands, Niger, Oman, Paraguay, Philippines, Poland, Portugal, Qatar, Romania, Russian Federation, Saudi Arabia, Serbia, Singapore, Slovenia, Somalia, South Africa, Spain, Sri Lanka, Sudan, Syrian Arab Republic, Thailand, the former Yugoslav Republic of Macedonia, Trinidad and Tobago, Tunisia, Turkey, Uganda, Ukraine, United Arab Emirates, United Kingdom of Great Britain and Northern Ireland, Viet Nam, Yemen and Zambia.

<sup>vi</sup> Statement by General Victor Kiryanov, Ministry of Internal Affairs of the Russian Federation. UN General Assembly, 62<sup>nd</sup> Session on Agenda Item 46 “Global Road Safety Crisis”, 31 March 2008.

<sup>vii</sup> Ibid.

<sup>viii</sup> Make Roads Safe Campaign

<sup>ix</sup> The full roster of speakers with links to text and audio speeches are located in the Appendix.

<sup>x</sup> Hospitalizations, surgeries, medical treatment and rehabilitation services – estimated \$4.5 billion; material damages – estimated \$1.3 billion; lost productivity and income - estimated greater than \$3.5 billion; all costs are estimated USD\$.

<sup>xi</sup> Statement by Dr. Arturo Cervantes Trejo, General Director, Mexico National Center on Injury Prevention, on behalf of Mexico. UN General Assembly, 62<sup>nd</sup> Session on Agenda Item 46 “Global Road Safety Crisis”, 31 March 2008.

<sup>xii</sup> From a study conducted by the Asian Development Bank, includes direct economic costs only.

<sup>xiii</sup> Statement by H.E. Mr. Bui The Giang, Ambassador, Deputy Permanent Representative, Socialist Republic of Viet Nam. UN General Assembly, 62<sup>nd</sup> Session on Agenda Item 46 “Global Road Safety Crisis”, 31 March 2008.

<sup>xiv</sup> Government Resolution N#32-2007-NQ-CP, Socialist Republic of Viet Nam, 15 December 2007.

<sup>xv</sup> Jamaica’s Estimated 2006 Emergency Services includes ambulance and paramedic services only and equals .48 percent of GDP.

<sup>xvi</sup> Statement by Lester Michael Henry, Minister of Transport and Works, Jamaica. UN General Assembly, 62<sup>nd</sup> Session on Agenda Item 46 “Global Road Safety Crisis”, 31 March 2008.

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<sup>xvii</sup> IRAP is a partnership of autoclubs, development banks, governments and research institutes. The pilot road assessment program conducts road inspections of dangerous stretches of roadway to identify cost-effective modifications and interventions to reduce fatalities and injuries. In 2007, inspections were conducted in Costa Rica, Chile, South Africa and Malaysia. Results of these inspections are available through IRAP ([www.iRAP.net](http://www.iRAP.net)).

<sup>xviii</sup> World report on road traffic injury prevention.

<sup>xix</sup> Statement by Mrs. Sansanee Sahussarungsi, Minister Counsellor of the Permanent Mission of Thailand to the United Nations. UN General Assembly, 62<sup>nd</sup> Session on Agenda Item 46 "Global Road Safety Crisis", 31 March 2008.

<sup>xx</sup> Statement by Ms. Karla González, Minister of Public Works and Transport, Costa Rica. UN General Assembly, 62<sup>nd</sup> Session on Agenda Item 46 "Global Road Safety Crisis", 31 March 2008.

<sup>xxi</sup> Make Roads Safe: A New Priority for Sustainable Development. London, Commission for Global Road Safety, June 2006.

<sup>xxii</sup> UN General Assembly, 62<sup>nd</sup> Session, *Report on Improving global road safety*. (A/RES/62/257). .

<sup>xxiii</sup> Global Status Report on Road Safety. World Health Organization Violence and Injury Prevention and Disability. 2008. World Health Organization. Accessed 10 June 2008 [http://www.who.int/violence\\_injury\\_prevention/road\\_traffic/global\\_status\\_report/en/index.html](http://www.who.int/violence_injury_prevention/road_traffic/global_status_report/en/index.html).

<sup>xxiv</sup> United Nations Regional Commissions Improving Global Road Safety, Setting Regional and National Casualty Reduction Targets. United Nations Economic Commission for Europe Transport Division. 3 June 2008. United Nations Economic Commission for Europe. Accessed 10 June 2008 < [http://www.unece.org/trans/roadsafe/docs/UNDA\\_Flyer.pdf](http://www.unece.org/trans/roadsafe/docs/UNDA_Flyer.pdf)>.

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## APPENDIX

62<sup>nd</sup> Session of the United Nations General Assembly  
Plenary Session on Global Road Safety  
March 31, 2008

### LIST OF SPEAKERS

- ♦ HE Ambassador Fuad Al-Hinai  
Permanent Representative of the Sultanate of Oman to the United Nations
- ♦ General Victor Kiryanov  
Head of Road Safety, Ministry of Internal Affairs of the Russian Federation
- ♦ HE Ms. Karla Gonzalez  
Minister of Public Works and Transport, Costa Rica
- ♦ HE The Honourable Lester Michael Henry  
Minister of Transport and Works, Jamaica
- ♦ HE Ambassador Sanja Stiglic  
Permanent Representative of Slovenia to the United Nations on behalf of the European Union
- ♦ HE The Honourable Lord Robertson of Port Ellen  
Chairman of the Commission for Global Road Safety on behalf of the United Kingdom
- ♦ Dr. Arturo Cervantes Trejo  
General Director of the National Center on Accident Prevention, on behalf of Mexico
- ♦ HE Ambassador Hjalmar W. Hannesson  
Permanent Representative of Iceland to the United Nations
- ♦ HE Ambassador Bui The Giang  
Deputy Permanent Representative of Vietnam to the United Nations
- ♦ Mrs. Sansanee Sahurssarungsi  
Minister Counsellor of the Permanent Mission of Thailand to the United Nations
- ♦ Mr. Andriy Nikitov  
Counsellor of the Permanent Mission of Ukraine to the United Nations
- ♦ HE Ambassador Nirupam Sen  
Permanent Representative of India to the United Nations
- ♦ HE Ambassador Byrganym Aitimova  
Permanent Representative of the Republic of Kazakhstan to the United Nations
- ♦ Dr. Nancy Carter-Foster  
Sr. Health Advisor, U.S. Department of State on behalf of the United States
- ♦ Mr. Jean-Francis Regis Zinsou  
Counsellor of the Permanent Mission of Benin to the United Nations
- ♦ HE Archbishop Celestino Migliore  
Apostolic Nuncio, Permanent Observer of the Holy See to the United Nations
- ♦ Mr. Michael Schulz  
Deputy Head of the International Federation of Red Cross and Red Crescent Societies

Full text and video of all addresses are available on the Global Road Safety Forum website.  
([http://www.globalroadsafety.org/events/UN\\_March\\_08.shtml](http://www.globalroadsafety.org/events/UN_March_08.shtml))