THE FIRST GLOBAL MINISTERIAL CONFERENCE
ON ROAD SAFETY
19–20 NOVEMBER  MOSCOW 2009
On 19–20 November 2009 the First Global Ministerial Conference on Road Safety took place in Moscow. As many as 1500 participants from 150 countries attended the meeting.

The high–level representatives included ministers responsible for road safety from more than 70 countries as well as leaders from 20 international organizations and from 80 non–government organizations.

The convocation of this international forum reflects the acknowledgement by the international community of the seriousness of road safety problem. According to the World report on road traffic injury prevention the road traffic crashes is a growing global epidemic and Road fatalities are set to be a leading cause of death by 2020 unless coordinated efforts and urgent actions are taken by the governments of all countries.

The global scale of road safety problem is corroborated by the fact that the request to convene such a conference in Moscow was made at the 62nd session of the UN General Assembly. Participants were set to work out a joint document which will give a start to concerted actions to reduce road fatalities and injuries as a priority goal using the most effective polices and practices in road safety improvement.

The meeting culminated with the adoption of the Moscow Declaration. The Moscow Declaration established the basis for a global governmental framework for road safety and invited the UN General Assembly to declare a Decade of Action for Road Safety 2011–2020 as a hugely significant turning point for global road safety.
Dmitry Medvedev, the President of the Russian Federation

Until recently, road safety was considered by some countries as a purely internal matter and a local problem. Meanwhile, the figures show that it is one of the main problems of the international development, the one which requires common strategies and joint actions.

We need to create such rules at the level of the national legislation that would give definite and absolutely clear signals to drivers in all countries. For example, a driver deprived of a driving license in one country won’t be able to drive in another one.

We adopted a National Strategy to improve road safety in the Russian Federation. A special Federal Program has been implemented since 2006. Its’ goal is to reduce by 2012 the road–casualty level by 50 per cent in comparison to 2004.
For the first time ever the problem of insuring road safety is considered at such a high level. It is quite obvious for people whose work is connected with saving lives on roads that there is no way to deal with this problem single-handed. Globalization makes borders transparent and people go freely around the world.

That’s why it is impossible to struggle for road safety efficiently only within the framework of national programs. The level of conducting this conference is a real breakthrough. The meetings and discussions have been held for a long time and became regular but the Moscow conference has brought together everyone who is committed to make the world’s roads safe and solve this problem which is of great importance for each country and every family.

Rashid Nurgaliev, Minister of Interior, Russian Federation
The United Nations plays a critical role in raising awareness, mobilizing support and fostering cooperation to address road safety problem what should be regarded as a crisis. With the active involvement of many parts of the UN system, under the umbrella of the UN Road Safety Collaboration, and led by the World Health Organization and the Regional Commissions, there has been a significant rise in regional and international initiatives.

But we must do more to limit the economic and emotional devastation caused by poor road safety. I call on governments, vehicle manufacturers, public and private donors, NGOs and experts to work together towards tangible goals such as safer roads and vehicles, and greater investment in preventing road traffic injuries.

Road traffic deaths and injuries are preventable. Let us rise to the challenge and better protect the millions upon millions of people who travel the world’s roads every day.

Every year almost 1.3 million people die on the world’s roads, and as many as 50 million are injured and sometimes disabled for life. Nearly half of those who die are pedestrians, cyclists and motorcyclists — a sign that we are not protecting the most vulnerable in society.

In many countries, simple measures such as the mandatory use of seatbelts, requiring cyclists and motorcyclists to wear helmets, passing and enforcing laws against “drinking and driving” are drastically reducing road deaths.
Among the main recommendations made by our Commission we called for road safety to be made a priority for the multilateral development banks which finance so much of the developing world’s road construction and rehabilitation. We have the tools and we have the knowledge.

We know that we can cut road deaths by attention to safe road design and to speed management, by legislating for and enforcing the use of seatbelts and helmets, by tackling drink driving and improving vehicle design, and by ensuring that vulnerable road users are treated as equal partners on the road space that all of us share.

We are not debating theory; we are not debating empty and dry statistics. We are talking about human lives destroyed often in a fraction of a minute. And the world’s leading road safety experts believe that with the right action, taking the right action now we could save 5 million lives over the coming decade and 50 million, saved from the maiming and disabling injuries that they might experience and often do experience on the world’s roads today.
Road safety begins with collaboration. Through various initiatives and projects we work with the global major road safety partners and with them we attempt to lead the way to safe roads. The regional commissions organize events all over the world to implement United Nations General Assembly Resolutions on road safety, to share knowledge and find solutions. Through seminars and conferences countries in Latin America and the Caribbean, in Asia and the Pacific, in Africa, Europe and Western Asia have all adopted declarations on road safety, convened different ministerial and other meetings and thereby raised the profile of this important issue in the region and mobilized political will to support the objectives to reduce the damage of road traffic accidents.

Most of the rules and standards that apply in road traffic and that have global use come from Vienna Conventions that have been developed and operate under the UN Economic Commission for Europe umbrella. I should like to invite member states that have not yet done so to adhere to the Conventions of Road Traffic and on Road Signs and Signals of 1968 as well as to other agreements and to implement them.

The five UN Regional Commissions have made road safety a priority area. Within our resources, expertise, mandate and competencies and through enhanced cooperation and collaboration among us and between us other major global regional and national stakeholders we will spare no effort to continue and further strengthen our contribution in making the roads safer.
With rising motorization and urbanization, the world, and in particular the developing world, faces a new global challenge of road death and injury. This challenge is reaching epidemic proportions that particularly affect children and young people. Here are some of the facts drawn from recent joint UNICEF–WHO research: across the world, road traffic injuries are the leading cause of death among 15–year-olds and the second leading cause among 5–14 year-olds; every two minutes a child or teenager dies in a car crash, and another 38 are injured; an estimated 10 million children annually are injured or disabled on the road.

Achieving safety on the road for all needs a systems approach. Such an approach is of particular value in child road safety. It moves away from the idea that children should adapt their behavior to cope with traffic. Rather it recognizes that children’s needs should be addressed in the design and management of the whole road system. This would require a number of child specific interventions to be prioritized and systematically implemented by national authorities in partnership with private sector, car manufacturers and civil society. Proven and effective measures can reduce children’s risks to a minimum. Installing child restraints in cars, such as infant and child seats and booster seats, would save children’s lives, reducing the death rates in car crashes by estimated 70 per cent among infants and by 54 % among young children. I hope that this Global Ministerial Conference on Road Safety will be equally inspired to rise to the challenge of making our roads safe for the children of the world, now and for the future.
Six years ago I was involved in a tragic road crash in which two of my friends died — one of whom was my best friend. I am paralyzed from my shoulders down and confined to a wheelchair. I have and continue to struggle with constant expenses so as to cope with the effects brought about by my injury. I represent victims of road crashes, their families and the voices of those we have lost on our roads. We echo the voices of millions who have come together to bring a stop to this rising epidemic on our roads. We remember all the young people who like myself had their dreams shattered and who know that if action is not taken, several more lives will be lost.

On behalf of all our sons and daughters, friends and family who have been affected by road carnage, I appeal to all gathered here today to look beyond this conference and take action. Let us all join efforts together with one voice — from the Russian federation, to Governments and organizations across the globe — as we come together to represent families and the greater community all with one goal — to make our roads safe! Together it is time to respond and save the millions of those whose lives will be destroyed. Road crashes are destroying lives, let us save lives!

About 12 people die every 5 minutes on the world’s roads. These are shocking statistics and they clearly justify why we are here today. This conference has to become the turning point. With determination and commitment a few years from here we hope that we’ll be able to say: “It all started in Moscow”, the decisions we made in Moscow helped save millions of lives and prevented many millions of injuries. That is what we have achieved. It’s important to remember this a few years down the road. We know that the right momentum with the right actions, with the right commitment and with the right measures things can be turned around.

Road safety is simply a shared responsibility. High-income countries, low-income countries, emerging countries, NGOs, the private sector, the donor community — all have an important role to play. We too at the World Bank are determined to focus and quickly move with a set of priority actions.
In 2007 the First World Youth Assembly for Road Safety was organized by the World Health Organization and the UN Economic Commission for Europe in Geneva. More than 400 young people from over 100 countries addressed road safety. After the Assembly they returned home to meet with ministers in their countries, flag the issue in national media and launch road safety campaigns.

During the World Youth Assembly the delegates expressed a strong wish for the creation of a global youth NGO for road safety. We have been able to work steadily this past year towards the launch of this NGO, named YOURS — Youth for Road Safety. I am very happy to announce that YOURS will formally start its activities next month as the international road safety NGO of and for young people. YOURS’ mission is to keep young people safe on the world’s roads. Young people have so much to offer. We invite you to make use of our skills, our determination and our boundless energy. All this combined with your wisdom and experience make us powerful allies.

For the past two years I’ve travelled around the world and seen the impact that the smallest little changes in road safety and roadway initiatives can have on people’s lives. These things are not hugely expensive. They don’t require years of study. But they will pay an economic return to all of us — in every country — for the lives they save, and the tragedies and sadness they avert.

This road death catastrophe is a silent epidemic — a quiet, unnecessary killer of your citizens and their children.

We have the knowledge, and the road safety vaccines, to save five million lives. What is needed now is the political will and the determination to take our call for a Decade of Action for Road Safety to the United Nations, and to work together to make road safety a global priority.

Michelle Yeoh
Global ambassador for the Make Roads Safe campaign
PLENARY 1

ROAD TRAFFIC CRASHES AS A DEVELOPMENT ISSUE
The epidemic of road traffic crashes is a serious global development issue. The governments of world’s least developed countries should contribute with efforts to reverse this carnage on our roads in line with road safety policies and strategies of the Commission for Global Road Safety, the WHO, the World Bank and other international key players. Together we must respond to this disaster on roads that takes place on our roads every day and is within our control. As an example, we may recall the world’s response to the tsunami in Asia in December 2004. It was commendable. But we need to realize that the loss of lives through road crashes every year is equivalent to eight 2004 tsunamis, eight of them!

It is our hope that this historic conference will set out an agenda for the global community to achieve best standards that we can make on our roads: standards for road users (pedestrians, cyclists, drivers), standard for road designs and standards for vehicles.

John Mwoono Nasasira
Minister of Transport, Uganda
Success in reducing road deaths can only be achieved by an integrated and system approach to the of road safety problem.

A national road safety strategy in Russia is based on the "Road Safety Improvement in 2006–2012" Federal Program. The goal of the Program is to reduce by 2012 the road—casualty level by 50% in comparison to 2004.

The key priorities for road safety improvement are: to increase awareness and provide safe behavior of all road users, to prevent traffic injuries of children, to improve emergency medical services to the road victims and a number of other interventions.

We have already implemented a number of recommendations and as a result the death toll was reduced by 6,500 people compared to 2004.

Further efforts of will be focused on a strict observance of traffic rules and regulations by all road users to secure their safety.

The Conference is a turning point in monitoring and evaluation of performance against road safety targets in years ahead. It seems reasonable to convene the Second ministerial conference in five years and review progress in global road safety at midterm of this decade.
Paul Clark  
Minister of Transport, UK

The UK has a long history of supporting international road safety. We funded early research and in 1999 became a founding member of the Global Road Safety Partnership. Reducing the frequency and severity of accidents should be a high priority for all countries, especially in developing countries. The international community has a responsibility for helping countries tackle the problem in ways that are affordable and have the greatest results.

There is a bewildering array of causes, many of which relate to human behaviour. Roads accommodating mixed traffic present particularly high risks, especially combined with human behaviour factors and the non–enforcement of traffic laws.

There is a real cost to national economies from high rates of road accidents. The global economic cost is staggeringly high – somewhere between US$60 – US$100 Billion (dollars). There is no quick fix or single solution – each country has its own particular circumstances and lessons to share with others. An understanding of local conditions and a long term political commitment to action will be a good start.

That’s why I welcome a 10 year international commitment to this task – a Decade of Action to save 5 million lives.
Road traffic safety is the right of all of us present here and those whom we represent at this conference. And this right was codified in many international treaties and agreements. And commitments in this area have been made. These commitments are mutual. All of us are responsible for safety: international agencies, governments of various countries, local authorities including road traffic participants. All the people in the world are responsible for improved road traffic safety.

The European Commission has adopted an action program including 60 measures to be carried out by 2010 in order to reduce by 50% the number of road traffic victims. This model was drawn up by the EU and is being used by the member states. It has already helped us save 20,000 lives.

We maintain communication regarding transport in Africa. This communication, this networking defines road traffic safety in Africa. We’ll certainly work in this area while preparing the future action program from 2011 through 2020. We should continue our work in this area in the coming years. I’m inviting all of you: NGOs, governments, youth including those sitting in this room. And with our synergy we’ll save many lives.
Our organization brings together transport ministers and has worked on transport safety for over 40 years. One of the things that we have made available here is a set of recommendations and resolutions that ministers of transport put together for over 40 years. In the early days we had resolutions and recommendations on things that remain valid like drinking and driving, like seatbelts. But what we have seen over time is the understanding that these particular measures are not enough, and that you need to bring everything together into a comprehensive approach. The comprehensive approach, the safe system approach is called “Towards Zero”. And there is a number of key elements for all countries in moving towards zero.

The first is very strong political commitment. The second thing is targets. You need clear numerical targets. You need a lot of other targets that you work towards. The third thing is that you need strong and organized institutions. What is clear from the recent work is that you need a lead agency who is active, who is strong and brings the other agencies together, and not just in a talking shop, but in a way where everybody contributes. And the last thing you need is clear, concrete plans and the measures.
Although we do not have many vehicles in Senegal, but we still have quite many fatalities and those who survive need quite expensive medical services. There is a close interconnection between development and ensuring safety for people on the roads. Therefore, it’s important for all people to struggle together for safety and our objective is to reduce by 50% the number of fatalities by 2015.

The struggle which is conducted on the world level makes us make all kinds of sacrifices in order to fight this scourge. In addition, there are other measures that are undertaken such as increasing people’s awareness; improving people’s behavior; ensuring strict compliance with laws and different rules.

One of the missions facing us is to disseminate possible strategies of communication and attracting people’s attention in order to mobilize the entire population, to mobilize the people to fight for that. These measures are in line with what we are planning to do in the Moscow Declaration on Road Safety. And Africa is going to participate quite actively in this movement for the benefit of entire mankind.
I would like to say a few words about the organizational framework that exists in Chili today in this area. We have the National Commission for Transport that was set up 15 years ago which includes representatives of 9 ministries of our country.

What exactly has been done by our Ministerial Commission over the last 15 years? Primarily, we set bans on, for instance, used car import – we introduced system of certification of all imported cars. And also the database was established on all the vehicles in our country. Also we monitor technical control over the status of roads. And we also work on the environment regarding pollution resulting from vehicles.

We also provide training, primarily, to professional drivers, public transport drivers. As to the legislation, in particular, we made safety belts mandatory in front and back seats in the cars. Second, lit on lights are used also in daytime. We succeeded in stemming our mortality rate growth on the roads. Over the last 15 years mortality has not risen while vehicles fleet has grow.
We all know very well — the greatest risk is still the human beings themselves. The most important goal is to change the driving behavior of unreasonable drivers. We need strict enforcement of the law. We must severely prosecute and penalize road traffic offences just like assault, just like homicide. Only then culture will change, only then will societies begin to condemn risky behavior on the road and this again will change personal attitudes towards driving.

For better road safety we can learn from practices used in air and rail transport. In air and rail traffic every incident and even near incident is reported and recorded in a common database. The causes are analyzed, measures and improvements are introduced as international standards, compliance with these standards is closely monitored by international bodies. As a policy this is also possible of road traffic. We can define standards for road construction; we can declare technical advances to be compulsory for cars. And we can copy awareness campaigns from each other.

That is why we are here today in Moscow at this conference — to maintain that exchange and to coordinate for road traffic around the world.
Road crashes are not only social and health issues, but more importantly—a developmental challenge. And development is essentially a human activity and in the final analysis it depends on the quality of the human resource that you have. So, if on continuous basis we keep losing our key developmental statistics in terms of human resource than you know we have a problem. That is why in Ghana road traffic crashes are a very serious developmental challenge. Over 1,600 people die annually in Ghana in road traffic crashes, 33% of the pedestrian fatalities involve children below the age of 16. Over-speeding is a contributory factor accounting for 60% of the crashes and injuries.

Recently the government approved two documents “A road safety policy” and “National Road Safety Strategy II” in which we have detailed the framework for all road safety programs in our country.

Our recommendation to this forum is that political leadership at the local, regional, national level is critical to raise advocacy for road safety and resource mobilization and allocation.

The second thing is the need to have a lead road safety agency with clearly defined mandate to promote, develop plans, coordinate the authorities, to demand compliance from identified stakeholders. In Ghana we have a situation when the Road Safety Commission lacks compliance in some of the interventions that we have. And we are thinking about giving it more legal backing by transforming it from a Commission into an Authority.

Mike Hammah
Minister of Transport, Ghana
Traffic accidents in Vietnam constitute an alarming issue that has caught much concern and attention of the government and the whole society.

In the first 6 months of 2007 road crashes killed 6910 people and injuring 5919 people were injured. There were a number of fatalities among motorcyclists crashing on highway due to not wearing helmets. The government requested media agency to open up a dedicated column for traffic safety. Therefore, public awareness campaign on compulsory helmet wearing has been implemented in various forms on continuous and synchronous basis. The government issued a decree on administrative sanctions against violators who do not wear helmets. Most of people voluntary complied. Rate of helmet wearing reached 98%. Implementation of the Resolution on compulsory helmet wearing achieved a success on the national scale. In the first 11 months of 2008 road accidents reduced 12.86% of deaths and reducing 25.45% injured compared to 11 months of 2007.

Each county with unique political culture and transport nature and condition has to decide the application of factors on how the best and most effective for their country. In this forum we share true lessons, learned from the successful implementation of Resolution on helmet wearing.
Brazil is a very large country with different regional characteristics. We have an average of 35,000 road traffic deaths per year. Among the main public policies that we have for reducing alcohol abuse we highlight the National Health Promotion Policy where some of the most important actions are: the reduction of morbidity and mortality by alcohol abuse and the reduction of road traffic injuries. The next policy is the National Alcohol Policy and one of its main directives is the gradual strengthening of surveillance measures prescribed by law that curb association of drinking and driving.

As a consequence of the National Alcohol Policy the Dry Law has been approved by the National Congress and confirmed by the President of Brazil. This law has shown a positive impact on behavior changes in alcohol consumption, hospitalization and deaths caused by road traffic.
The main contributing factors to road crashes and road crash injury severity in Poland include: excessive and inappropriate speed, alcohol, the non-usage of seatbelts, poor quality infrastructure, medical response times that are too long, and poor road users’ behavior.

Since the early 1990s we have been working with the World Bank to improve the quality of safety of our road infrastructure. We began implementing an aggressive multi-sector campaign to increase seatbelt wearing rates. Over the past 2 years we have been implementing dedicated programs to prevent drinking and driving. In 2008 we developed and implemented a pilot project based on the recommendations of the UN Road Safety Collaboration manual Drinking and Driving. Within the first year the project contributed to a 22% reduction in drink drive related road crashes in the target regions.

We are also targeting excessive speed by implementing a system of automatic speed control and in that we take the example of France.

Another issue is vulnerable road users’ protection. Our colleagues in other EU countries, the Netherlands, Germany and UK, have a great deal of knowledge in this field. We have organized workshop which finally developed in the so-called Dutch Town Project. This project is to demonstrate benefits of traffic calming, effective and safe infrastructure.

We stress the importance of children education and distribution of retro reflective materials, which we would like to build as a kind of new fashion for the young generation. Our activities allow us to educate the children and new generation of drivers to know that it is better to prevent than cure.

But beside that I would like to raise the importance of recognizing local governments as crucial factors and partners in all these actions and activities and especially importance of building a synergy between different policies and actions. This synergy activity is very important as a kind of a horizontal approach and actions recommended for all of us in fact.
In Nigeria today enforcement is something that we do not have very strong capacity for. I’m sure it is the very same problem in most low–income countries.

The African Union had adopted a new Partnership for Africa’s Development and they aim at promoting accelerated and sustainable development, eradicating poverty.

As of today we have about 1 traffic enforcement officer to 2,300 people against the international standard of 1 policeman to 400 people. We have substantial budgetary constraints.

So, we have a model that we have tried to implement in Nigeria. Federal Road Safety Commission was set up primarily as a lead agency and it is made up on a tripod consisting of regular marshals who do traffic enforcement, then a group of volunteers called special marshals and we have road safety clubs in primary and secondary schools. In 2007 the National Council for Education approved the inclusion of road safety into the school curriculum.

Comparing the information of the 20 years preceding the formation of FRSC with the last 20 years of our operation road accidents have reduced by over 90%.

And because of that we have also signed up in Nigeria for a decade of action. We have looked at where we want to be by 2020. By 2020 we want to join the group of the 20 safest nations by number of fatalities in the world. This is domesticated in Nigeria basically through the Federal Government’s Vision 2020.

We think that low–income countries in view of resource constraints may not attain the level of enforcement as high–income countries, so we think that the concept of volunteerism in road traffic enforcement as practiced in Nigeria remains an option for entrenching road safety culture, especially for economically challenged countries.
I will lay down the experience of Lithuania of ensuring road safety. In the year 2000 the European Commission assigned a task to see to it that by the year 2010 the number of deaths on the roads should be reduced by 50%. The Commission pointed out that special attention needs to be paid to the efficient measures.

High impact on decision making was produced by a National Road Performance Survey. It was conducted by the Conference of Ministers of Transport of Europe. International experts evaluated in this survey the performance of Lithuanian roads and also their functionality. These experts offered specific suggestions on how to improve the road traffic safety system.

The second measure that was taken was the implementation of the public program on road traffic safety. In Lithuania for 2010 the governmental program was approved to improve road traffic safety with the main objective to change the outlook by all traffic participants on road traffic safety. Measure number three is the consistent development of improved awareness of road traffic participants.

The requirements were approved for road safety standards and the new system was launched this year in Lithuania implying the review of the roads for evaluation and for the purpose of auditing the infrastructure.

And the last point — automatic speed control. In all the road sections where these cameras were installed the speed was finally reduced and heavy casualties and road accidents were also cut down. This year in Lithuania we are beginning to implement the new system of control and management of off—city road traffic. We think that this project will provide the new impulse to reduce casualties.
PLENARY 3

FURTHER ACTIONS FOR IMPROVING ROAD SAFETY
We should answer a question: Is everything possible being done to prepare a human person for a safe future development? And we must admit that quite a lot should be done to get a sense of security in people. I believe that young people can be of great help as they are extremely enthusiastic to make every person safe, sound and confident in XXI century.

The market offers modern vehicles. But often our choice depends on a price, fuel consumption and design of a vehicle but not safety standards or fitness to particular climatic environment. I think it’s the responsibility of motor vehicle manufacturers.

One more thing, long time ago many drivers learnt to drive at the speed of 60–70km per hour, nowadays modern vehicles can speed up to 200–220km per hour and require additional skills for safe driving. It’s clear that the interconnection between a man, a vehicle and road infrastructure is out of harmony due to lack of awareness, training, education and safe behavior of all road users. I know that some countries introduce innovations, systems and technologies that can give substantial safety effect. Let’s join our efforts and make modern vehicles and people of today correspond to each other!

Minister of Interior,
Russian Federation

Rashid Nurgaliev
Minister of Interior,
Russian Federation
In US the overall number of fatalities has declined in 2009. The fact remains that 37,000 people
died on US highways in 2008. That is unacceptable, and so we are redoubling our efforts to further
reduce accident and deaths caused by crashes. This effort begins importantly with the science–
Based data–driven approach. We believe it’s important to base road safety policies and programs
on good data collection and sound scientific approaches.

The good news is that many proven solutions do not cost a lot or can be included in the original
cost of construction. One of the most important safety initiatives right now is a campaign to reduce
what we call “distracted driving”. Distracted driving is our term for drivers who take their eyes off
the road or lose their focus even for just a brief second to talk on a cell phone, send a text message,
use an ipod, glance at a newspaper or take up some other task. It is an epidemic in America. The US
Congress is also concerned and it’s considering passing new laws to discourage distracted driving.

Driving on any road in Russia or in Germany is only safe if the individual behind the wheel stays
focused on the job.

We pledge to continue working with the Russian Federation and all nations to exchange information,
share best practices and embark on joint training and technology transfer efforts that help us to
make transportation safer. Safety is an area where we all can find a great deal of common ground.
I’m confident that working together we’ll achieve our goals to make transportation safer, more
efficient and more sustainable for everyone in future.
With the increasing number of vehicles we now rank third in the world after USA and Brazil in the number of cars, but in terms of the deaths and fatalities we rank second after Argentina.

The President of our country Philippe Calderon set the goal to promote road safety in accordance with the constitution; and within the framework of healthcare system we adopted the Road Safety Program, which is implemented through participation of various ministries. The Mexican initiatives on road safety are based on a number of important aspects: gathering information, legislation, preparation and education of people, driver license tests, technical supervision of vehicles, mass communication media, and upbringing people in the spirit of road safety.

We also have done research of population distribution and the so-called “hot spots”, i.e. the zones where we have the greatest number of the road accidents or where pedestrians have been injured. So, we’ve moved forward in developing of state policy using some legislation. We’ve changed the legal basis to some extent in the area of road traffic safety.

Investments in road infrastructure made it possible to remove so-called dangers or hot spots in our road network. We’ve also managed to reduce by 21% the number of injured, mortality rated is lowered by 21%.

In conclusion, I’d like to say that we’ve been working on enhancement on these works and Road Safety Lead Agency will be set up together with the World Bank and WHO, which will be an independent agency and will strengthen our effort to alcohol control policy on all roads of Mexico. We’d like to impress it on the society that they should be more conscientious regarding the right and safe driving.
In 2002 the Sultanate of Oman with the backing of like-minded governments, indignant at the alarming loss of human life and wellbeing due to the road traffic death and injury, raised the alarm at the UN. Since then immense progress has been made not only at the UN where a series of General Assembly resolutions have been given the issue of road safety the political attention it clearly deserves, but also from the WHO with its best practices and the recommendations of the world report, as well as the much needed resources and funding from the World Bank.

Our meeting here today is a definitive positive indicator of the global concern and determination to combat this affliction. The socio-cultural, the economic impact and, most importantly, the human suffering of these crashes and their long-term disability necessitate us all to work together to control their occurrence.

It is through the wise leadership, vision and guidance of His Majesty Sultan Qaboos bin Said that the Sultanate approached the UN to politicize road safety. Oman believes that the success with road safety is through the cooperation of multiple actors. The Sultanate has participated in a number of international meetings, organized and hosted international conferences and conducted several workshops.

A number of initiatives with schools and the community are going on and they are ongoing. Complementing this procedural and policy approaches are the activities of the Omari UN youth ambassadors who have been extremely active in the community. We are proud to have developed a strong and a well supported non-governmental organization working closely with all the stakeholders.

As an active partner in the UN Road Safety Collaboration Oman strongly recommends and affirms and requests all of you to collectively support the concept of the Decade of Action for Road Safety 2011–2020. To review the progress of this decade at midterm by organizing a similar congress we offer Oman to be the host of this congress.

Oman recognizes that we are at a junction here. We should not go on things that we cannot achieve. The plan must be robust, doable and pragmatic.
1,200 people die annually in Cameroon from traffic accidents at a mortality rate of 8% which represents close to half the number of deaths per year due to malaria, the first cause of death in my country. The economic costs incurred by these tragedies are estimated at about 2% of Cameroon’s GDP. Conscious of this loss the authorities carry out different actions on a daily basis in order to neutralize the main causes of accidents previously identified.

Education on road safety is increasingly part of the curricula of schools in Cameroon. Training in a driving school is a prerequisite for taking the test for drivers’ license.

Continuous training for drivers is in the process of being made compulsory through the institution of a periodical retraining. Generally, road safety campaigns are carried out using the different means of communications available including the audio–visual media and cybernetics.

At the level of infrastructure 50,000km road maintenance programs financed by the road funds and development partners are underway. However, consideration for road safety standards remains subject to the volume of financing available and generally pays the price for budgetary restrictions. In this respect Cameroon undertook to institute safety audits for projects and existing road infrastructure.

In spite of these significant strides Cameroon remains particularly affected by the scourge of road accidents. And it is on these observations that Cameroon drafted and adopted terms of reference, I should say a national road strategy based on the system approach.

Cameroon is making a strong appeal for the proclamation by the UN of a decade of action in favor of road safety and institution of a global fund to finance road safety.
During the last 15 years the statistical accidents occurred nationwide and fatalities remained the same or of little decrease. Road traffic accidents have always been among the top three of Thailand health problems.

The government has set an urgent national agenda to reduce road traffic accidents. Five areas have been set forth in the National Strategic Plan: education and public relations, enforcement of the laws and rules, engineering in the area of road and vehicle safety, emergency medical services, and evaluation and information system. All are known simply as Five–E strategies.

The information system also is the key to promote prevention of road traffic accidents at the national level. We are proud to be one of the countries among the first group in the world to have an injury surveillance system.

In the year 2011 GIS or Geological Information System model will be added to indicate the exact accidents sites. And also in the year 2013 the system will extend to cover all the provincial hospitals nationwide. Presently, the injury surveillance system covers only 31 provinces and 33 hospitals nationwide.

Furthermore, the government has just launched the economic stimulus package including the improvement and expansion of the road infrastructure, as well the development to the public transportation system to electric train, which we anticipate will decrease the road accidents in the future.
We, the NGO community, have long recognized our global interconnectedness in the problems of and solutions to the road crash crisis and the need to intensify international efforts.

Last May, over 100 representatives of 70 NGOs from 40 countries, representing road victims and road users, met in Brussels to attend a groundbreaking meeting hosted by the World health Organization. Together we compiled the "NGO Brussels Declaration". This Declaration includes key recommendations to governments for further actions in order to achieve a "Decade of Action". Our recommendations stem from our expertise and our unique perspective. We have become the voice of those whose voices were forever silenced by a road crash.

We are the voice of justice. We call upon governments to recognize that roads are not only a public health issue, they are a human rights issue as well.

We are the voice of action. We call upon to adopt global standards for vehicle safety, enforcement, licensing and driver training.

We are the voice of collaboration. We believe that only through coalition building and multisectoral cooperation will we dramatically reduce the world's toll of road crash and mitigate its devastating effects.

We are the voice of memory. Behind each dispassionate statistic, there is a face and a story. We ask that the World day of Remembrance for Road Traffic Victims, held on the 3rd Sunday of November and adopted by the United Nations, be officially recognized by all governments and observed in every country.

Let us work together so that journeys the world over will end with a safe return home.
The discussions were focused on ways of road safety improvement, curbing the situation with road deaths and injuries. Particular recommendations and interventions were presented. In addition to the plenary sessions, the Conference featured a series of the following panel discussions:

- Partnerships for road safety
- Policy frameworks for road safety
- Health sector's contribution
- Safe road users
- Safe Road Infrastructure
- Safe vehicles
- Data for road safety

Viktor N. Kiryanov, Chief road traffic safety inspector of the Russian Federation
PANEL 1

PARTNERSHIPS FOR ROAD SAFETY

CHAIR PERSON

A. Torstensson
Minister of Communications, Sweden

FACILITATOR

M. Peden
World Health Organization

PANELISTS

J. S. Ndebele
Minister of Transport, South Africa

K. Gerhards
Minister of Transport, Latvia

S. Orlova
Deputy Head of the Federation Council of the Federal Assembly, the Russian Federation

J. T. Zambrana Pineda
Vice–Minister of Interior, Spain

M. Rollier
Chief Executive Officer, Michelin

S. Singh
Director General, Department of Road Safety, Ministry of Transport, Malaysia

D. Lewis
Chairman, Global Road Safety Initiative, HSSE Manager, Shell

J. Sauer
President, Mercedes–Benz Russia
The panellists presented varied interventions about different aspects of partnerships in road safety. Putting road safety higher on the political agenda will demand cooperation from multiple sectors — governments, nongovernmental organizations, the private sector, civil society, religious bodies, the media and more.

- Mr. S. Ndebele outlined how South Africa has been able to halt its road safety crisis by engaging multiple stakeholders, including nongovernmental organizations and civil society.
- Minister K. Gerhards highlighted the importance of partnership between transport and the police.
- Mrs. Orlova made the point of the importance of involving youth in road safety, as they are the future leaders in this area.
- Mr. Zambrana highlighted the importance of partnerships between the education system and the government and how important it was to use mass media to educate lay people.
- Mr. D. Singh, the current chair of the ASEAN working group on road safety, described this inter-country partnership and how it is working together to share good practices and standardize policies.

The panel had three representatives from the motor industry:

- Mr. Rollier outlined the specific contributions that Michelin makes, both as a tyre supplier and the chair of the Global Road Safety Partnership (GRSP). The Global Road Safety Initiative is a 10 million dollar five year investment in Road Safety, funded by a collaboration of seven global companies.
- Mr. D. Lewis from Shell shared their two-pronged approach to road safety, to have zero fatalities from road safety among their employees through their extensive fleet safety project and also to impact global road safety through both the Global Road Safety Partnership and the Global Road Safety Initiative.
- Mr. Sauer from Mercedes Benz Russia reminded of the huge strides that Mercedes Benz have made to work through public–private–partnerships both within Russia and other Russian speaking countries to improve road safety.
PANEL 2 POLICY FRAMEWORKS FOR ROAD SAFETY

CHAIR PERSON
D. Bussereau
Secretary of State for Transport, France

FACILITATOR
J. Short
Secretary-General, International Transport Forum

PANELISTS
Yarob. S. Bad
Minister of Transport, Syria

I. Abubakar
Senior Advisor to Minister of Transport, Indonesia

K. Ghellab
Minister of Transport, Morocco

Y. Litvin
Vice-Minister of Interior, Belarus

L. Iorio
Chairperson of Working Party 1 (Road Safety), UNECE

T. Drashkovics
Minister of Justice, Hungary
The panel covered broad strategic issues concerning political will; the value of visions, strategies and targets and their delivery through effective lead agency organisation.

Panellists highlighted the substantial reductions in deaths and serious injuries which can occur when countries decide that their reduction is to be a national priority. Political will is paramount for effective road safety. The Inter-Ministerial Conference itself was an example of political will and this must now intensify worldwide to meet the challenges ahead.

There was full discussion of the value of setting quantitative targets to reduce deaths and serious injuries. There was consensus that targets need to be clear and measurable.

The panel pointed out the importance of the periodic monitoring and evaluation of performance against targets.

The panel considered a possibility of establishing an institutional management structure to provide leadership and coordination of targets and programs on road safety.

The combination of a lead agency working closely with other key ministries – transport, justice and police, and health in a cross-sectoral coordination body was identified as being particularly valuable.
PANEL 3 HEALTH SECTOR’S CONTRIBUTION

CHAIR PERSON

V. Skvortsova
Deputy Minister of Health, Russian Federation

FACILITATOR

E. Krug
Director of Violence and Injury Prevention and Disability, World Health Organization

PANELISTS

J. Cyrdova Villalobos
Secretary of Health, Mexico

L. M. Henry
Minister of Transport, Jamaica

A. Saeed
Deputy Minister Health, Sultanate of Oman

I. Arias
Deputy Director, CDC, USA

P. Delescaille
President, Handicap International

V. Kadyrbaev
Vice President Kazakhstan Red Crescent (on behalf of International Federation of Red Cross Red Crescent)
The panelists described the large public health impact of road traffic crashes. Dr Cordova acknowledged the importance of combating an epidemic as the one from H1N1 but stressed that the public health impact of road traffic crashes is larger. The health sector sees first hand the damage caused by the lack of road safety.

The role of the health sector was discussed in several areas:

- providing care to the victims through emergency trauma care (examples from Oman, the Russian Federation and the Red Crescent and Red Cross); longer term rehabilitation (Handicap International), mental health support (US);
- health is best placed to provide data on deaths, injuries and disability.
  Data collection was illustrated through examples from Oman, Cambodia and the US;
- contribution to the development of legislation and national or local policies.

The importance of multi-sectoral collaboration was also stressed.

Panelists made the following recommendations on the role of the health sector during the Decade of Action:

- a more active involvement of the health sector in all countries;
- action based on solid scientific data;
- strengthening multi-sectoral collaboration;
- further development of emergency and longer term trauma care.
PANEL 4 SAFE ROAD USERS

CHAIR PERSON
C. Mwakwere
Minister of Transport, Kenya

FACILITATOR
S. Pikrallidas
Secretary–General,
Federation Internationale de l’Automobile

PANELISTS
K. Kachali
Minister of Transport & Public Infrastructure Malawi
Mr. E. Lahnstein, Director General of Transport, Norway

E. Lahnstein
Director General of Transport, Norway

G. J. Olthoff
Director, Infrastructure and Road Safety,
Ministry of Transport, the Netherlands

I. Tonokawa
Deputy–Director General of Policies on Cohesive Studies,
Cabinet Office, JAPAN

K. McKinley
Deputy Secretary–General,
International Organization for Standardization

G. van Waeg
Vice–President, International Federation of Pedestrians
The panel discussion was focused on issues of the human element in road safety and interventions for improvements in ensuring safety for road users with emphasis not only on drivers’ safety but also pedestrians, passengers, cyclists and motorcyclists as well.

The most important thing is political will. There must be political will in all countries that would make sure that they have safe roads and users remain safe. The political will, of course, will make sure that there is proper legislation and proper enforcement, enforcement by the individuals, by the traffic police, by punitive measures.

The panel observed that there is total importance in education: education for children right from the kindergarten level to primary and secondary schools, also the general education of people through mass media and drivers’ education who have to take the last minute action to save lives and make our roads safe.

The panel stressed the importance of involving stakeholders – private institutions, the civil society, non-governmental organizations. It is also important to follow the ISO Standards that will help to do business meaningfully internationally and make the roads safe internationally. It is extremely important to make use of best practices that are obtained in other countries for developing countries in particular.
PANEL 5  SAFE ROAD INFRASTRUCTURE

CHAIR PERSON

L. Barfoed
Minister of Transport, Denmark

FACILITATOR

B. Cable
Director of Transport and Tourism, UNESCAP

PANELISTS

J. Dawson
Chairman iRAP and EuroRAP

Anne-Marie Leclerc
President, World Road Association

Hilton Vorster
Chairman of Safer Roads working group, IRF

J. A. Aguerre
Manager of Infrastructure and Environment Sector, IDB

A. Chabunin
Chairman, Federal Road Agency, Russian Federation
The panel discussion underscored the very positive impacts of road development on the economic development by providing access and opportunity. The challenge however is how to build road infrastructure not only to forgive human errors but infrastructure that will lead all users including pedestrians to adopt safe behavior.

The role of development banks in encouraging road safety was stressed and specific examples of interventions by the Inter-American Development Bank highlighted the need for developing roads in a way to reduce the possibility of accidents.

Lack of road safety data to help improve infrastructure design, particularly in low and middle income countries was stressed as one of the issues that need to be addressed.

The IRF introduced the concept of community-based road safety infrastructure design programs. This pragmatic approach in identifying high risk locations by sourcing information from the community and utilizing road maintenance teams was shown to be valid. Specific examples of interventions on removing accident black spots were provided in the context of a major multi-year program in the Russian Federation.

The panel highlighted the importance of education and sharing of knowledge and best practices at the national and international levels. In this regard, the work of the World Road Association in bringing together international experts with proven experiences and the preparation of manuals on road safety infrastructure and catalogues of best practices from countries was shown as a model for road construction and design.

During the closing discussions of the panel the infrastructure related interventions to be implemented during the Decade of Action for Road Safety were reaffirmed.
CHAIR PERSON

C. Tingval
Chairman EuroNCAP

FACILITATOR

D. Ward
Director General, FIA Foundation

PANELISTS

B. Atalay
Minister of Transport, Turkey

B. Kisilenko
Deputy Chairman of World Forum for Harmonization of Vehicle Regulations, UNECE

R. Medford
Acting Administrator of the National Highway Traffic Safety Administration, USA

K. Schmidt
President and Chief Executive Officer DEKRA, Germany

A. Avenoso
Executive Director European Transport Safety Council

C. Estive
Senior Vice-President Renault (on behalf of the European Automobile Manufacturers’ Association)

G. Conover
Managing Director PRC Associates (on behalf of Intelligent Transport Systems)
The panel discussed the significant progress that has been made in vehicle safety over the last few decades. This improvement in vehicle safety has been driven by an effort of sustained research, industry innovation, applied legislation, and consumer awareness initiatives.

The panel recognized that it is very important to develop policies that make safer vehicles less expensive.

The panel also noted that the motor vehicle fleet is forecast to almost triple by 2050 and all that increase will occur mostly in newly motorising nations. There is huge scope, therefore, for a large increase in the number of safer vehicles on the world’s roads but there is a risk of a widening divide between the vehicle markets of the already motorized and newly motorizing countries.

The major challenges the panel then considered were how can we grow the market for safer vehicles? What policy options work best? And what can a Decade of Action contribute?

The panel offered the following recommendations:

- a minimum set of global vehicle construction standards should be developed for application by both vehicle exporting and importing nations;
- motor vehicle manufacturers should be encouraged to further develop safety technologies;
- consumer information activity such as New Car Assessment Programs should be developed worldwide;
- the market for safer vehicles can be stimulated through fleet purchasing policies of both public authorities and the private sector;
- encouraging the fitment of effective safety systems such as Electronic Stability Control (ESC) in all new motor vehicles by 2020.
PANEL 7  DATA FOR ROAD SAFETY

CHAIR PERSON

A. Lontoc
Deputy-Minister Department of Transportation and Communications, the Philippines

FACILITATOR

E. Molnar
Director Transport Division UNECE

PANELISTS

A. Matteoli
Minister of Infrastructure and Transport, Italy

T. Iv Toek
Minister of Public Works and Transport, Cambodia

M. Matthews
Chief Executive Officer of the Transport Agency, New Zealand

R. Jooma
Director-General of Health Ministry of Health, Pakistan

K. Hailemariam
General Director of the Federal Transport Authority, Ethiopia
Correlation between quality road safety data and effective road safety policies and plans cannot be overemphasized.

Countries across the globe recognize the need to improve national data collection and analysis to guide policy makers, regulators, implementors and other road users. But firstly, we need to know what we want to achieve in terms of target on improvement of road safety, so that we can determine the data that we need.

We need action, not in singular form, but in plural form as in ACTIONS:

- **A** – accurate, reliable and quality road data system, as this is key in improving road safety
- **C** – capacity building for institutions and people in-charge of collecting and analyzing road safety data.
- **T** – rack down overtime the trends to evaluate progress towards the targets.
- **I** – invest in technology to improve data collection and analysis
- **O** – organize and coordinate for a systematic exchange and improvement of data linkages among polices, transport and health authorities, local government, insurance industry and other relevant sectors
- **N** – network regionally and internationally to share information and best practices to address road safety concerns
- **S** – standardize internationally the definitions and guidelines on road safety data collection and analysis.

Indeed, the time for "ACTIONS" on data for road safety is now.
A DECADE OF ACTION
We invite the UN General Assembly to declare a Decade of Action for Road Safety in 2011-2020. Coordinated and urgent actions should be taken by the world community over the coming decade to save life and preserve health of all road users.

Recommendations on interventions proposed at the Conference will help to update our prolonged plans of action to address global road safety problem.
Why a Decade of Action? Because we are facing a number of problems which require urgent counter measures. This decade is an incredible opportunity for coordinated action in support of national and local road safety.

The Decade of Action should be an official decade in the United Nations systems. We should have a goal for our decade. It is very hard based on estimates to project what in ten years we could achieve in terms of hard numbers.

Most importantly, all of the international work is to fit into a framework of five pillars at the national level:
- strengthening the road safety management;
- strengthening infrastructure;
- safer vehicles;
- improving the road user behavior;
- improving the post crash care.
They are all equally important almost, and one without the other will not be sufficient.

We are working on developing a set of milestones that we will be able to achieve during the decade. These milestones could be additional global road safety status reports every two-three years to make sure that we keep monitoring the situation, that we can identify progress, but also identify gaps and redirect.
I would like to reflect on the key priorities that have struck me at this historic conference:

- Children are extremely important; indeed they are our very foundation. As we heard in the UNICEF representative’s opening remarks, we need to focus on children and support child orientated safety measures.
- Young people are so often victims of road crashes, but as we heard yesterday, they are also extremely keen to harness their eagerness and to be part of the solution. We must embrace that enthusiasm.
- The private sector can also help, as is already exemplified by the work of companies like Shell, Total, Michelin and General Motors in the Global Road Safety Partnership. Tackling the silent pandemic of road accidents is of striking social and economic importance.

Action on road safety should not be seen as a cost but as an investment. The task ahead of us is clearly significant. In the meantime, we must agree tangible measures which will benefit all people.
The World Bank supports the proposed Decade of Action. We also support the proposed framework for the decade. The framework provides the essential multisectoral elements of what will be needed to strengthen global regional and country capacity to achieve the ambitious goal of stabilizing and even reducing the forecast level of road deaths in low- and middle-income countries by 2020.

The proposed framework sets out five pillars for national action:

- strengthening road safety management capacity;
- improving the safety of infrastructure;
- improving the safety of vehicles;
- improving the safety behavior of road users;
- improving post crash care.

Strengthening of road safety management capacity is the highest priority because otherwise efficient and effective delivery of the other four pillars cannot be sustained over the decade.

We are going to continue to engage with our partners in the donor and development community to create sustainable sources of grant funding and innovative financing mechanisms to fund the necessary road safety measures to be taken over the coming decade.

We recognize the importance of working together to help achieve the decade’s ambitious goal, and in the spirit of strengthening our partnerships. We must act purposefully and collectively on a hitherto unprecedented scale. If we are going to be successful we must have a vision, the cause for the mobilization of sufficient funding, sufficient expertise and the right tools to bring under control the otherwise shocking road safety outcomes. We commit ourselves to working with all of you here to achieve the decade’s goal!
In 2009 the Commission for Global Road Safety met in Rome and launched a new Make Roads Safe report calling for a Decade of Action, and now, here we are in Moscow at the Ministerial conference discussing this proposal.

It has been quite a long journey over the last ten years with a considerable effort by a number of people, countries and organizations.

This ten year effort means that the Decade of Action has been very well prepared: we have the necessary institutional structure, the policy recommendations, and a mandate from the UN. We know what works in road injury prevention. We are sure that the Decade of Action will bring positive results.

What is particularly significant about this Conference is that compared to many other difficult global issues we are united. And what better issue for us to work together than saving lives? There is a consensus about what needs to be done.

What we need most and the point I want to highlight the most is political will. Road safety works best when there is clear political support from leaders in government. That is why this Ministerial is very important as a gathering of leaders. The Moscow Conference is a political event and the Moscow Declaration a political statement of intent.

You can take action that will prevent the disastrous impact that road crashes. You can help avoid the tragic loss of life, and lifelong disability. That is the opportunity of the Decade of Action. Let’s work together to make it happen.
THE MOSCOW DECLARATION
The Moscow Declaration is the culmination of the Conference and of all our previous activities.

It established the basis for a global governmental framework for road safety and provided fundamental principles of global road safety management system and indicated ways of its’ future development and improvement.
We, 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, from 19–20 November 2009 for the First Global Ministerial Conference on Road Safety,
Acknowledging the leadership of the Government of the Russian Federation in preparing and hosting this First Global Ministerial Conference on Road Safety and the leadership of the Government of the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions,
Aware that as described in the 2004 World Health Organization/World Bank World report on road traffic injury prevention and subsequent publications, road traffic injuries are a major public health problem and leading cause of death and injury around the world and that road crashes kill more than 1.2 million people and injure or disable as many as 50 million a year, placing road traffic crashes as the leading cause of death for children and young people aged 5–29 years,
Concerned that more than 90% of road traffic deaths occur in low-income and middle-income countries and that in these countries the most vulnerable are pedestrians, cyclists, users of motorised two- and three-wheelers and passengers on unsafe public transport,
Conscious that in addition to the enormous suffering caused by road traffic deaths and injuries to victims and their families, the annual cost of road traffic injuries in low-income and middle-income countries runs to over USD 65 billion exceeding the total amount received in development assistance and representing 1–1.5% of gross national product, thus affecting the sustainable development of countries,
Convinced that without appropriate action the problem will only worsen in the future when, according to projections, by the year 2020 road traffic...
deaths will become one of the leading causes of death particularly for low-income and middle-income countries,
Underlining that the reasons for road traffic deaths and injuries and their consequences are known and can be prevented and that these reasons include inappropriate and excessive speeding; drinking and driving; failure to appropriately use seat-belts, child restraints, helmets and other safety equipment; the use of vehicles that are old, poorly maintained or lacking safety features; poorly designed or insufficiently maintained road infrastructure, in particular infrastructure which fails to protect pedestrians; poor or unsafe public transportation systems; lack of or insufficient enforcement of traffic legislation; lack of political awareness and lack of adequate trauma care and rehabilitation,

Recognizing that a large proportion of road traffic deaths and injuries occur in the context of professional activities, and that a contribution can be made to road safety by implementing fleet safety measures,

Aware that over the last thirty years many high-income countries have achieved substantial reductions in road traffic deaths and injuries through sustained commitment to well-targeted, evidence-based injury prevention programmes, and that with further effort, fatality free road transport networks are increasingly feasible, and that high-income countries should, therefore, continue to establish and achieve ambitious road casualty reduction targets, and support global exchange of good practices in road injury prevention,
Recognizing the efforts made by some low- and middle-income countries to implement best practices, set ambitious targets and monitor road traffic fatalities,

Acknowledging the work of the United Nations system, in particular the long standing work of the United Nations Regional Commissions and the leadership of the World Health Organization, to advocate for greater political commitment to road safety, increase road safety activities, promote best practices, and coordinate road safety issues within the United Nations system,

Also acknowledging the progress of the United Nations Road Safety Collaboration as a consultative mechanism whose members are committed to road safety and whose activities include providing governments and civil society with guidance on good practice to support action to tackle major road safety risk factors,

Acknowledging the work of other stakeholders, including intergovernmental agencies; regional financial institutions, nongovernmental and civil society organizations, and other private bodies,

Acknowledging the role of the Global Road Safety Facility established by the World Bank as the first funding mechanism to support capacity building and provide technical support for road safety at global, regional and country levels,

Acknowledging the report of the Commission for Global Road Safety Make roads safe: a new priority for sustainable development which links road safety with sustainable development and calls for increased resources and a new commitment to road infrastructure safety assessment,

Acknowledging the findings of the report of the International Transport Forum and the Organisation for Economic Co-operation and Development Towards zero: ambitious road safety targets and the safe system approach and its recommendation that all countries regardless of their level of road safety performance move to a safe system approach to achieve ambitious targets,
Acknowledging the findings of the World Health Organization/UNICEF World report on child injury prevention which identifies road traffic injuries as the leading cause of all unintentional injuries to children and describes the physical and developmental characteristics which place children at particular risk,
Recognizing that the solution to the global road safety crisis can only be implemented through multi-sectoral collaboration and partnerships among all concerned in both public and private sectors, with the involvement of civil society,
Recognizing that road safety is a ‘cross cutting’ issue which can contribute significantly to the achievement of the Millennium Development Goals and that capacity building in road traffic injury prevention should be fully integrated into national development strategies for transport, environment and health, and supported by multilateral and bilateral institutions through a better aligned, effective, and harmonized aid effort,
Conscious that global results are the effect of national and local measures and that effective actions to improve global road safety require strong political will, commitment and resources at all levels: national and sub-national, regional and global,
Welcoming the World Health Organization’s Global status report on road safety – the first country by country assessment at global level – which identifies gaps and sets a baseline to measure future progress,
Also welcoming the results of the projects 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,
Determined to build on existing successes and learn from past experiences,
THE MOSCOW DECLARATION

Hereby resolve to:

1. Encourage the implementation of the recommendations of the World report on road traffic injury prevention,
2. Reinforce governmental leadership and guidance in road safety, including by designating or strengthening lead agencies and related coordination mechanisms at national or sub-national level;
3. Set ambitious yet feasible national road traffic casualty reduction targets that are clearly linked to planned investments and policy initiatives and mobilize the necessary resources to enable effective and sustainable implementation to achieve targets in the framework of a safe systems approach;
4. Make particular efforts to develop and implement policies and infrastructure solutions to protect all road users in particular those who are most vulnerable such as pedestrians, cyclists, motorcyclists and users of unsafe public transport, as well as children, the elderly and people living with disabilities;
5. Begin to implement safer and more sustainable transportation, including through land-use planning initiatives and by encouraging alternative forms of transportation;
6. Promote harmonization of road safety and vehicle safety regulations and good practices through the implementation of relevant United Nations resolutions and instruments and the series of manuals issued by the United Nations Road Safety Collaboration;
7. Strengthen or maintain enforcement and awareness of existing legislation and where needed improve legislation and vehicle and driver registration systems using appropriate international standards;
8. Encourage organizations to contribute actively to improving work-related road safety through adopting the use of best practices in fleet management;
9. Encourage collaborative action by fostering cooperation between relevant entities of public administrations, organizations of the United Nations system, private and public sectors, and with civil society;

10. Improve national data collection and comparability at the international level, including by adopting the standard definition of a road death as any person killed immediately or dying within 30 days as a result of a road traffic crash and standard definitions of injury; and facilitating international cooperation to develop reliable and harmonized data systems;

11. Strengthen the provision of prehospital and hospital trauma care, rehabilitation services and social reintegration through the implementation of appropriate legislation, development of human capacity and improvement of access to health care so as to ensure the timely and effective delivery to those in need;

Invite the United Nations General Assembly to declare the decade 2011–2020 as the "Decade of Action for Road Safety" with a goal to stabilize and then reduce the forecast level of global road deaths by 2020;

Decide to evaluate progress five years following the First Global Ministerial Conference on Road Safety;

Invite the international donor community to provide additional funding in support of global, regional and country road safety, especially in low- and middle-income countries; and

Invite the UN General Assembly to assent to the contents of this declaration.

Moscow, Russian Federation
20 November 2009
Rashid Nurgaliev, Minister of Interior, Russian Federation

We have set an ambitious goal: to halt the growth of road fatalities and reduce the number of road crashes.

The key priorities in road safety improvement are a road user, a vehicle and a road infrastructure — three elements that should be in harmony with each other. It's quite obvious that human life and health are top priorities. That's why we must share equal responsibility for life and health of all road users around the world.

Strategic points of successful road safety management include consolidated efforts of national and local governmental organizations, public and civil society institutions and mass media; improvement and unification of legislation; encouragement of safety behavior by drivers and pedestrians; implementation of modern technologies; delivery of preventive measures.

We've heard the voice of youth delegates from the USA, Switzerland, Canada and Russia and their views are reflected in the final Declaration. Moreover, we plan to host a Youth Forum on Road Safety in Saint-Petersburg next year.
The Ministerial Conference, the discussions of the World report on road traffic injury prevention represents a historic starting-point for collaborative efforts to improve global road safety in the next decade.

From now on the road safety activities are divided in two periods – before and after the Conference. At the present stage a global framework for road safety must be established.

All of you, my dear colleagues, are men of good will and you should deliver the ideas of the First global ministerial conference on road safety to the people around the world. It's time for action! And we must act purposefully, collectively, vigorously and effectively.

In order to evaluate the effectiveness of the decisions made at the Conference and to assess progress it seems reasonable to convene the Second ministerial conference in five-year timeframe. To conclude, I want to express my gratitude to all our partners who made preparations for the Conference and who participated!
More than 300 representatives of Russian and foreign mass media were accredited to cover the Conference. Nearly 1200 corresponding informative materials have been published or broadcasted. Detailed accounts of the Conference by the leading publishing houses, Internet agencies, popular TV channels and radio stations gave rise to a broad public discussion of road safety issues.

Dmitry Medvedev, the President of the Russian Federation
“We are convinced that we need to develop immediate and joint systemic measures to ensure better road safety. We must coordinate international efforts in this area. As an example, we can coordinate them just as the international community is currently working together at overcoming the global financial crisis. The problem we are talking about, the figures we are citing, are no less dramatic for our planet than the consequences of global recession or even issues of food security.”

TV Channel 1, Russia, 19 November 2009

Rashid Nurgaliev, Minister of Interior, Russian Federation about the development of an integrated international road safety information system:
“Achievements of one country in road safety improvement must be available for scrutiny by other countries. It seems to me that the right moment has come to create a common informative space and provide access by any individual to best practices, knowledge and techniques in road safety.”

Russian Information Agency Novosti, 18 November 2009

Svetlana Orlova, Deputy Chairman of the Federation Council of the Federal Assembly of the Russian Federation
“The Road Safety Improvement Program is adopted in Russia, and we carry it out effectively.”

Parlamentskaya Gazeta, 20 November 2009
Viktor N. Kiryanov, Chief traffic police inspector of the Russian Federation

“We have some workouts to present to foreign colleagues. While the fleet of vehicles is growing in Russia the number of road fatalities has been reduced. In particular, for 10 months of this year it was decreased by 12.5%.”

PRIME-TASS news agency, 19 November 2009

Lord George Robertson, Chairman, Commission for Global Road Safety

“The main message of this conference is a call for a Decade of actions. We should invest more in construction of safe roads and improve the legislation to be able to say, after all, that the rate of road deaths is reducing worldwide.”

TV Channel 1 Russia, 19 November 2009

Jamal Saghir, Director of Energy, Transport, and Water, World Bank

“Every 5 minutes 12 people die in car crashes on the world’s roads. These are shocking statistics. We hope that the decisions we make in Moscow will help to save millions of lives and prevent many millions of injuries.”

Russian Information Agency Novosti, 19 November 2009

Ray LaHood, Secretary of Transportation, USA

“Russia has set an ambitious goal to reduce traffic fatalities by 2012. The US Government has also taken the same steps and we are going to implement a range of safety programs and initiatives at the national level. We look forward to learning from Russia’s efforts also.”

Rossiyskaya Gazeta, 26 November 2009.
THE STORY OF PREPARATIONS FOR THE CONFERENCE

THE RESOLUTION OF THE 62ND SESSION OF THE UN GENERAL ASSEMBLY TO HOLD A CONFERENCE IN RUSSIA
THE STORY OF PREPARATIONS FOR THE CONFERENCE

THE MEETING OF THE INTERNATIONAL CONSULTATIVE COMMITTEE
ON PREPARATION AND CONDUCTING FOR THE CONFERENCE
ORGANIZERS OF THE CONFERENCE
THE CONFERENCE IS A UNIQUE OPPORTUNITY TO SHARE GOOD PRACTICE EXPERIENCE
THE CONFERENCE IS A UNIQUE OPPORTUNITY TO SHARE GOOD PRACTICE EXPERIENCE
THE FIRST GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY
19 – 20 NOVEMBER
EVENTS OF THE CONFERENCE

AN OFFICIAL CEREMONY OF THE “ROAD SAFETY” POSTAGE STAMP CANCELLATION
EVENTS OF THE CONFERENCE

THE YOUTH - FOR ROAD SAFETY
A SOCIAL CAMPAIGN ON DRINKING AND DRIVING PREVENTION
«DON’T DRINK AND DRIVE! OR YOU WILL CRASH!»