

## **The Global Alliance of NGOs for Road Safety: Objectives for UNECE Consultation**

The following objectives have been developed through a series of consultations with members of the Global Alliance of NGOs for Road Safety who will be attending the UNECE Consultation in Geneva, Switzerland on October 1, 2015. The consultations were conducted via a series of conference calls and working groups, September 14-21, 2015. This document outlines the Global Alliance's objectives for working with the UN Secretary-General's Special Envoy on Road Safety, the Secretariat of the Special Envoy, the UN Fund for Road Safety, and other UN actors and initiatives to advance road safety.

### **UNECE and the Secretariat of the Special Envoy**

- Please explain coordination mechanisms between WHO, UNRSC, UNECE, the Special Envoy, the Secretariat of the Special Envoy, and other UN actors advancing road danger reduction/safety.
  - What would a formalized mechanism for collaboration between the Global Alliance and UN Special Envoys secretariat look like?
    - E.g: regular (quarterly) meetings and/or conferences with different interest groups to promote continual and
    - Multilateral information exchange across regions and sectors with UNECE and the Special Envoy.
    - Permanent or semi-permanent civil society representative, be part of the Special Envoy's Secretariat, paid for by the UNECE/Special Envoy.
    - How do we collaborate on developing a handbook for road safety organizations to explain the Special Envoy Secretariat's role in road transport and safety, as well as the coordination mechanism between the WHO, UNRSC, UNECE, civil society, the Special Envoy and other UN actors

### **Special Envoy's Role and Responsibilities**

- There are situations where we feel the role and messaging of the Special Envoy conflict with his responsibilities as President of FIA.
  - o What are the UN rules and best practices regarding conflict of interest that the UN Special Envoy are governed by?
  - o What will the Special Envoy do about the inherent conflict of interest in representing the interests of motoring organizations and motor car users (who elect him to his position as FIA President) and those of pedestrians, cyclists and other vulnerable users of public transport systems whose interests might be at odds?
  - o How will the Special Envoy travel during his re-election as FIA President without campaigning for his re-election?
  - o Is it appropriate for the Special Envoy to use FIA paraphernalia and branding when traveling in his role as Special Envoy?
    - We would prefer to see branding for UN campaigns integrated into the paraphernalia used by the Special Envoy instead, for instance the Save Kids Lives campaign.
    - Can a screening mechanism be established to prohibit branding which raises a conflict of interest, especially during Global Week of Road Safety and other high-profile appearances?
  - o When the Special Envoy appears at FIA events, is he appearing as FIA President or Special Envoy?
  - o How will the Special Envoy manage the sponsors he engages with through Formula 1 (ex. alcohol sponsors; race car companies) which present a conflict of interest with road safety?
  - o How will the Special Envoy discuss climate change when cars and automobiles contribute to climate change?
    - How will he advocate for other modes of transportation?
- Although we are concerned about the conflict of interest, we would like to know how it will be managed and hope to work constructively with the Special Envoy.
- How will board civil society representation, be included on all boards and government panels convened by the Special Envoy, as well as invited to his public appearances:
  - o How will civil society representatives be included on the Special Envoy's agendas and in the consultations leading up to the events?

- How will local civil society organizations be invited to attend the public events.
- How will civil society organizations be represented in all stakeholders groups, not just those with whom the Special Envoy has a special interest (ie. including pedestrians and cyclists, etc.).

### **Special Envoy's Messages**

- How will the Special Envoy ensure that public messages are evidence-based and risk factors for crashes are conveyed?
  - Speak out publicly against all known causes of road crashes: drunk driving, distracted driving, speeding, and drowsy driving:
    - Mention speeding as a risk factor at every event and promote areas of speed reduction (ex. near schools).
    - Promote "duty of care" and responsibility to other drivers and road users.
  - Encourage collision investigations which meet international standards of good practice so work is evidence-based.
  
- How will the Special Envoy:
  - demand and promote compulsory use of seat belts by all occupants of cars, coaches, and other forms of vehicular transportation, according to internationally-recognized technical regulations:
    - Demand and promote use of car seats and seat belts for children, according to internationally-recognized technical regulations
    - Demand and promote the use of helmets by all motor bike users
    - Demand and promote the use of high-visibility garments by other road users