

UNECE and the Secretariat of the Special Envoy

Questions (in *italics*) developed through a series of consultations with members of the Global Alliance of NGOs for Road Safety who attended the UNECE Consultation in Geneva, Switzerland on October 1, 2015

Answers provided by the UNECE secretariat.

- *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.*

In the framework of the Decade of Action for Road Safety 2011-2020, proclaimed by the UN General Assembly in March 2010 (A/RES/64/255), the World Health Organization and the UN regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, are requested to play a major role in preparing and implementing actions on road safety.

UNECE will use the opportunities provided by the Special Envoy to further strengthen the cooperation with both the WHO, other UN organisations, the World Bank and other organizations to ensure synergy and to strengthen the overall efforts to enhance road safety.

There are regular consultations between WHO and UNECE on road safety issues. These meetings normally cover any relevant matters, such as preparation for the global conferences and improving the consultation mechanism of United Nations Road Safety Collaboration (UNRSC). The latest meeting was about preparations for the global conference in Brasilia, and also on the continued cooperation also through the support of the Special Envoy.

In addition, the United Nations Road Safety Collaboration will be regularly and periodically informed about the Special Envoy's activities and work programme, either by the Special Envoy directly himself or by his UNECE secretariat.

The Special Envoy is committed to working closely with the United Nations secretariat and all other relevant United Nations institutions as well as external partners and stakeholders from the public, private and non-governmental sectors.

The multi-stakeholder consultation on road safety on 1 October agreed with the Special Envoy's proposal to establish an annual road safety forum for an exchange of information between the Special Envoy and governments, United Nations entities, civil society and the private sector.

The consultation promoted several inroads for events, including the possibility of continuing the #SaveKidsLives campaign post-Brasilia, increased funding and support for the Global Week of Road Safety, and a sustainable funding mechanism for the World Day of Remembrance.

The consultation called upon NGOs to formalize their involvement in the work of the United Nations (by applying for ECOSOC consultative status) and its Agencies such as WHO.

The consultation called for civil society to prepare background information on their road safety related projects by country in order to establish a project database that the Special Envoy could use when advocating for road safety and road victims.

- *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.*

At the consultation on 1 October, the Special Envoy committed to working constructively with civil society on improving road safety, expressed his readiness to organize joint road safety events as well as to engage civil society in events and meetings as appropriate.

The consultation agreed that the Special Envoy's secretariat will maintain regular communication with the Global Alliance and other NGOs. The Global Alliance and regional federations will provide recommendations to the Special Envoy through their network of regional and/or national advisors. It was also agreed that the Global Alliance and regional federations would refer non-governmental organizations to the Special Envoy and his secretariat within regional, national and particular demographics to encourage local collaboration and shared expertise.

A permanent or semi-permanent civil society representative is not part of extra-budgetary proposal for the secretariat of the Special Envoy approved by the UNECE EXCOM on 16 July 2016.

- *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*

Information about the terms of reference and the activities of the Special Envoy are posted regularly on the UNECE website: <http://www.unece.org/un-sgs-special-envoy-for-road-safety/un-sgs-special-envoy-for-road-safety.html>. A brochure on the tasks and roles of the Special Envoy is planned.

- *Would it be possible to develop some kind of strategy/program of work of Special Envoy with through the Alliance with national/regional/international NGOs to strengthen and push the Road Safety issues in relevant countries in a united and strong way?*

Cf. answer to the first question above. In addition, consultations are ongoing between the Special Envoy and the Global Alliance on a framework for cooperation with NGOs at the country level.

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.

- *What are the UN rules and best practices regarding conflict of interest that the UN Special Envoy is governed by?*

The activities of the UN Secretary-General's Envoy for Road Safety are governed by applicable UN rules and best practices, including on conflict of interest. Immediately after his appointment as Special Envoy, Mr. Jean Todt was briefed by the UN Ethics Office on how to carry out his roles and responsibility and avoid potential conflicts of interest. At all times, it is expected that the Special Envoy will carry out his role and responsibilities according to the highest ethical standards of the United Nations.

Both the UN Ethics office and the UN Secretary-General's office have noted that there is no inherent conflict of interest in the Special Envoy also continuing to serve as FIA President.

Specifically, the Special Envoy was appointed by the Secretary-General on a US\$ 1 per annum contract. Special Envoys are considered UN staff members. As a result, they are subject to the Organisation's Staff Rules and Staff Regulations. Pursuant to this status, and to avoid potential conflicts of interests, Special Envoys are required inter alia to seek the Secretary-General's approval prior to engaging in any outside activities that relate to the purpose, activities, or interests of the United Nations. Reference: ST/AI/2000/13 and ST/IC/2006/30

Concerning the management of potential conflicts of interest, as senior officials, Special Envoys are additionally required to file financial disclosure or declaration of interest statements on an annual basis. Relevant, disclosure information includes (i) any financial interests and leadership roles they have in non-UN entities; (ii) any relatives employed in the UN; (iii) any involvement in activities which would affect the objectivity and independence required from international civil servants; and (iv), any involvement in activities that could expose the UN to reputational risk.

The UN Ethics Offices reviews the disclosed information and advises the Secretary-General on required measures to mitigate and manage any identified possible or actual conflicts of interest. Such measures could include approving disclosed outside interests/activities with caveats (in the event SG approval has not previously been obtained) or requesting the individual to desist from certain activities or to separate from certain entities.

As the Financial Disclosure Programme is an annual exercise, Special Envoys are required to promptly bring to the attention of the Secretary-General any new activities added to their portfolio since the last time they were requested to file a declaration of interest statement. Reference: ST/SGB/2006/6

- *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?*

The consultation on 1 October discussed the role and the Action Plan of the Special Envoy. With the assistance of an extra-budgetary secretariat, Mr. Todt will maintain a distinction that separates his role as Special Envoy from his role as President of Fédération Internationale d'Automobile (FIA). The Special Envoy's activities will be governed by applicable United Nations rules and best practices regarding conflict of interest. At all times, it is expected that the Special Envoy will carry out his role and responsibilities according to the highest ethical standards of the United Nations.

Given the above, Mr. Todt explained how he would manage any conflict of interest that may arise due to his simultaneous roles as Special Envoy and president of the Fédération Internationale

d'Automobile. He stressed that there are synergies to be gained especially with regard to his capacity to reach out to decision-makers and raise awareness for road safety.

The Special Envoy has clearly stated that he sees his role as advocating the interests of all stakeholders affected by road safety and safe mobility including pedestrians, cyclists, motorcyclists, public transport users. Furthermore, the Special Envoy has indicated that he is not bound to agree or conform with the views expressed by individual FIA member clubs, especially where this might conflict with interests of other road safety stakeholders.

It should be noted that the FIA is a Federation of over 150 Mobility Clubs – representing all road users equally - pedestrians, cyclists, public transport users, motorcyclists and motorists. Furthermore, many of the Mobility Clubs are engaged in regional/national/local road safety activities and programmes with an impact on all road users.

- *How will the Special Envoy travel during his re-election as FIA President without campaigning for his re-election?*

This does not pertain to the role or responsibilities of Mr Todt in his capacity as Special Envoy. Any travel or activities undertaken by Mr Todt in his capacity as FIA President are matters for the FIA. Mr Todt advises that he has not taken a decision about whether to stand for re-election as FIA President. His current term of office extends until the end of 2017.

- *Is it appropriate for the Special Envoy to use FIA paraphernalia and branding when traveling in his role as Special Envoy?*

Mr. Todt's activities will be governed by applicable UN rules and best practices regarding conflict of interest. Immediately after the appointment, Mr. Jean Todt was briefed by the UN Ethics Office on how to carry out his roles and responsibility and avoid potential conflicts of interest. At all times, it is expected that Mr. Todt will carry out his role and responsibilities according to the highest ethical standards of the United Nations.

It is incumbent on the Special Envoy to clarify in which capacity he is addressing an event or undertaking a mission in order to make a clear distinction between the Envoy's role and other leadership roles that he may assume in different capacities .

With the assistance of the proposed XB-funded secretariat, the Special Envoy will maintain a distinction that separates his role as Special Envoy from his role as President of FIA.

- *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.*

In his communication with governments, civil society and other stakeholders the Special Envoy uses UN letterheads and e-mail addresses especially prepared for him. The use of the UN logo on print products will be handled in accordance with official rules guiding this issue.

The consultation on 1 October promoted several inroads for events, including the possibility of continuing the #SaveKidsLives campaign post-Brasilia, increased funding and support for the Global Week of Road Safety, and a sustainable funding mechanism for the World Day of Remembrance.

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?

Cf. reply above

- *When the Special Envoy appears at FIA events, is he appearing as FIA President or Special Envoy?*

It is incumbent on the Special Envoy to clarify in which capacity he/she is addressing a FIA event in order to make a clear distinction between the Envoy's role and other leadership roles.

- *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?*

The FIA advises that its role in motor sport is as a regulator and governing body for global championships. The commercial interests of the Commercial Rights Holder of Formula 1 are completely separated from the FIA's regulatory power. While the FIA enters into selected partnership arrangements with some private stakeholders under the banner of its Action for Road Safety campaign, this does not include any alcohol companies.

The Special Envoy has made clear he is opposed to drinking and driving. He will engage with all relevant stakeholders, including governments and alcohol producers, to tackle this problem.

- *How will the Special Envoy discuss climate change when cars and automobiles contribute to climate change?*

The Special Envoy will base his argumentation on the substantive work of the relevant UNECE bodies. UNECE is actively engaged in addressing issues related to climate change and cars and automobiles and will work with the Special Envoy to engage on the issue. In the framework of the World Forum for Harmonisation of Vehicle Regulations (WP.29), UNECE develops regulations increasing vehicles' energy efficiency and lowering emissions. Emission limits for gaseous pollutants have been reduced in the last decades by more than 95 per cent compared to the values established in 1970. Regarding particulate emissions, the levels are now much lower than those initially set up in 1990.

Effective regulations require appropriate measurements. WP.29 adopted in 2014 the Worldwide Harmonized Light-duty Test Procedure (WLTP), a new test cycle measuring engine emissions under conditions much closer to real driving conditions than the previous tests.

UNECE, in cooperation with the other four Regional Commissions, has developed a tool, For Future Inland Transport Systems (ForFITS), which compares the future impacts of different transport policy interventions on CO2 emissions, and helps to shape policy actions related to transport and climate change.

- *How will he advocate for other modes of transportation?*

In his Terms of Reference and Action Plan it is stated that he will raise awareness and advocate for all road safety stakeholders and all transport users. For the full terms of reference, see http://www.unece.org/fileadmin/DAM/information/TOR-Road_Safety.pdf

In the framework of the Transport, Health, Environment Pan-European Project (THE PEP) UNECE is actively promoting walking and cycling and this work will be brought to the attention of the Special Envoy.

Does he have a specific approach or strategy to address safer vehicles? Specifically for regions where the market is being strongly penetrated by Chinese vehicles or similar with very bad results when tested by NCAPS programmes

In his activities and contacts with the Governments, Special Envoy has been consistently promoting accession to and implementation of the three global UN Agreements concerning vehicle regulations as the most reliable way to ensure production of safe vehicles, in particular in regions and countries where vehicles are not produced or operated in compliance with these regulations.

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 broad civil society representation be included on all boards and government panels convened by the Special Envoy, as well as invited to his public appearances?

Under the terms of reference, (http://www.unece.org/fileadmin/DAM/information/TOR-Road_Safety.pdf), the Special Envoy is not expected to convene any government panels or boards. If such an initiative is launched, the SE will reach out to civil society for cooperation in such events.

It should be noted that the FIA High Level Panel for Road Safety is an FIA initiative. In his capacity as FIA President, Jean Todt serves as Chairman of the Panel. The Executive Secretary of UNECE is not a member of the FIA High Level Panel for Road Safety but serves as an Honorary Advisor to the Panel.

- *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?*

At the consultation on 1 October, the Special Envoy committed to working constructively with civil society on improving road safety, expressed his readiness to organize joint road safety events as well as to engage civil society in events and meetings as appropriate.

- *How will civil society organizations be represented in all stakeholders groups, not just those with whom the Special Envoy has a special interest (i.e. including pedestrians and cyclists, etc.).*

The inter-governmental bodies are managed according to the UN and UNECE rules (established by Member States).

The Special Envoy's dedicated website (<http://www.unece.org/un-sgs-special-envoy-for-road-safety/un-sgs-special-envoy-for-road-safety.html>) is used as an information exchange mechanism. He is also very committed to attend conferences, meet stakeholders and individuals, as it is part of his tasks according to his TOR.

Special Envoy's Messages

How will the Special Envoy ensure that public messages are evidence-based and risk factors for crashes are conveyed?

The Special Envoy will endeavour to promote road safety using the 360 degree approach. This implies that public messages he conveys are not only evidence-based for risk factors for crashes but for all other pillars of road safety – users, vehicles, infrastructure, road safety management, post-crash response. The messages are based on results of systematic work on road safety by the UNECE secretariat as well as other road safety actors such as the WHO, ITF, EC, academia and national studies and research.

- *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.*

The consultation on 1 October welcomed the Special Envoy's engagement in preventing road fatalities by promoting the establishment and enforcement of national legislation to tackle key causes of road deaths: impaired driving, speeding, non-use of seat-belts or helmets, vehicle overcrowding and other violations of road safety rules. It also welcomed the Special Envoy's engagement in advocating for the implementation of safer vehicle norms and regulations, both for new and in-use vehicles, across the world, the foreseen focus on the safety of vulnerable road users, and promoting effective post-crash response.

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:*
 - o *Demand and promote use of car seats and seat belts for children, according to internationally-recognized technical regulations*
 - o *Demand and promote the use of helmets by all motor bike users*
 - o *Demand and promote the use of high-visibility garments by other road users*

Cf. reply above.

UNECE has for many years been the platform for governments to develop vehicle and safety regulations that promote the use of seat belts, child-restraint seats, helmets for motorcycle users, etc. In his activities, the Special Envoy will rely on vast experience of UNECE in promoting practical implementation of legal provisions of the vehicle norms and regulations.