

10. Noland RB. Traffic fatalities and injuries: the effect of changes in infrastructure and other trends. *Accident Analysis & Prevention*. 2003;35(4):599-611.
11. Anbarci N, Escaleras M, Register C. Traffic fatalities and public sector corruption. *KYKLOS*. 2006;59(3):327-44.
12. Law TH, Noland RB, Evans AW. Factors associated with the relationship between motorcycle deaths and economic growth. *Accident Analysis & Prevention*. 2009;41(2):234-40.
13. Law TH, Noland RB, Evans AW. The sources of the Kuznets relationship between road fatalities and economic growth. *Journal of Transport Geography*. 2010.
14. Gaudry M. Un Abrege de DRAG, un Model de la Demande Routiere, des Accidents et de Leur Gravite, Applique au Quebec de 1956 a 1982. Montreal: Universite de Montreal, Centre de recherche sur le transports Ddse; 1986 November 1986. Report No.: Publication #698.
15. Tegnér GB, Lucassi VML. Time-series models for urban road traffic and accidents in Stockholm. TRANSEK Consultants; undated.
16. Oppe S. The development of traffic and traffic safety in six developed countries. *Accident Analysis & Prevention*. 1991;23(5):401-12.
17. Hughes BP, Newstead S, D'Elia A. Outcomes-Based National Road Safety Performance Measures. Australasian College of Road Safety National Conference; Melbourne, Australia 2011.

Contributed articles

United Nations Road Safety Collaboration (UNRSC)

By *Lori Mooren*

*Senior Research Fellow, Transport and Road Safety Research
The University of New South Wales, Kensington, NSW 2052
Australia, lori.mooren@unsw.edu.au*

Establishing the UNRSC

Following the release of the World Report on Road Traffic Injuries in April 2004, the General Assembly passed a resolution, put forward by the Omani Ambassador to the United Nations, establishing the UN Road Safety Collaboration. The World Health Organisation was the UN agency assigned to chair the Collaboration. The objectives of this group are:

- To strengthen global and regional coordination on road safety through information exchange and multi-sectoral cooperation.
- To advocate and encourage demand and additional resources for road safety, including through major advocacy events.
- To support assessments of the magnitude of the road safety problem, harmonised data collection and research on risk factors implemented by its members along their own work programs and mandates, in a coordinated manner.
- To coordinate and support dissemination of documentation of good practices in prevention and road traffic injury reduction efforts in regions and countries developed by its members.
- To coordinate and support further development of guidelines for effective road safety interventions in the areas of prevention; risk management; limitation of consequences of crashes; sustainable management of road infrastructure and safety equipment; and appropriate legislative models; elaborated by its members.
- To coordinate and support further development of guidelines for appropriate legal and medical response to crashes.
- To coordinate promotion of individual and institutional capacity development on road safety implemented by its members.
- To coordinate efforts within the UN system and to encourage a culture of road safety within these organisations.

A key role of the UNRSC was to develop, and now to monitor, progress on the Global Plan for the Decade of Action for Road Safety.

In 2009, through the work of the Collaboration, the Russian Federation hosted the first Ministerial Conference on Road Safety. This forum enabled political leaders to come together and advance their ideas and commitments to road safety. Brazil has recently offered to host the Second Ministerial Conference in 2015.

The Collaboration has also been advocating to put road safety on the post-2015 Development Agenda, by calling for safe and sustainable transport to be included as a priority. The 68th Session of the UN General Assembly will consider this proposal in September, 2014.

The World Health Organisation (WHO) hosted the 19th Meeting of the UNRSC in New York on 8-9 April, 2014. More than 100 people attended representing around 40 UNRSC member governments, NGOs, foundations, private companies and universities including Lori Mooren from the University of NSW. Keynote speaker H.E. Mr A. Florencio Randazzo, Minister of Transport of Argentina, impressed the Collaboration; reporting remarkable progress on road safety in his country.

The Pillar 1 Road Safety Management Project Group, co-chaired by Ms Mooren and Marc Shotten of the World Bank is working towards documenting case studies in each Region, including Argentina, to inspire other countries in all Regions to make progress in the Decade of Action. This project will begin with a few countries seeking to outline the particular challenges and a number of ways that countries seek to address them. Argentina is an example of a Latin American country that has built a government and non-government collaboration for broad community participation in road safety. Senegal is an example of a West African nation that has a road safety program driven by an active NGO. Sweden is an example of a government led road safety approach that is trying to institute a cultural change in public attitudes to road safety. By documenting these differing approaches in differing circumstances the Project Group is offering countries at different stages of their road safety strategies to learn about ways to overcome barriers to road safety.

Pillar 2 Safer Roads and Mobility Project Group, chaired by Susanna Zammataro and Michael Dreznes, IRF, has four key focus areas for which they are developing guidance resources including: Successful integration of road safety into existing systems and policies; Road safety infrastructure management tools; ‘How To’ tips for road safety solutions in low and middle income countries; and ‘A model framework for road safety engineering capacity building’.

The Pillar 3 Safer Vehicles Project Group, chaired by Mr David Ward, FIA, is focused on harmonising international standards for safe vehicles and promoting the global new car assessment program. The Chair, advised the UNRSC that Global NCAP has written to the car manufacturers proposing a global voluntary agreement to apply the most important UN passenger car safety standards at the latest by 2020. These are:

- Reg. 14 Seat belt anchorages
- Reg. 16 Safety belts and restraint systems
- Reg. 94 Occupant protection in frontal collision
- Reg. 95 Occupant protection in lateral collision
- GTR 8 Electronic stability control
- GTR 9 Pedestrian protection

The Pillar 4 Safer People Project Group, chaired by Ms Gayle DiPietro, Global Road Safety Partnership, promotes development and use of the Collaboration guiding manuals, including on Speed Management, Drink Driving, Seatbelts and Pedestrian Safety. These are freely available at <http://www.who.int/roadsafety/publications/en/>.

The Pillar 5 Post Crash Response Project Group, chaired by Dr Margie Peden, WHO, is focused on developing strategies to advance timely medical and legal response to crash injury victims. These strategies include emergency retrieval, trauma treatment facilities, plus crash investigations and support for road injury victims and their families.

Two other Project Groups cover Monitoring and Evaluation, chaired by Dr Adnan Hyder, Johns Hopkins University; and Work Related Road Safety, chaired by Ms Awa Zarr, Laser International. These are cross-cutting Groups. The Monitoring and Evaluation Group assists to define performance indicators to enable good measurement of progress across the five main Pillars, as well as the Work Related Road Safety Project. The Work Related Road Safety Project Group aims to provide broad access to resources that can be used by employers that want to promote road safety across the five Pillars.

At the last UNRSC meeting, Dr. Etienne Krug, WHO, gave an overview of progress in the Decade of Action for Road Safety 2011-2020, highlighting the need to step up our actions in order to achieve the objectives of the Global Plan.

Participants discussed implementation of the new UN General Assembly resolution, “Improving global road safety”, which was passed on 10 April, 2014. During its formal adoption on 10 April 2014, the Russian Deputy Interior Minister, General Victor Kiryanov, the actress and ambassador Michelle Yeoh, as well as the Ambassadors to the UN of Brazil, Iceland, Israel, Jamaica, Monaco, Oman, South Africa, Syria, and the United States of America and representatives from Argentina and the United Kingdom



spoke in support of the resolution and stronger road safety action. The resolution endorses the offer of the Government of Brazil to host the Second Global Ministerial Conference on Road Safety in 2015; encourages the inclusion of road safety in the post-2015 development agenda; invites WHO to continue monitoring progress in the Decade of Action; and requests organisation of the Third UN Global Road Safety Week in 2015 on children and road safety.

The UN Road Safety Collaboration meets every six months. The next meeting will be held at WHO headquarters in Geneva on 6-7 October, 2014.

Applying online fleet driver assessment to help identify, target and reduce occupational road safety risks

by Will Murray

Research Director, Interactive Driving Systems

Visiting Fellow, Loughborough University and Centre for Accident Research and Road Safety – Queensland,

will.murray@virtualriskmanager.net

Introduction

This paper focuses on the application of online fleet driver assessment tools to help identify, target and reduce occupational road safety risks. It covers the principles of risk assessment, the uses of online tools, predictive validity analysis, intervention allocations and some suggested next steps.

Risk assessment

Driver risk assessment, monitoring and improvement is important to organisations requiring their people to travel - for a range of business, legal, financial and even societal

reasons in the UK and globally. As a basic compliance-led start point in the UK, the soon to be re-launched Health & Safety Executive Guidance ‘INDG382 Driving at work: Managing work-related road safety’ says that: *organisations need to risk assess the safety of their drivers, vehicle and journeys.*

Essentially, risk assessment for any work-related driving activity should follow the same principles as those for any other work activity. It should identify and document the potential hazards; who might be harmed; and reasonable measures to support your drivers to protect themselves from harm.