

GLOBAL NETWORK

FOR ROAD SAFETY LEGISLATORS

5-YEAR REPORT and Stories from the field

December 2021



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This report provides a historical account of the activities of the Global Network for Road Safety Legislators and its associated regional chapters over the past five years. This report is developed by WHO, which provides technical support and coordination for the Network. The Global Network for Road Safety Legislators, a non-political voluntary network of members of parliament, was established in December 2016 to unite the voices of parliamentarians as advocates and campaigners for road safety worldwide. Through policy dialogue, best practice dissemination and cooperation with WHO and its partners, network members collectively push for the adoption of comprehensive road safety plans, strategies and evidence-based laws by all UN Member States. The Global Network for Road Safety Legislators also advocates for the development of All Party Friends of Road Safety Groups in parliamentary bodies to promote awareness of road safety and the legislative priorities that will contribute to the achievement of halving road traffic deaths by 2030.

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Foreword

“I congratulate the Global Network for Road Safety Legislators and the World Health Organization for their work building and supporting road safety advocacy over the past five years.

Parliamentarians have the responsibility, knowledge and means to take action for safer roads and to deliver streets for life. The Network is a vital forum to engage, inform and support legislators as they work to improve road safety at a national level while also contributing to the global advocacy movement. Road safety has risen further up the global agenda over the five years the Global Legislators Network has been active, in large part thanks to the vocal and growing number of parliamentarians who have taken the cause to heart.

The Network has provided an important platform for parliamentarians to help understand the challenges of the global road traffic injury epidemic, and to share and promote best practice. The Network has been prominent in global road safety discussions, particularly at the 3rd Global Ministerial Conference on Road Safety in Stockholm in 2020 and the 6th UN Global Road Safety Week in 2021, and has an important role to play working towards the UN High-level Meeting on Road Safety in June 2022.



To realise the 2030 Sustainable Development Goal health target to halve road traffic deaths, urgent and real commitment from the executive and legislative branches of government are needed, to make the case for safer highways, safer streets and safer communities, backed up by long-term, meaningful funding. These changes have cross-cutting benefits, supporting other Sustainable Development Goal targets on health, climate change, poverty alleviation, educational access and many more. We should unite with legislative champions of these broader issues and create alliances wherever possible.

The Global Network for Road Safety Legislators has shown how we can collaborate, coordinate, and support each other to make a change at the global and regional level, and has helped to inspire national action. I look forward to the next five years consolidating these successes into widespread and substantive policy change which contributes to saving many lives.”

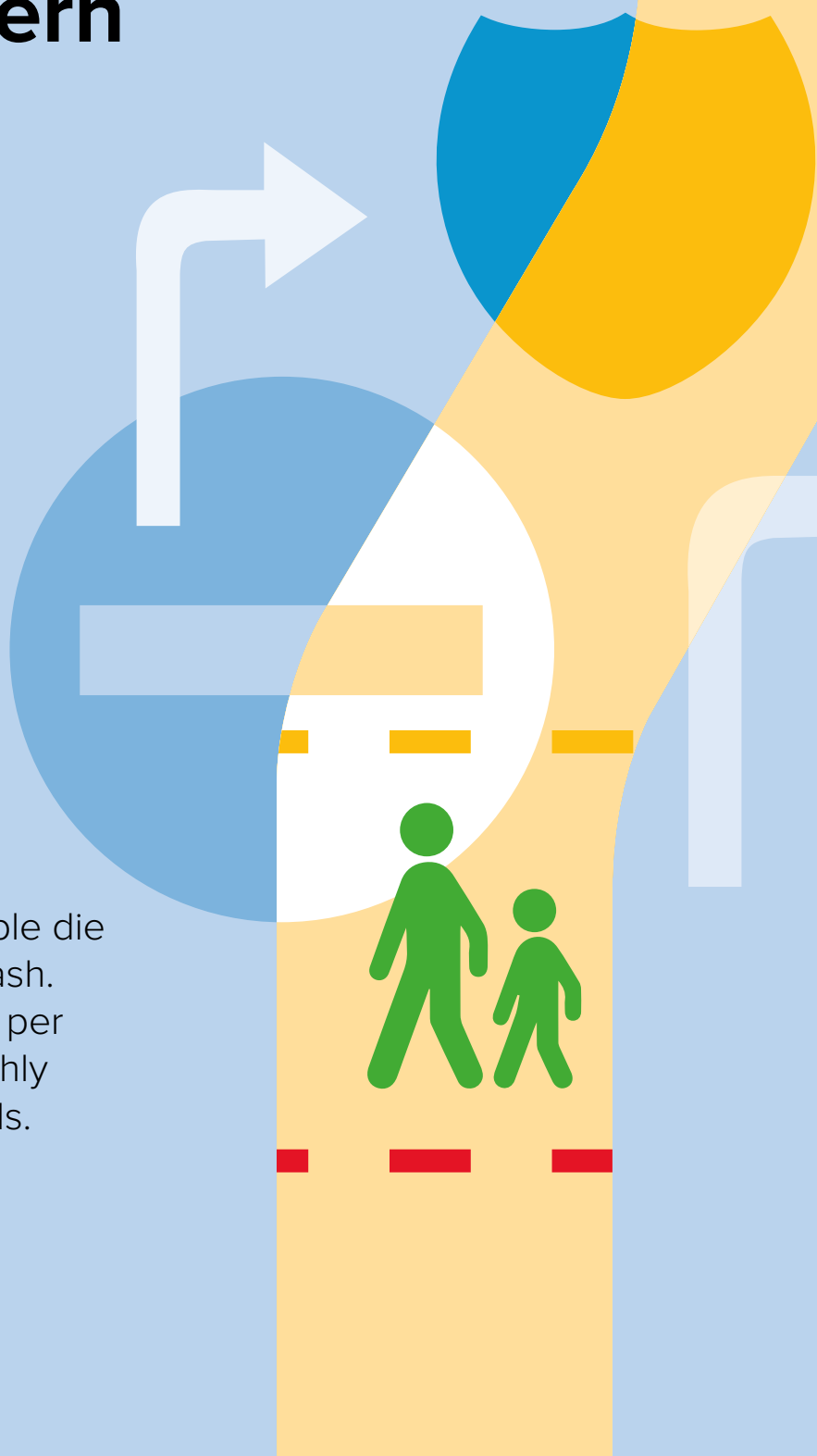
Rt. Hon. Lord Robertson of Port Ellen KT. GCMG.
Chairman, FIA Foundation and Member of the
UK House of Lords

Road safety: a global public health concern

THE GLOBAL BURDEN OF
ROAD TRAFFIC INJURIES



Every year, 1.35 million people die because of a road traffic crash. This equates to 18.2 deaths per 100 000 population or roughly one death every 20 seconds.



Road traffic injuries (RTIs) are now the leading killer of people aged 5–29 years. The burden is disproportionately borne by pedestrians, cyclists and motorcyclists, in particular those living in developing countries. Over 90% of the world's fatalities on the roads occur in low- and middle-income countries (LMICs), where road traffic injuries rank eighth in the list of leading causes of death for all age groups (2019 estimates).

Within the group of LMICs, there are however marked regional differences in the burden of road traffic deaths; at 26.6 per 100 000 population, Africa now has the highest RTI death rates, followed by South-East Asia (20.7 per 100 000 population) (1).



Road traffic deaths and injuries can be prevented, and the harms caused to individuals and their families, as well as to society (through economic losses) significantly reduced. Over the last decade, several United Nations (UN) policy instruments have called attention to this important public health issue and the need for action at both national and subnational levels to mitigate the impact of road traffic injuries. While several countries have achieved some considerable successes in reducing road traffic deaths through concerted action during this time, progress has by no means been universal and varies significantly between regions and countries.

While the ambitions of first UN Decade of Action for Road Safety 2011–2020 were not fully realized, important foundations for future progress were laid. The second Decade of Action for Road Safety 2021–2030, proclaimed in 2020, provides a renewed opportunity to meet the goals of the first by positioning and promoting road safety as an integrated component of many different policy agendas, including child health, climate action, gender and equity. This will require shared responsibility across government, the private sector, civil society, academia and other non-state actors to build a broad-based culture of safety.



GLOBAL POLICY INSTRUMENTS

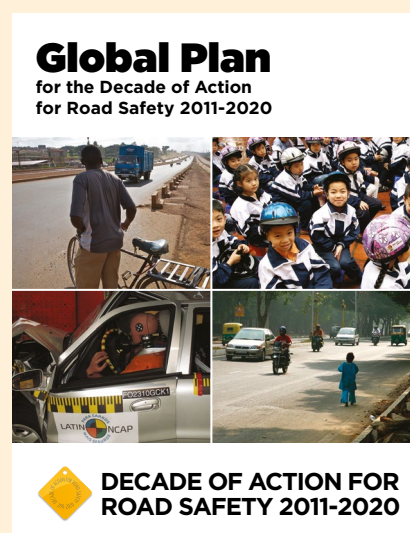
2011–2020: the Decade of Action for Road Safety

The international community has long recognized the importance of tackling the unacceptably high burden of road traffic deaths, arguing for the inclusion of road safety on health and development agendas. In 2010, the UN General Assembly adopted a landmark resolution proclaiming a Decade of Action for Road Safety 2011–2020.

Launched in May 2011 in over 110 countries, the Decade of Action aimed to stabilize the predicted increase in road traffic fatalities in the first instance and then to reduce the global death toll from this preventable cause of death by 50%.

The Decade of Action was supported by a Global Plan of Action which recommended actions across five key policy pillars areas:

- road safety management
- safer roads and mobility
- safer vehicles
- safer road users
- and post-crash response.



Although falling short of the target 50% reduction in global road deaths, the decade achieved considerable success in raising the profile of road safety as a public health problem. This increased awareness among governments, corporations, businesses and civil society has led to increased mobilization of resources for road safety, new collaborations and partnerships, and most importantly, the introduction of measurable and effective safety improvements in many locations (2).

The impetus carried through to 2020 and road safety remained high on the global agenda with the announcement of the Stockholm Declaration¹ at the third Global Ministerial Conference on Road Safety held in Sweden. This was swiftly followed by its endorsement and the proclamation of the period 2021–2030 as a Decade of Action for Road Safety by the UN General Assembly. The UN General Assembly reaffirmed the goal of reducing road traffic deaths and injuries by at least 50% and called upon Member States to continue action through 2030 on all the road safety related targets of the Sustainable Development Goals (SDGs).

UN Sustainable Development Goals

The importance of transport and mobility to development was underscored in 2015 at the UN Sustainable Development Summit which saw the adoption of the Sustainable Development Goals (SDGs) (3). Transport and road safety are featured in two SDGs, Goal 3 and Goal 11:



SDG 3 on Health:

Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents; and

SDG 11 on Sustainable Cities and Communities:

Target 11.2 provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons by 2030.

3 GOOD HEALTH AND WELL-BEING



11 SUSTAINABLE CITIES AND COMMUNITIES



¹ See: <https://www.roadsafetysweden.com/about-the-conference/stockholm-declaration/>, accessed 20 December 2021.

THE ROLE OF PARLIAMENTARIANS IN DELIVERING CHANGE

Parliamentarians are key to delivering the system-wide change that is necessary to achieve the health and development goals that have been set by the international development community.

This pivotal role of national parliamentarians is acknowledged in several global health and development policy texts including the 2020 UN resolution on Improving Road Safety Resolution (A/RES/74/299) (4) and the 2015 UN Agenda for Sustainable Development (5). The latter in particular endorses the important role of parliamentarians, reinforcing the message that strong and meaningful engagement and participation of members of parliament is critical if the SDG targets of halving road deaths and building sustainable cities and communities are to be achieved.

The vital role of parliamentarians stems from their authority as regulators and law-makers, as well as their financial and budgetary responsibilities. This means that parliamentarians are uniquely placed to steer and scale the policy decisions that will be necessary to ensure the effective implementation of the world's commitments to the SDGs related to safety and mobility.

The remit of many parliamentarians is wide ranging, spanning both local and national government structures, factors which also places them centre stage of efforts to promote a more holistic approach to road safety that is now required. Roles typically include:

- **speaking directly to their constituents to dissuade risky behaviour and leading by example; and**
 - **being transparent and accountable to the public.**
- **passing evidence-based, context driven laws;**
 - **providing funding for implementation of effective measures, such as infrastructure and equipment;**
 - **persuading peers in parliament to take collective decisive action on road safety;**
 - **holding agencies accountable and responsible;**
 - **advocating for improvements in road safety through meaningful engagement with various sectors;**

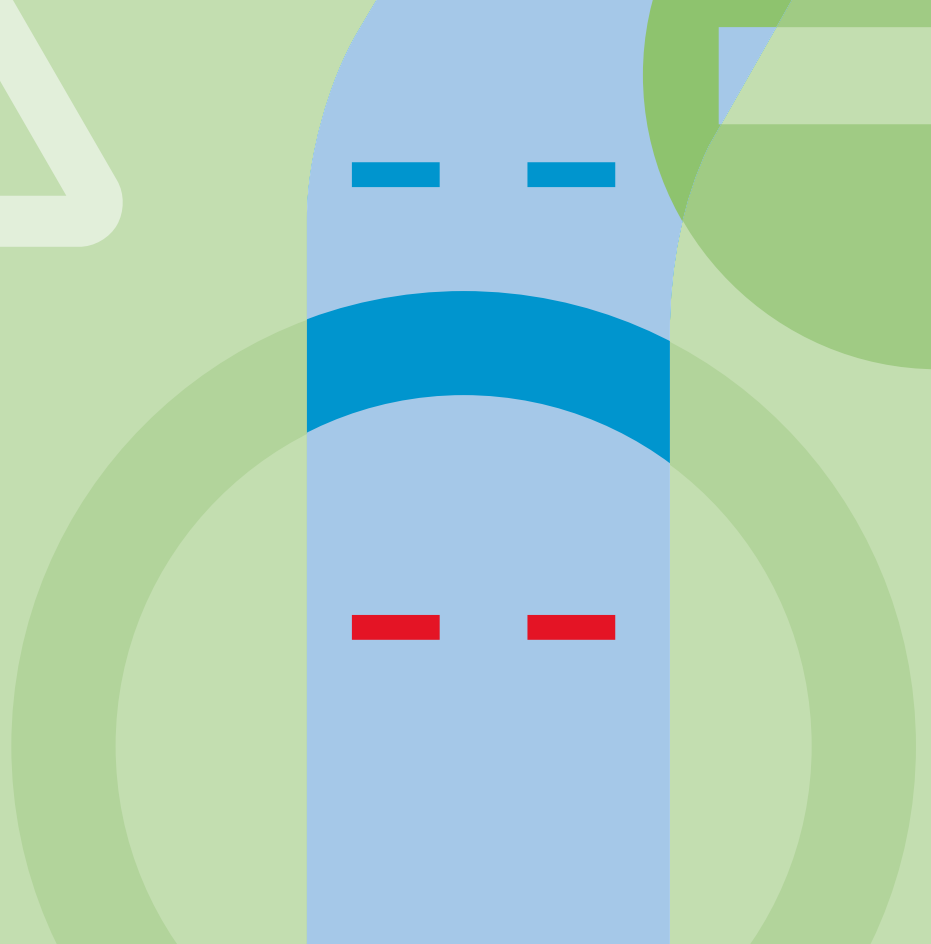
The 2020 UN resolution on Improving Road Safety also highlighted the importance of international collaboration and knowledge sharing and calls on parliamentarians everywhere to engage in partnership activities and initiatives wherever possible (4).

The Global Network for Road Safety Legislators, launched in 2016, provides a mechanism for members of parliament to do just that. The Global Network, together with its more recently formed regional chapters enables parliamentarians, regardless of political affiliation, to unite their voices, engage meaningfully with other sectors and international organizations and work together to achieve common goals and save lives.

The first part of this report provides an overview of the Global Network's evolution, summarizing the key achievements of the past five years on the global stage and highlighting several regional and national milestone events. This is complemented by a number of accounts from individual members from across the world, which serve to highlight the importance of personal commitment, leadership and collective action at the local level to the achievement of shared global goals.



Five years of the Global Network for Road Safety Legislators



Launches and events

November 2016

Launch of Global Network for Road Safety Legislators

May 2017

Members of parliament launch the Manifesto for Road Safety during UN Global Road Safety Week with specific recommendations for action

April 2018

Parliamentarian's participate in the UN General Assembly Debate on Improving Global Road Safety and call for a 50% reduction in deaths by 2030

June 2018

Launch of the Africa Regional Network for Road Safety Legislators

September 2018

Launch of the Eastern Mediterranean Regional Forum for Road Safety Legislators

August 2019

Launch of the Asia–Pacific Regional Network for Road Safety Legislators

September 2019

Launch of the Pan American Regional Network for Road Safety Legislators

February 2020

Members of the Global Network for Road Safety Legislators, and international partners presented examples of successful engagement with parliamentarians to push for policy changes alongside the Third Global Ministerial Conference on Road Safety in Sweden

Advancing policy

September 2018

Parliamentarians in the Eastern Mediterranean Regional Forum for Road Safety Legislators discuss a framework for policy change in the region, focusing on children and young adults

November 2019

During the Sub-Sahara Africa Transport Policy (SSATP) Annual General Meeting, members of the Africa Regional Network members meet in Victoria Falls, Zimbabwe to collaborate strengthen partnerships, deliberate and find solutions to address road safety in the African context

May 2021

During the 6th UN Global Road Safety Week, members of Africa Regional Network commit to 30 km/h speed limits as central to achieving the 50% fatality reduction target during the Decade of Action for Road Safety 2021–2030

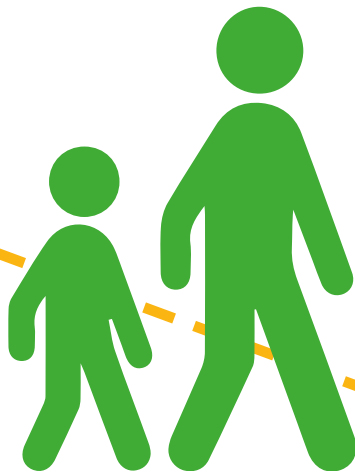


FOUNDING OF THE GLOBAL NETWORK FOR ROAD SAFETY LEGISLATORS

The special meeting for parliamentarians held alongside the 2nd Global High Level Ministerial Conference on Road Safety in Brasilia in November 2015 was notable for several reasons, but most significantly because it was at this event that a proposal to create a global network for road safety legislators garnered widespread support. Frustrated by lack of progress in road safety policy and laws in their countries, parliamentarians from across the world backed the establishment of a forum that would allow them to share their experiences and collectively advocate for improvements in road safety. This event also served to help serving members of parliament to recognize the important role that they can play, by acting both locally and nationally, in bringing about the necessary change that will lead to the realization of the world's road traffic related SGD commitments.



The Global Network for Road Safety Legislators was formally launched a year later at an event held in December 2016 in London. The launch was supported by WHO, together with the Towards Zero Foundation and in collaboration with the UK Parliamentary Advisory Council for Transport Safety (PACTS). The stated mission of the Global Network – to serve as an open platform for parliamentarians to exchange best practices in road safety policies and law-making, and to develop a global community of parliamentarians – is inspired by a vision of the world entirely free from road fatalities and serious injuries. This vision was reflected in the Westminster Declaration which was adopted by the newly-formed Global Network during its inauguration in 2016.²



² Westminster declaration. See: <https://roadsafetylegislators.org/news?fulltext=westminster>, accessed 20 December 2021.



“

An informal voluntary network for those serving in national and regional parliaments, city and local authorities, responsible for road safety legislation and policy frameworks to exchange best practice in road traffic injury prevention and encourage the adoption and enforcement of comprehensive and effective road safety strategies and laws”

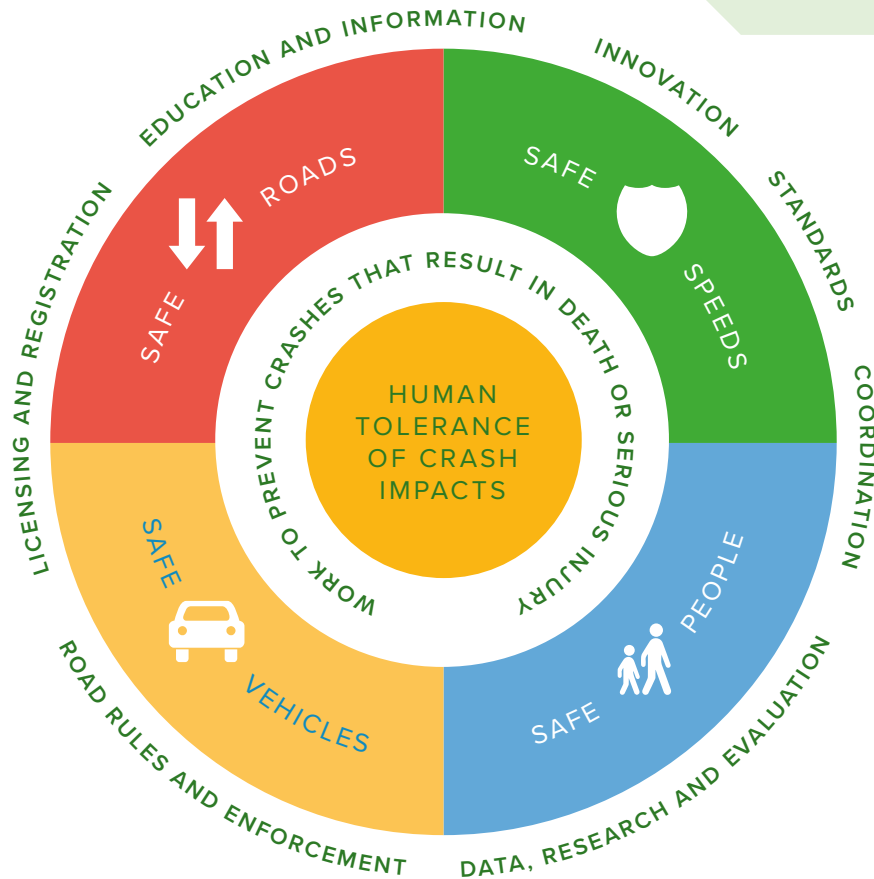
“Encourage the development of ‘All Party Friends of Road Safety Groups’ in parliamentary bodies to promote awareness of road safety and the legislative priorities that will contribute to the UN Decade of Action and the SDGs”

Mission of the Global Network for Road Safety Legislators
as expressed in the Westminster Declaration



MANIFESTO #4ROADSAFETY

In 2017, during the fourth UN Global Road Safety Week, the Global Network for Road Safety Legislators launched its Manifesto #4RoadSafety (6). The Global Network’s manifesto is a call to fellow parliamentarians worldwide to give their full support to the calls on UN Member States to urgently redouble their efforts in the Decade of Action for Road Safety to meet the SDG target to halve road traffic deaths and injuries. Keen to build on the momentum created by first Decade of Action (2011–2020) but recognizing that the slow pace of implementation meant that the 2020 target was unlikely to be met, members of the Global Network for Road Safety Legislators recommended that the target be pushed to 2030.



Note: Safe system diagram adapted from *Safer Roads, Safer Queensland: Queensland’s Road Safety Strategy 2015-21*
 Source: <https://www.roadsafety.gov.au/nrss/safe-system>

The Manifesto makes 10 specific recommendations for action which parliamentarians can implement in their own countries and the communities they represent; see **Box 1**. All 10 recommendations are designed to support progress towards the achievement of the UN Decade of Action for Road Safety 2011–2020 goals and the SDGs targets that relate to road traffic (SDG 3 and 11).



Box 1. Manifesto #4RoadSafety

RECOMMENDATION ONE: UN Decade of Action for Road Safety and the Sustainable Development Goals

Support the UN Decade of Action for Road Safety and the Sustainable Development Goals

That Parliamentarians worldwide give their full support to the Manifesto #4roadsafety and call on UN Member States to urgently redouble their efforts in the Decade of Action for Road Safety to meet the SDG target to halve road traffic deaths and injuries by 2020.

RECOMMENDATION TWO: Parliamentarians and Road Safety Leadership

Support effective road safety interventions and lead road safety within parliaments

That Parliamentarians worldwide strongly support the development of effective road injury prevention programmes which apply best practice road safety laws supported by ambitious casualty reduction targets; that bipartisan Friends of Road Safety Groups are established in national legislatures to support the UN Decade of Action and the road safety related SDGs; and that international parliamentary bodies such as the Inter Parliamentary Union and the Commonwealth Parliamentary Association include road safety in their activities supporting the SDGs and inter-parliamentary co-operation.

RECOMMENDATION THREE: The Safe System Approach

Support and implement the Safe Systems Approach by prioritizing speed management

That Parliamentarians worldwide encourage the adoption of the Safe System Approach applied to their own countries priorities for road injury prevention with improved speed management serving as a critical overall policy instrument.

RECOMMENDATION FOUR: Road Safety Policy and Legislative Priorities

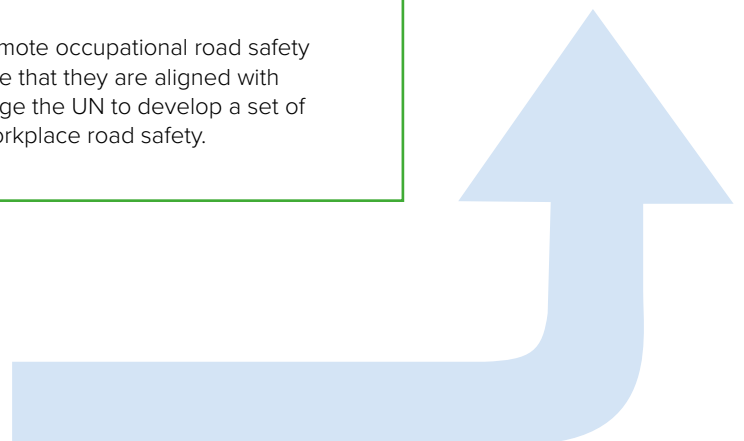
Adopt and support the implementation of effective legislative interventions

That Parliamentarians worldwide review their national road safety policies and legislation, support implementation of the recommended priority interventions from the WHO's Save LIVES technical package, and advocate for greater adoption and application of the UN's road safety related transport conventions and agreements.

RECOMMENDATION FIVE: Road Safety at Work

Support workplace road safety-related measures

That Parliamentarians worldwide support policies that promote occupational road safety and to review their national laws and procedures to ensure that they are aligned with recommended international best practice, and to encourage the UN to develop a set of global guidelines for minimum regulatory standards for workplace road safety.



Box 1. Manifesto #4RoadSafety (continued)

RECOMMENDATION SIX: Good Governance and Road Safety

Lead and encourage accountability, transparency and inclusiveness in road safety policies

That Parliamentarians worldwide support the application of good governance principles to national road injury prevention programmes and greater effort by the donor community to improve the accountability, transparency, and inclusiveness of their road safety projects.

RECOMMENDATION SEVEN: Integrating Road Safety with Sustainable Transport Policies

Support safety in sustainable transport policies

That Parliamentarians worldwide support the integration of road injury prevention with policies promoting sustainable development such as speed limits which will both reduce casualties and vehicle emissions and by prioritising non-motorised transport.

RECOMMENDATION EIGHT: The role and policies of the Multilateral Development Banks

Encourage safe infrastructure development measures

That Parliamentarians worldwide encourage the MDBs, to strengthen their road infrastructure project evaluation procedures to ensure that traffic injury costs are fully identified; to apply a minimum 'three star' safety performance on all their road investments; and to update the Road Safety Guidelines of their Joint Road Safety Initiative to be aligned with the World Bank's new Environment and Social Framework.

RECOMMENDATION NINE: Funding for Road Safety

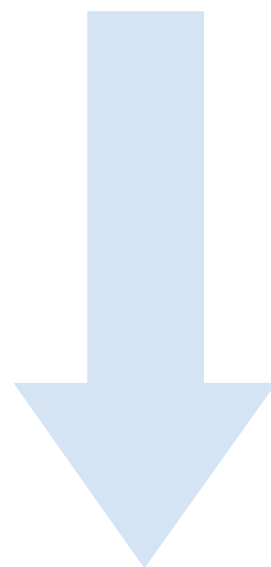
Provide funding and support innovative for implementation of road safety measures

That Parliamentarians worldwide support the provision of funding for road safety by endorsing the creation of a UN Road Safety Trust Fund, supported by innovative financing, and by ensuring adequate resources are allocated to national road injury prevention programmes.

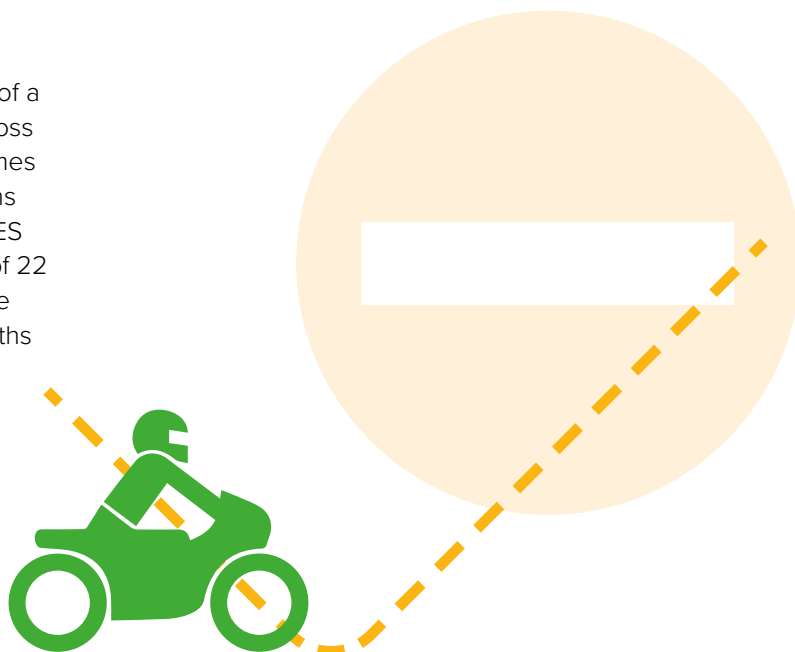
RECOMMENDATION TEN: Road Safety Target for 2030

Support a 50% reduction in road traffic deaths and injuries by 2030







That Parliamentarians worldwide support at the end of the current UN Decade of Action, the adoption of a new SDG 3 target to halve road deaths and serious injuries by 2030 using 2020 as a baseline.



Recommendation 3 refers to the Safe Systems Approach, which is predicated on a world vision in which no one dies or is seriously injured because of a crash and where there is shared responsibility across all sectors and road users to make sure this becomes a reality. Recommendation 4 urges parliamentarians to support the implementation of WHO's Save LIVES technical package, an evidence-based inventory of 22 priority interventions which have been shown to be effective in helping reduce road traffic related deaths and injuries (7); see also **Box 2**.



Box 2. Save LIVES: six components and 22 interventions

Acronym	Component	Interventions
	Speed management	<p>Establish and enforce speed limit laws nationwide, locally and in cities</p> <p>Build or modify roads which calm traffic, e.g. roundabouts, road narrowing, speed bumps, chicanes and rumble strips</p> <p>Require car makers to install new technologies, such as intelligent speed adaptation, to help drivers keep to speed limits</p>
	Leadership on road safety	<p>Create an agency to spearhead road safety</p> <p>Develop and fund a road safety strategy</p> <p>Evaluate the impact of road safety strategies</p> <p>Monitor road safety by strengthening data systems</p> <p>Raise awareness and public support through education and campaigns</p>
	Infrastructure design and improvement	<p>Provide safe infrastructure for all road users including sidewalks, safe crossings, refuges, overpasses and underpasses</p> <p>Put in place bicycle and motorcycle lanes</p> <p>Make the sides of roads safer by using clear zones, collapsible structures or barriers</p> <p>Design safer intersections</p> <p>Separate access roads from through-roads</p> <p>Prioritize people by putting in place vehicle-free zones</p> <p>Restrict traffic and speed in residential, commercial and school zones</p> <p>Provide better, safer routes for public transport</p>
	Vehicle safety standards	<p>Establish and enforce motor vehicle safety standard regulations related to:</p> <ul style="list-style-type: none"> • seat-belts; • seat-belt anchorages; • frontal impact; • side impact; • electronic stability control; • pedestrian protection; and • ISOFIX child restraint points <p>Establish and enforce regulations on motorcycle anti-lock braking and daytime running lights</p>
	Enforcement of traffic laws	<p>Establish and enforce laws at national, local and city levels on:</p> <ul style="list-style-type: none"> • drinking and driving; • motorcycle helmets; • seat-belts; and • child restraints
	Survival after a crash	<p>Develop organized and integrated prehospital and facility-based emergency care systems</p> <p>Train those who respond to crashes in basic emergency care</p> <p>Promote community first responder training</p>



GLOBAL ENGAGEMENT

Since 2016, members of the Global Network for Road Safety Legislators have taken a keen interest in international road safety initiatives and events and many have played an active role on the global stage, while collectively and individually advocating for legislation and policy changes in their own countries.

2018 UN General Assembly

In 2018, the UN General Assembly held a debate on the UN resolution on Improving Road Safety (A/RES/72/271). For the first time, members of parliament attended the debate and supported the resolution on behalf of their countries (8).



2021 Annual Meeting of the Global Network for Road Safety Legislators

The annual meeting of the Global Network for Road Safety Legislators held in May 2020 was an opportunity to present members of parliament with plans and updates on the development of the Global Plan of Action for the Decade of Action for Road Safety 2021–2030. Parliamentarians were encouraged to consult with experts and governments in their respective countries to ensure that the Global Plan reflects their needs. They were also strongly encouraged to accelerate actions and to put people back at the centre of public transport system policy and planning.

2020 Third Global Ministerial Conference on Road Safety

Parliamentarians also actively participated in the third Global Ministerial Conference on Road Safety which took place in Stockholm, Sweden during 19–20 February 2020. The side meeting showcased how parliamentarians have successfully framed road safety discussions to encourage a “whole of society approach” towards zero road deaths and focus on the health and environmental benefits of addressing road safety. Members of parliament representing Egypt, Sweden, Thailand and the United Kingdom shared their experiences and benefits of increasing engagement and partnership with other sectors and encouraged others to do the same. The benefits of membership and participation in global networks such as the Global Network for Road Safety Legislators was also re-affirmed.



Streets for Life

#Love30

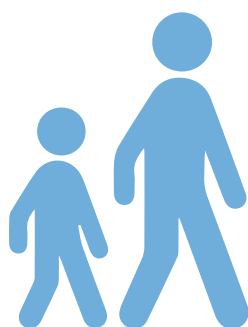
2021 Sixth UN Global Road Safety Week

Since 2007, the UN has used its Global Road Safety Week to draw attention to the impact of road traffic deaths globally. The First UN Global Road Safety Week focused on the risks and societal impacts of road traffic injuries for young road users and events were held worldwide to campaign for targeted action around key factors which have a major impact on preventing road traffic injuries in children and adolescents including helmets, seat-belts, drink driving, speeding and road infrastructure.



Since 2007, the UN has used its Global Road Safety Week to draw attention to the impact of road traffic deaths globally.

The First UN Global Road Safety Week³ focused on the risks and societal impacts of road traffic injuries for young road users and events were held worldwide to campaign for targeted action around key factors which have a major impact on preventing road traffic injuries in children and adolescents including helmets, seat-belts, drink driving, speeding and road infrastructure.



- 2017**
Fourth UNGRSW on Speed
- 2019**
Fifth UNGRSW on Leadership



The fifth UN Global Road Safety Week⁴ called for stronger leadership for road safety at national and local levels to attain road safety targets. Parliamentarians from the Global Network took part in several events to inspire others to advocate for action around the world on safety and mobility. Leadership was defined as “the ability to influence or inspire people to achieve a certain goal. The most effective leaders, who hail from all sectors of society, are those who #SpeakUp for road safety and take action.”

The sixth UN Global Road Safety Week was celebrated in May 2021. Events were centered around the theme of “safe streets”, and in particular, on the ‘Streets for life: #Love30’ campaign which aims to limit speeds to 30 km/h (20 mph) on streets and roads where people walk, live and play.⁵

Several Global Network members demonstrated their commitment to reducing vehicle speeds in built up urban areas by taking part in a global campaign to grow a safety culture led by the Global Alliance of NGOs for Road Safety. This group included parliamentarians from Argentina, the European Parliament, Kyrgyzstan, Senegal, Thailand and Uganda.

³ See: <https://www.unroadsafetyweek.org/en/previous-weeks/2007-youth-road-safety>, accessed 20 December 2021.

⁴ See: <https://www.unroadsafetyweek.org/en/previous-weeks/2019-speakup>, accessed 20 December 2021.

⁵ See: <https://www.roadsafetyngos.org/news-events/events/un-global-road-safety-week/6th-un-global-road-safety-week-love30/>, accessed 20 December 2021.

Stories of MPs during UNGRSW



ADADI MOHAMED RAJABU
MEMBER OF PARLIAMENT,
UNITED REPUBLIC OF
TANZANIA

Adadi Mohamed Rajabu has been a leading Member of Parliament on road safety matters in the United Republic of Tanzania. Multisectoral collaboration is key to building consensus around road safety legislation. In this regard, Mr Adadi cooperates readily and openly with all relevant government ministries, the civil society coalition, journalists and WHO colleagues to raise awareness about the policy and legislative gaps in the country and identify solutions that are in line with best practice and fit the country's context.

Mr Adadi is known for his success in reaching across party lines to build a coalition of Members of Parliament to support introduction of much needed legislation, including proposed amendments to the Road Traffic Act. In doing so he aims to strengthen legislation on key risks, including speeding, drinking and driving, and failing to use seat-belts, motorcycle helmets and child restraints to save lives. His efforts among his peers led to the signing of a Declaration in January 2017 by 32 Members of Parliament in favour of strong road safety policies and laws. More than 100 members have now expressed support through signing the Declaration. Mr Adadi has noted **"It is time that our laws become part of the collection solution of the road safety problem."**



CESAR V. SARMIENTO
REPRESENTATIVE,
HOUSE OF REPRESENTATIVES,
PHILIPPINES

Cesar Sarmiento serves several roles in the House of Representatives of the Philippines, including Chairperson of the Transportation Committee and Vice Chair of the Welfare of Children Committee. As an advocate for road safety, he has worked tirelessly to improve the safety of children on the country's roads. Representative Sarmiento co-authored a bill alongside the principal author of the bill (Representative Mariano M. Velarde) which was signed by President Duterte on 22 February 2019. The new law makes it compulsory for children through to 12 years to be transported in appropriate child restraint systems in all private vehicles and prohibits children 12 years or younger from being seated in the front seat of a vehicle, in line with international best practice. Representative Sarmiento also continues to advocate for the implementation of existing laws.

On 3 January 2017 the House of Representatives adopted House Resolution No. 651 which he introduced, directing responsible agencies to fully implement road safety laws on seat-belts, drink and drug-driving, speeding, distracted driving and children on motorcycles. He has demonstrated commitment to road safety not only in the Philippines, but also through global platforms. In 2018, representing the Philippines, he spoke in favour of the UN General Assembly Resolution on "Improving Global Road Safety". During the debate, he acknowledged the difficulty of the Philippines in achieving Sustainable Development Goal target 3.6 of halving road traffic deaths and injuries by 2020 and the need to "create a culture of safety" in the country. Since 2016, Representative Sarmiento has also served on the leadership council of the Global Network for Road Safety Legislators, and through this platform he continues to be a voice among his peers from other countries.

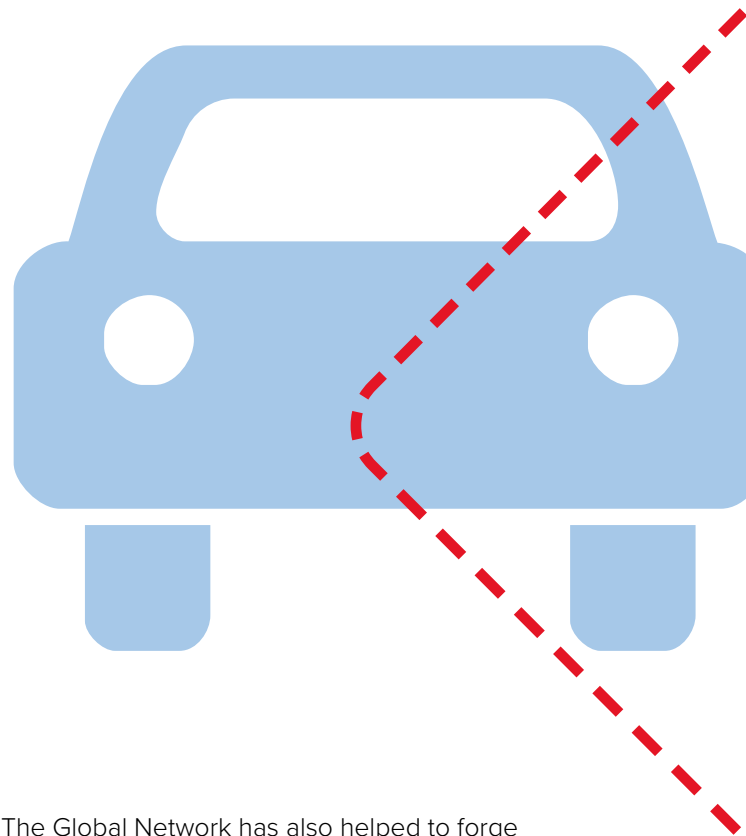
NATIONAL-LEVEL ENGAGEMENT

Since its inception, the Global Network has served as a platform for parliamentarians around the world, both collectively and individually, to advocate for legislation and policy changes in their own countries. This platform has helped parliamentarians to successfully raise the visibility of the economic and social burden of road traffic deaths across political lines.

In the United Republic of Tanzania, this has led to the formation of a non-political group of Ambassadors of Road Safety which has successfully brought parliamentarians and civil society coalitions together to advocate with one voice for an overhaul of the Road Traffic Act. In Uganda, the Parliamentary Friends of Road Safety (PAFROS) has mobilized commitment to road safety through its legislative action plan,⁶ which states:

Members of Parliament have the opportunity and responsibility to adopt policy, legislation and budgets that will secure lasting reductions of death and injury on roads and can play a crucial role in advancing road safety in several ways, including by:

- helping to formulate effective national road safety policies and legislation;
- supporting adequate levels of funding for road injury prevention;
- promoting accountability of government and public authorities on their road safety commitments; and
- engaging with and representing the community to help make roads safe for all those they were elected to serve.



The Global Network has also helped to forge collaborative links between parliamentarians from different countries. In Thailand, parliamentarians have benefited greatly from the support and guidance of both the Embassy Friends of Road Safety Alliance⁷ in Bangkok and the UK Parliamentary Advisory Council for Transport Safety.⁸ This collaboration has encouraged parliamentarians in Thailand to advocate for changes in the approach to road safety policy and implementation, one that involves working more closely with other sectors such as the police, academia and civil society organizations.



⁶ See: <https://www.parliament.go.ug/page/parliamentary-forum-road-safety>, accessed 20 December 2021.

⁷ See: <https://www.gov.uk/government/news/foreign-embassy-alliance-driving-change-on-road-safety-with-ministry-of-transport-and-who-thailand>, accessed 20 December 2021.

⁸ See: <https://www.pacts.org.uk/>, accessed 20 December 2021.

REGIONAL ACTIVITIES

Given the diversity of challenges faced by different WHO regions and the need to tailor responses to meet these challenges, regional chapters of the Global Network for Road Safety Legislators were formed in 2018 and 2019 by its members in Africa, Latin America, the Eastern Mediterranean Region and in the Asia–Pacific Region. The aim of these regional chapters is to foster collaboration and information exchange, to allow countries to learn from each other and share experiences on what works, and how parliamentarians have successfully tackled problems and overcome barriers in their own countries. Focusing on the African network, for example, there is consensus on pushing for countries to ratify the African Road Safety Charter to serve as a harmonizing instrument for road safety policy direction in the region (see **Box 3**).



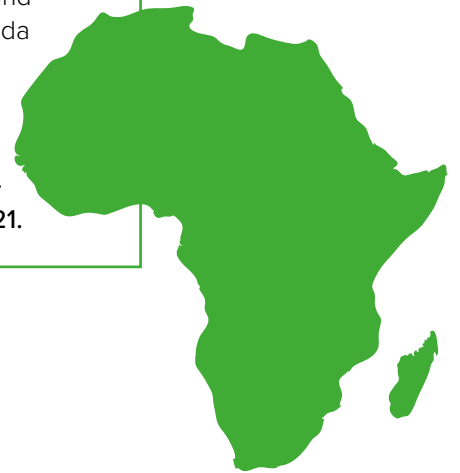
Box 3. Focus on Africa

In November 2020, members of parliament (MPs) and representatives of several NGOs in Africa met to begin a dialogue to address the road safety status in the region. The “Together for a Safer Africa” initiative aimed to identify opportunities and challenges, and potential areas of collaboration that would support the continent’s strategic direction for meeting the road traffic related SDGs. Key outputs of the meeting included:

- a strong interest to push governments to ratify the African Road Safety Charter;
- a need to create networks between NGOs and parliamentarians in-country and regionally to ensure sustainability and continuity to keep road safety on the agenda despite changing MPs and governments;
- agreement to share experiences of successful models of collaboration between NGOs and parliamentarians; and
- increased awareness of knowledge needs on both sides – in order to push a joint agenda effectively, NGOs need to better understand the legislative process and legislators need to have more knowledge of road safety issues.

A webinar was held prior to the May 2021 Road Safety Week by the African Regional Network during which parliamentarians were briefed about the evidence surrounding the worldwide 30 km/h campaign and its potential application and benefits in the African context. Members of parliament from Egypt and Uganda shared their experiences with respect to lowering speeds in their countries. A poll conducted at the end of the meeting showed strong commitment by parliamentarians and NGOs alike to support 30 km/h speed zones in Africa.

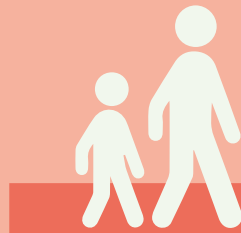
For further information, see: <https://www.roadsafetyngos.org/events/ngos-and-legislators-seeking-better-collaborations/>, accessed 12 December 2021.



Maintaining the momentum during Covid-19 pandemic



Despite the COVID-19 pandemic, Network members have continued to be active participants in policy discourse, advocacy and action to keep safe roads and sustainable communities high up on the political agenda.

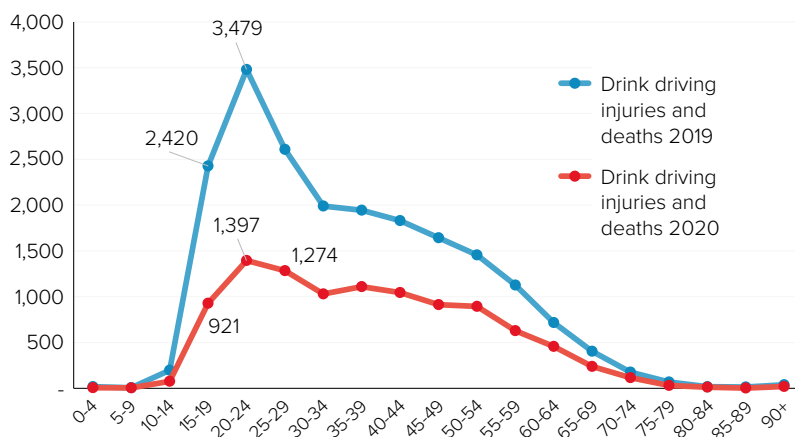


In November 2021, the Asia–Pacific Regional Network came together virtually to explore ways of addressing road safety in the post COVID-19 era.

During the pandemic many countries around the world experienced a substantial reduction in road traffic volumes and consequently a decline in the number of road injuries and deaths. In Thailand, stringent COVID-19 measures included the introduction of curfews, closure of entertainment venues, a ban on alcohol sales across the country, and the introduction of checkpoints on the roads. On the positive side, this resulted in fewer deaths from drink driving, especially among young people. However, although there were fewer crashes, the number of fatal crashes increased, with more deaths at the scene of the accident. This was attributed to a tendency of motorists to take advantage of the less busy roads and drive at excessive speeds. This pattern was by no means unique to Thailand and highlights the need to put in place speed reduction measures even during a pandemic and other safety interventions to ensure a safer post-COVID future.



Fewer people died from drink driving, especially young people

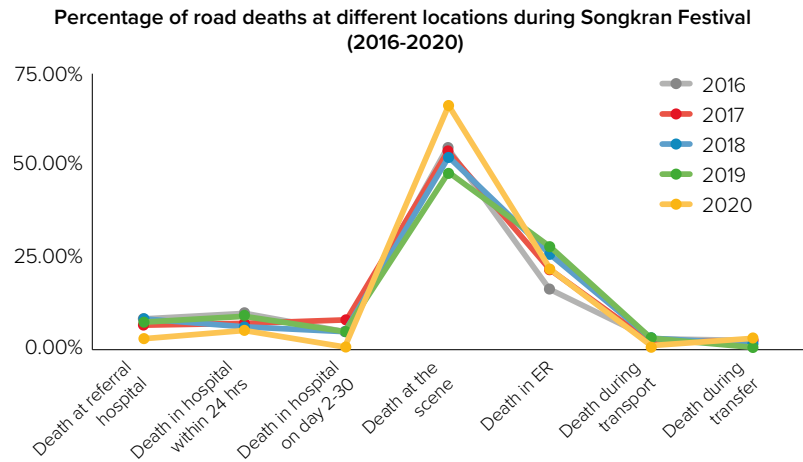


Source: PHER accident reporting system, March-May 2020

Stringent measures in place

- Curfew 10 p.m. - 4 a.m.
- Closure of entertainment venues
- Banning alcohol selling across the country
- Over 1,000 checkpoints on the roads
- Re-assurance about safety of breathalyzers by police and health sectors

Although fewer crashes, they were more severe



More deaths at the scene!
Might be due to excessive speeds.

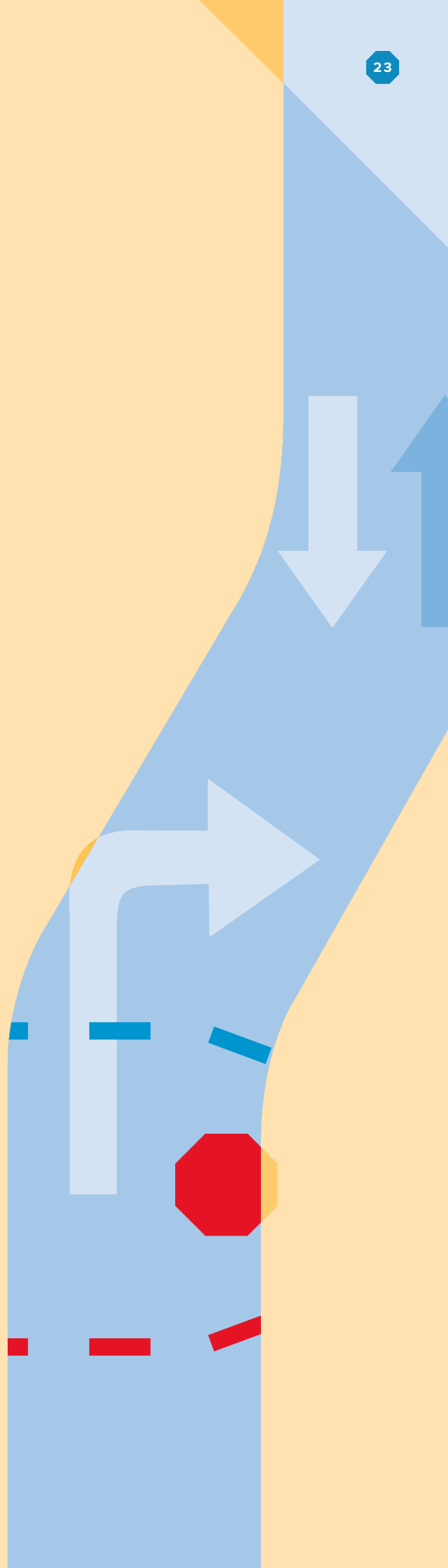


Source: PHER accident reporting system

The COVID-19 pandemic restrictions underscored the need for more opportunities for regular communication and engagement through different modalities, something that members of the Global Network had been calling for some time. In response, in May 2021, WHO launched the online communications platform ‘roadsafetylegislator.org’ for parliamentarians and plans for a mobile-friendly version were initiated. Registered parliamentarians can connect, learn and share information on activities, issues, experiences and solutions in their countries and regions through this online platform.



Moving forward in 2022 and beyond



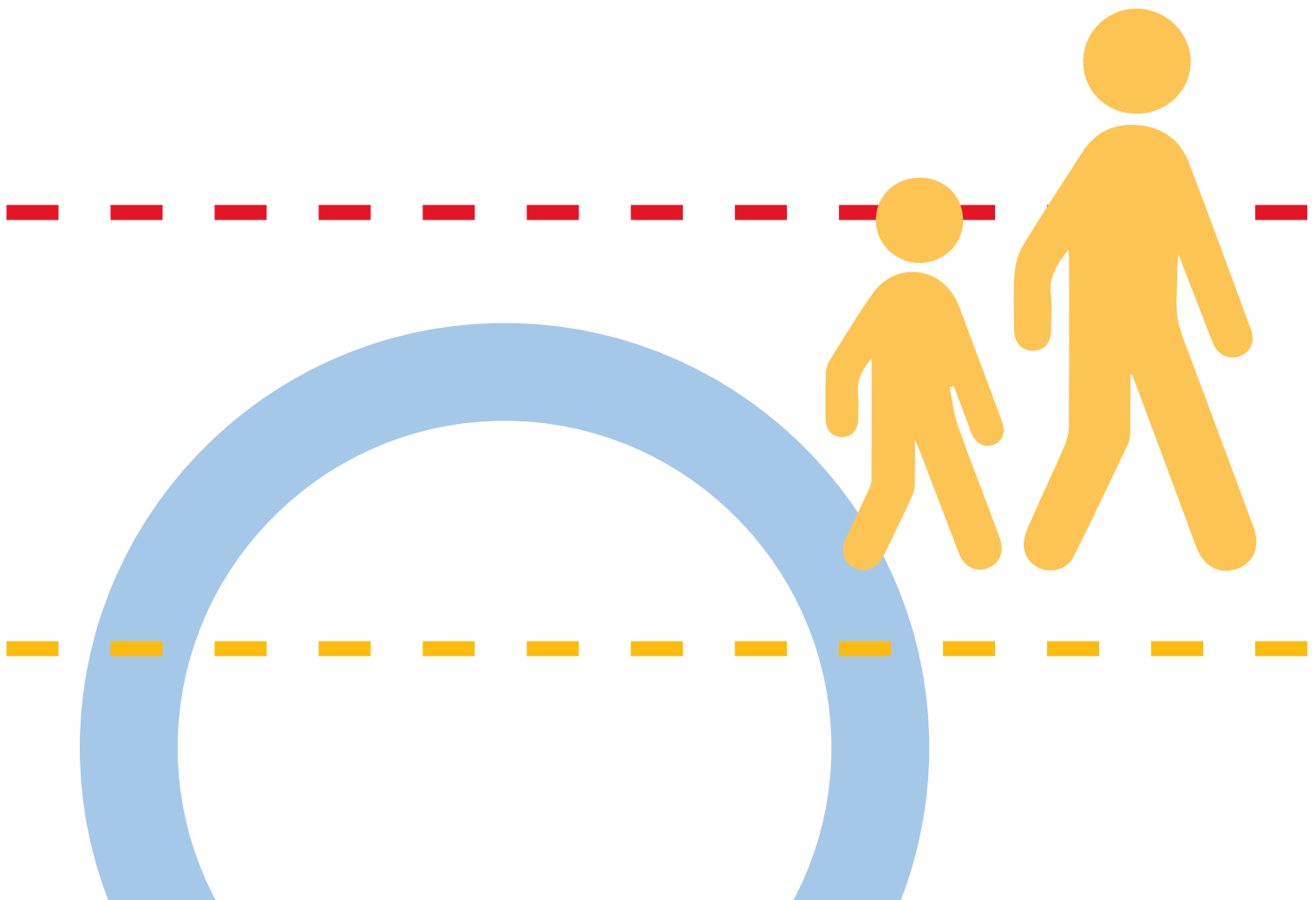
Following the proclamation of the Decade of Action for Road Safety 2021–2030 by the UN General Assembly in August 2020, WHO and the UN Regional Commissions were requested to prepare a plan of action to support countries to achieve this target.

To this end, a technical task force was established, comprising experts from WHO and the UN regional commissions. The remit of this task force is to ensure that key, as well as emerging, issues are incorporated in the new action plan, and that lessons learned during the previous Global Plan of Action are taken forward. These have been identified as being:

- **Political will at the highest level is paramount.**
- **Good governance and whole-of-government efforts are central to the implementation of the Safe System Approach.**
- **Road safety is essential to development, climate change and health within the context of the SDGs.**

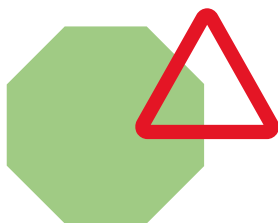
- **Mobility needs and patterns evolve and must be addressed and managed accordingly.**
- **Low- and middle-income countries can be successfully supported to reduce their high burden of road traffic injuries and deaths through sharing experiences with countries with similar contexts.**

Parliamentarians play a crucial role in advancing road safety at all levels – local, national, regional and global. Experiences have shown that parliamentarians are instrumental in formulating effective national road safety policies and legislation, supporting adequate levels of funding for road injury prevention, promoting oversight and accountability of government and public authorities on road safety commitments and engaging with and representing the community to help make roads safe for all those they were elected to serve. The Decade of Action 2021–2030 provides a platform and the Global Plan of Action a roadmap for the Global Network for Road Safety Legislators to contribute to achieving the SDGs.



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Stories from the field

Members of parliament and city council persons in the Global and Regional Networks for Road Safety Legislators were asked to share their experiences of how the network has encouraged and mobilized them to commit and act to improve road safety in their countries. The following are their stories, generated from written reports provided by the members of parliament themselves or through interviews.





Strong leadership is helping to SAVE LIVES in Senegal

MR BOUBAKAR BIAYE, SENEGAL



Driving legislative action in Thailand through persuasion and commitment

MR NIKORN CHAMNONG, THAILAND



Changing road user behaviours through strong road user legislation backed with enforcement

DR MARIO FIAD, ARGENTINA



Making Bogota's streets safer for pedestrians through grass roots activism

MR DIEGO LASERNA, BOTOTA CITY, ARGENTINA



Advocating for a national plan of action and its implementation to reduce deaths in Brazil

MR HUGO LEAL, BRAZIL



Prioritizing safety and mobility for a healthier more liveable city

MS SUSANA RUEDA, ROSARIO CITY, ARGENTINA



Championing improvements in road safety laws in Uganda

MR ALEX RUHUNDA, UGANDA



Joining forces with civil society to push for stronger road safety laws and enforcement

MR RASHID SHANGAZI, TANZANIA



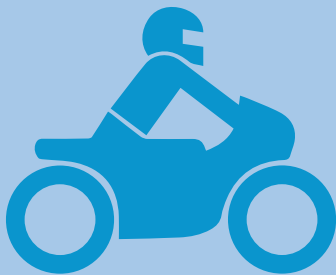
A lifelong commitment to reducing deaths on UK's roads

MR BARRY SHEERMAN, UNITED KINGDOM

Mr Boubakar Biaye

MEMBER OF PARLIAMENT,
SENEGAL

Strong leadership is helping
to SAVE LIVES in Senegal



“In my role as a leader, I tirelessly strive to stimulate the dynamics of innovative change by taking charge of the issues that concern my compatriots, in particular the phenomenon of road insecurity.”

MR BOUBAKAR BIAYE, MEMBER OF PARLIAMENT

Thanks to the drive and vision of Mr Biaye, Senegal has an active group of parliamentarians who have made it their mission to promote road safety throughout the country. In recent years, he and his fellow parliamentarians have successfully raised national awareness of the importance of improving road safety by conducting several field activities in different regions of Senegal. To date, these activities have included:

- **engagement with all road users, particularly carriers and motorized two-wheelers;**
- **establishment of an endowment fund for protective equipment to make safety equipment accessible and affordable to those who are unable to buy them; and**
- **advocating for a reduction in the maximum speed of vehicles to 30 km per hour around schools.**

Mr Biaye was instrumental in the creation of Senegal’s network of parliamentarians, and currently serves as its lead. In response to the question about what leadership means to him, he says: “As a Member of Parliament, by leadership I mean being able to influence, in a decisive way, the destiny of my fellow citizens, by making their concerns their own, inside and outside the chamber. In my role as a leader, I tirelessly strive to stimulate the dynamics of innovative change by taking charge of the issues that concern my compatriots, in particular the phenomenon of road insecurity.”

When asked about his network’s recent successes, Mr Biaye highlights the heightened awareness among road users about the importance of their involvement in combating road insecurity, government efforts to reform the legislative and regulatory framework for road safety, as well as improvements in the quality of the country’s road and motorway infrastructure. He attributes these

successes to a focus on two key components of WHO’s SAVE LIVES technical package: Infrastructure design and improvement and Enforcement of traffic laws, coupled with high level engagement with both the private sector and civil society. Engagement with the African Regional Network for Road Safety Legislators, which he joined in 2019, he says has helped him raise the profile of road safety in Senegal.

Mr Biaye is also keen to point out that the needs are still great and many actions necessary to reduce the death toll on Senegal’s roads. Among the major challenges he and his fellow parliamentarians have encountered, he cites the ineffectiveness or non-compliance with the provisions of the Highway Code by road users, the lack of coordination and information from the information system on crashes and insufficient management of post-crash and emergency services systems.

Undeterred, Mr Biaye and his in-country network of parliamentarians are now looking ahead to Decade of Action for Global Road Safety 2021–2030 and are already planning a series of initiatives to address some of the country’s needs. In seeking to reduce the number of deaths due to road crashes in Senegal, Mr Biaye and his team are targeting their efforts in the following areas:

- **encouraging the Government of Senegal to make road safety one of its top priorities;**
- **the continuing development of public transport systems;**
- **improvements to post-crash care for road traffic victims; and**
- **increased focus on the needs of vulnerable road users (such as pedestrians, cyclists and motorcyclists).**

Mr Nikorn Chamnong

MEMBER OF PARLIAMENT,
THAILAND

Driving legislative action in Thailand
through persuasion and commitment



“Leadership means a strong and continued interest in a particular issue, passion to achieve the goal, ability to persuade and lead other Members of Parliament to support the issue of interest, and the recognition of contributions from all involved.”

MR NIKORN CHAMNONG, MEMBER OF PARLIAMENT

Mr Chamnong has campaigned for a greater focus on public safety in Thailand since he became a member of parliament some 30 years ago. During this time, he has been instrumental in setting up several key government committees and has worked tirelessly to raise the profile of road safety on government agendas. In 2016 he helped form an Ad-Hoc Committee on Road Safety and in 2019, he spearheaded the establishment of the Sub-committee on Transport and Road Safety under the Standing Committee on Transport, which he now chairs. Not content with only working through central government, Mr Chamnong also serves as President of People’s Safety Foundation, a NGO which mobilizes local experts to take action and support activities within their communities.

Mr Chamnong believes that a lack of focus coupled with the low priority given to the issue of road safety by most politicians is preventing Thailand from making any real progress in reducing the burden of road traffic injuries and deaths. He identifies the lack of political will to amend existing laws, ineffective law enforcement, limited budget allocation for improving road safety, and lack of buy-in from members of the public as the key barriers to action on road safety.

Mr Chamnong has tackled many of the barriers he has identified head on. He has played a key role in reviewing and supporting a proposed amendment of the national Road Traffic Law which involves, for example, the introduction of child restraints, increasing penalties for repeat drink driving, increasing penalties for those who drive whilst their licenses are suspended, setting offences for drivers who use roads for racing, granting the authority of officers to be able to conduct blood alcohol tests of road users who are unconscious. He also proposed a bill to establish a dedicated traffic court to improve road traffic law enforcement.

Mr Chamnong has also found innovative ways to finance road traffic initiatives. When he became Deputy Minister of Transport in 2002, he supported the establishment of the Government’s Road Safety Fund which generates money from the auction of special number licence plates to support road safety activities and road crash victims. In addition, he has been successful in ensuring that funding from the Government’s Road Safety Fund was returned to the provinces so that they can implement road safety activities to suit their own local needs and contexts.

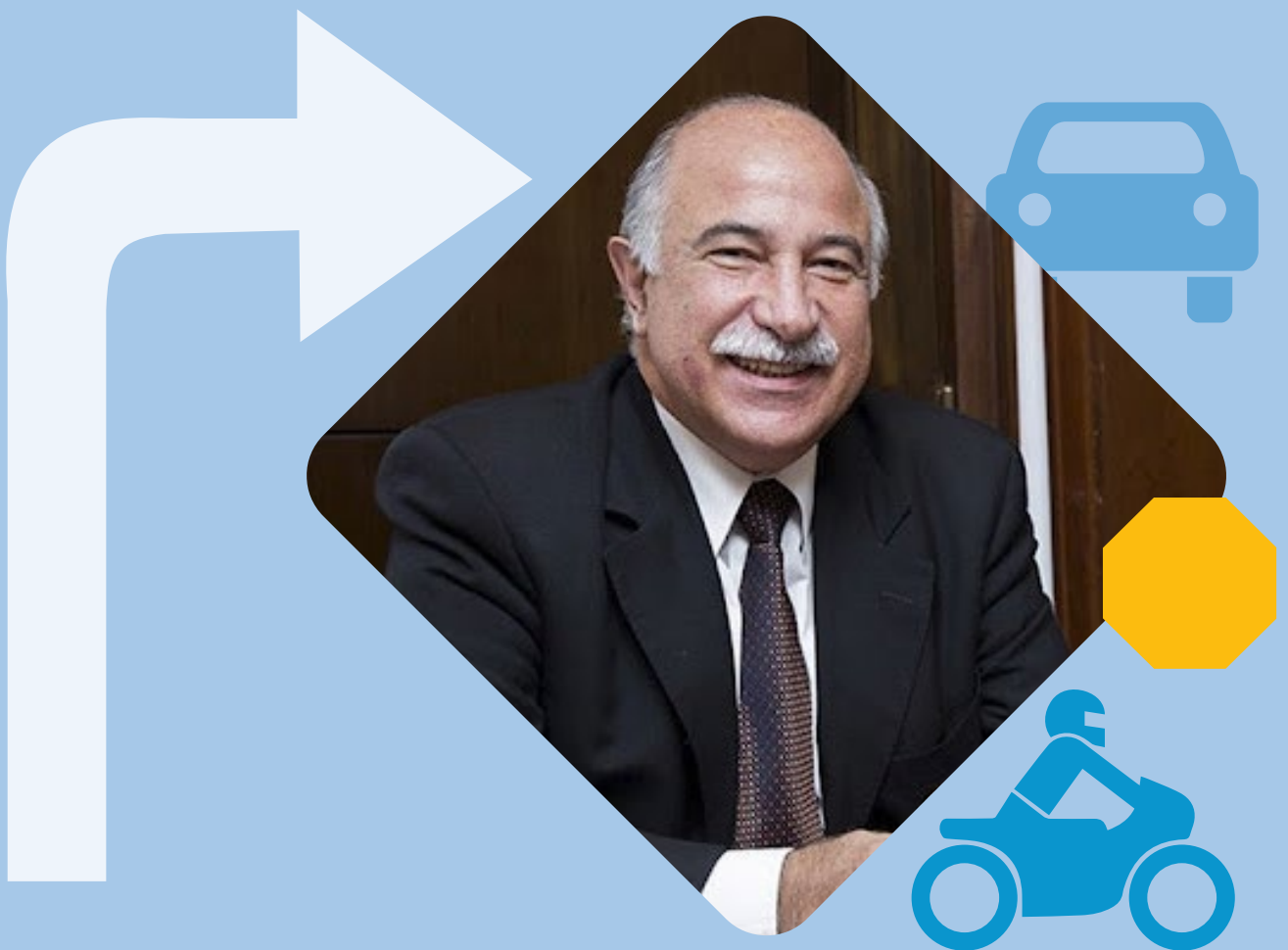
Recognizing the importance of public engagement in road safety, and among younger road users in particular, Mr Chamnong has supported several activities involving students and young people. In addition to organizing road safety seminars for student audiences, he is currently facilitating a platform for young people representatives from a subnational level to share their views and activities with the Standing Committee of Transport in the House of Representatives.

Mr Nikorn Chamnong was one of the founding members of the Global Network for Road Safety Legislators when it was established in 2016. He currently holds the post of Vice-Chair of the Standing Committee on Transport of Thailand’s House of Representatives and that of Chair of the Asia–Pacific Regional Network for Road Safety (2020–2021). Mr Chamnong doesn’t plan to stop and intends to use these fora to advocate for greater collaboration across countries, to learn from successful countries. In his own country, he will promote the investment in, and use of, mass transit systems which he believes will help solve the issue of road traffic injuries at a structural level. He is also keen to see the introduction of new vehicle technologies, which he believes play a significant role in shaping transport systems during this new decade.

Dr Mario Fiad

**MEMBER OF PARLIAMENT,
ARGENTINA**

Changing road user behaviours through strong road user legislation backed with enforcement



“Laws by themselves do not change behaviour but need to be implemented in conjunction with other public health interventions.”

DR MARIO FIAD, MEMBER OF PARLIAMENT

Dr Fiad is from the province of Jujuy, where in 2019, 47 motorcyclists were involved in road traffic crashes and sadly lost their lives. None of them was wearing a helmet.

Compulsory helmet wearing was one of several measures introduced as part of the 2018 Jujuy Provincial Law No. 6.082. Other measures covered by the new law and implemented in the province of Jujuy include mandatory use of seat belts and the use of daylight running lights, as well as a zero-tolerance policy on alcohol and drugs for drivers. Introduction of Law No. 6.082 was accompanied by strong enforcement operations, including substantial fines for non-compliance with the new rules and regulations.

The CON CASCO SIEMPRE campaign – which translates from the Spanish to ALWAYS WEAR A HELMET – was implemented in December 2020 by Argentina’s National Road Safety Agency. This scheme delivers helmets and reflective equipment free to motorcyclists in Jujuy and other provinces to incentivize motorcyclists who have obtained their first licence, who use motorcycles as a means of transport for work or who have been stopped for not wearing a helmet to wear one. In the year after

the implementation of the CON CASCO SIEMPRE campaign, the number of deaths decreased from 47 to 30. Dr Fiad has been a strong supporter of the new law and is convinced its introduction and robust enforcement throughout the province has contributed to the marked decrease in the deaths from prior years.

Dr Fiad is also a strong advocate for reducing speed, a major killer on the roads. In May 2021, to coincide with UN Global Road Safety Week, Dr Fiad authored a draft bill (S1534/2021) which proposes 30 km per hour limit on urban streets. It is his hope that its adoption, combined with public education, will follow the success of the helmet law and further reduce deaths.

Dr Fiad recognizes that laws by themselves do not change behaviour but need to be implemented in conjunction with other public health interventions. He is a firm advocate of multisector collaboration and continues to convene meetings and to promote open dialogue with representatives of civil society organizations and other bodies with an interest in road safety. He says, it is only through engagement, collaboration and a sharing of experiences – both positive and negative – that we hope to understand which actions are going to make the greatest improvements to road safety.

Mr Diego Laserna

**CITY COUNCIL MEMBER,
BOTOTA**

Making Bogota's streets safer
for pedestrians through grass
roots activism



“As a leader and council member, my role is to keep making road safety visible for public investments, as well as to provide political support for controversial but necessary decisions, such as strengthening enforcement of law.”

MR DIEGO LASERNA, BOTOTA CITY COUNCIL MEMBER

Mr Laserna loves to walk in his home city of Bogotá. During his many walks over the years, he became increasingly aware that Bogotá's streets weren't as safe as they could be, but when he discovered that 296 pedestrians died in Bogotá due to road traffic crashes in 2012 alone, he decided to do something about it.

The high death toll among pedestrians sparked his interest in exploring what road safety is and what citizens could do to make the streets safer for pedestrians. With a group of like-minded friends, Mr Laserna formed Combo 2600, a citizens group. Their first step was to raise awareness of the problems faced by pedestrian road users in Bogotá, and to suggest workable solutions that would make the streets safer for everyone.

Combo 2600's first idea was very simple: they painted a pedestrian crossing in a busy area of the city in bright colours. This simple intervention had two main consequences: it successfully increased the visibility of road safety as a public health problem, and it also demonstrated that road safety is a problem with solutions in which all citizens could get involved. This idea was later replicated elsewhere by the group as well as by other citizens and by the City Hall.

The group's second act of activism was a tribute to the 296 pedestrians who died in 2012 due to traffic crashes. Mr Laserna's group created a flash

mob called “1 minuto por el peatón” on one of the busiest streets in Bogotá. He and 60 other people lay down on the street for 1 minute, bringing all traffic to a complete standstill as a symbolic act of respect towards those who had lost their lives.

Mr Laserna's involvement in road safety issues did not stop there. As a member of the City Council, he has continued to work towards making Bogotá's streets safer for everyone, not just pedestrians. Much of his work is driven by a concern for the victims of road traffic crashes and their families, a commitment which led him to launch the Orientation Center for Victims of Road Crashes— or ORVI. Thanks to his vision and commitment, ORVI is now an integral part of the city's development plan.

Today, Mr Laserna affirms that “ORVI is real, it provides guidance and support to victims, and it will allow us to have new information for innovative actions to promote road safety. Although Bogotá has slightly decreased the number of deaths in traffic accidents, we need new approaches to reach zero fatalities.” As part of his ambition to achieve zero fatalities, Mr Laserna is planning to build on the success of his earlier Citizenship Culture concept and create a new strategy to improve compliance with traffic laws. Ultimately, he says, he is motivated by a desire to create and inspire replicable actions that increase respect for all road users but mainly for pedestrians like himself.

Mr Hugo Leal

FEDERAL DEPUTY, BRAZIL

Advocating for a national plan of action and its implementation to reduce deaths in Brazil



“A National Plan for the Reduction of Traffic Deaths and Injuries which not only sets ambitious national targets for further reductions in traffic deaths but also establishes targets and indicators for individual states and municipalities and creates incentives and administrative penalties for public managers of the road safety system is critical to success.”

MR HUGO LEAL, FEDERAL DEPUTY

For Deputy Hugo Leal, road safety is an essential instrument “in [the] defence of life”. It is perhaps no surprise then that Deputy Leal has devoted much of his professional life to advocating for high level commitment to reducing the high death toll on Brazil’s roads. He says his personal and permanent challenge is “to convince authorities that road safety must be at the top of the list of public policies.”

Upon taking office as a Federal Deputy in 2007, Deputy Leal took charge of addressing drinking and driving in Brazil. Through his legislative action, the so-called “Dry Law” (Brazilian Federal Law 11.705/08) was approved in 2008. This law established zero tolerance for drinking and driving and increased the penalties for drink-driving offences in the country. Since then, he has worked tirelessly to improve on this legislation.

Deputy Leal says he learnt two important lessons in pushing for the adoption of the Dry Law that he feels contributed to its successful passage through parliament. The first he says is the importance of partnership with civil society. He highlights the very real benefits of involving a wide group of stakeholders – medical associations, researchers, academia, NGOs and road traffic victim support groups – in the process of drafting of the federal drink-driving law, discussions he says are vital to help promote road safety as a citizen action. Secondly, he acknowledges the critical role of Executive Branch action in the process. Laws only translate into reductions in road traffic deaths when they are backed by enforcement and awareness raising, which Deputy Leal says in Brazil would not have been possible without the backing of the Executive Branch.

Deputy Leal acknowledges that advances in road safety in the 2011–2020 Decade of Action for Road Safety helped to reduce the number of Brazil’s road traffic deaths by about a third during the decade. However, the death toll is still unacceptably high. He attributes this to lack of coordination between the different levels of public administration – federal, states and counties. Recognizing this as a weakness of the current system, Deputy Leal has used his position as rapporteur in the Chamber of Deputies to push for the creation of a National Plan for the Reduction of Traffic Deaths and Injuries (PNATRANS). This plan, which was approved by law in 2018, not only sets ambitious national targets for further reductions in traffic deaths (50% by 2028) but also establishes targets and indicators for individual states and municipalities and creates incentives and administrative penalties for public managers of the road safety system.

Deputy Leal views the approval of PNATRANS as a personal milestone success but is acutely aware of the challenges that lie ahead in terms of its implementation. This he feels will not be helped by the lack of a national road safety agency (or a similar national body) to oversee and coordinate the implementation of the plan. Establishment of such a body, coupled with new and stricter legislative instruments to protect all road users, including cyclists and pedestrians, he believes will be pivotal to Brazil’s efforts to reach the goals of the UN Decade of Action for Traffic Safety and to save lives.

Ms Susana Rueda

**ROSARIO CITY
COUNCILWOMAN,
ARGENTINA**

Prioritizing safety and mobility
for a healthier more liveable city



“Road safety requires policy decisions that involve a comprehensive approach and encourages commitment of all actors in the public space to contribute responsibly in a complex urban mobility context.”

MS SUSANA RUEDA, ROSARIO CITY COUNCILWOMAN

According to Ms Rueda, “leadership of the State with regard to mobility is measured by its capacity to organize, control and incentivise citizens to avoid conflicts in public space.” She adds that the concept of “mobility implies rights and responsibilities, and priority given to those most vulnerable on the roads such as pedestrians and cyclists. In this regard, regulation and infrastructure should be designed to contribute to harmonious traffic flow and safety for all users. Only in this way will it be possible to achieve the SDGs and the goals.”

Ms Rueda is a firm believer in the need for a collective and comprehensive approach to tackle the complexity of urban mobility and to ensure that public spaces are safe for everyone. She has been the driving force behind the creation of a safe public space, a recreational street, in one of Argentina’s major cities, Rosario where Ms Rueda is councilwoman. Rosario’s recreational street initiative was launched 10 years ago, with the aim of providing a shared space, recreational opportunities and health benefits for thousands of people. On Sundays and holidays, from 8 am to 1 pm, motorized traffic is restricted in a wide area along central and coastal avenues to allow exclusive circulation for cyclists and pedestrians. The first of its kind in Argentina, the recreational street was immediately embraced by thousands of Rosario residents, and its success has inspired other Rosario city initiatives which collectively have made the city a much more desirable place to live.

Ten years on, in March 2021, Rosario’s Night Recreational Street Initiative was approved by the Rosario City Council. As part of this scheme, cars were also banned from the area between the hours of 5 pm and 9 pm. The initiative has proved to be hugely popular, and the success of the Night street initiative has led to the establishment of similar

projects in several other districts of the city. Ms Rueda and other city council members are pushing to expand the initiative and make it permanent throughout city districts.

Ms Laserna is keen to emphasize that road safety policies need to give equal weight to the needs of all road users – including those who travel by non-motorized means. With this objective in mind, Ms Laserna has led a project to establish new criteria and places for safe bicycle parking. As part of this initiative, a Bicycle Council was set up as an intergovernmental, multilevel and interdisciplinary mechanism to ensure that all organizations generate and evaluate actions related to the use of bicycles. Parking spaces for bicycles, equipped with public repair kits (Bici Kits), have since been installed in supermarkets, as well as service stations, in numerous locations throughout the city.

Other initiatives are currently underway to transform the city of Rosario into a truly liveable and sustainable one including:

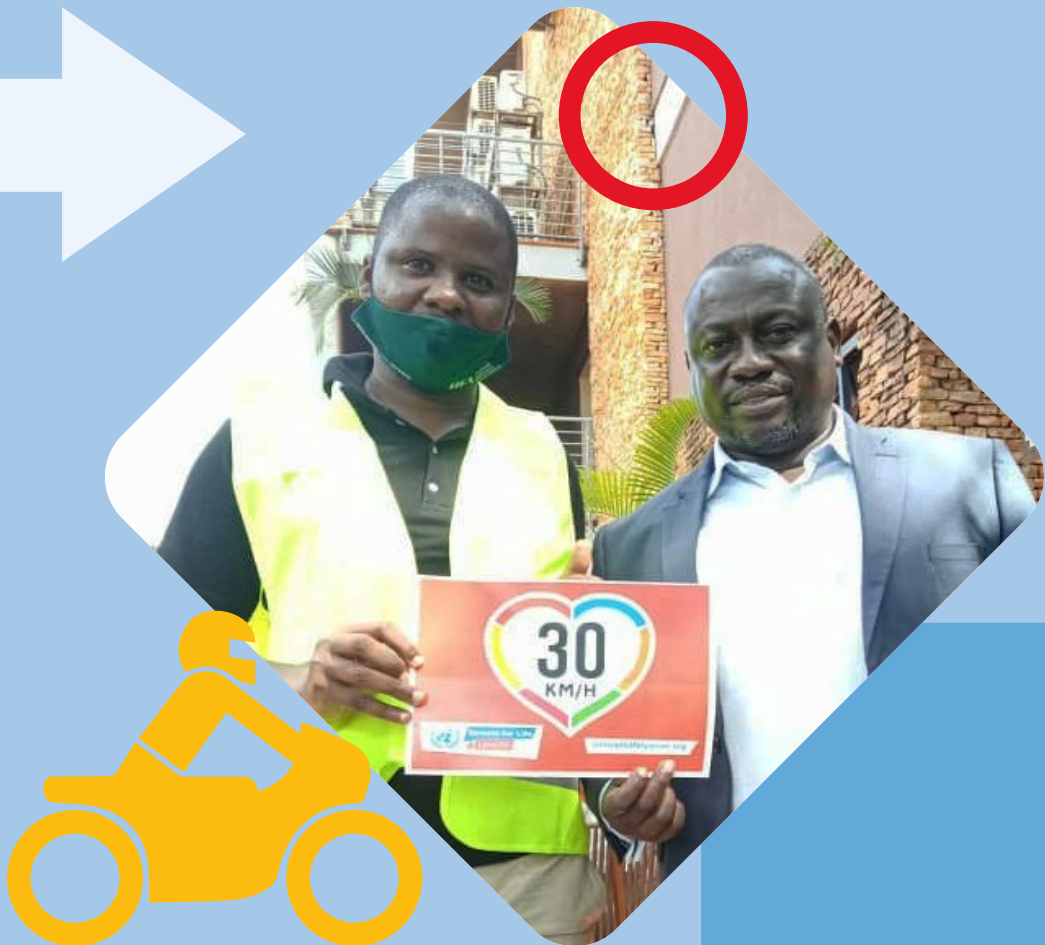
- **Establishment of tourist circuits by bicycle.**
- **Multimedia campaigns on signage of bike paths and bicycle lanes, to incorporate the respect of motorists for cyclists and the promotion of general traffic rules for both.**
- **Executive management with google or wave to incorporate into digital maps the network of bike paths and bike lanes of Rosario with useful information for cyclists.**

With parallel plans to create more quiet zones with pedestrian priority, bicycle lanes and reduced speeds for motor vehicles, Rosario is earning its reputation as a model of what can be done given collective commitment to create healthier and sustainable cities in which people can live and thrive.

Mr Alex Ruhunda

MEMBER OF PARLIAMENT,
UGANDA

Championing improvements
in road safety laws in Uganda



“Leadership is being proactive, detecting danger and coming out to prevent people from dying on the roads, making humans have a better life, and being mindful about the environment in which we are living. My conviction is that prevention is better than cure. People are an asset and, as a leader, we need to treat them so and encourage them to be very careful about their lives.”

MR ALEX RUHUNDA, MEMBER OF PARLIAMENT

Mr Ruhunda’s commitment to road safety stems from personal tragedy. He has lost several friends and a relative to road traffic crashes. He is also extremely well informed about the burden of road traffic injuries in Uganda, particularly its economic impacts, having spent time working in research prior to entering politics. According to Mr Ruhunda, road traffic crashes cost the country 4 trillion Ugandan shillings (nearly 10% of annual GDP). Since becoming an MP, he has continued to develop his knowledge, which he has put to good use to appeal for greater national attention to road safety issues. He was also instrumental in the formation of the Parliamentary Forum on Road Safety (PAFROS) in 2011 and became the Chairperson in 2016 which serves as a forum to bring together members of parliament and other sectors to address collectively and holistically the road safety issues in the country.

In 2020, Uganda passed a major amendment to its 1998 Traffic and Road Act which introduced some important new provisions – such as licensing of driving schools and instructors, a graduated driver licensing system and a demerit point system, as well as strengthening the department of transport role as the Competent Authority. Mr Ruhunda played an active role in getting this piece of legislation through Parliament, facilitating consultations with various stakeholders during the development of the bill, ensuring that the bill addressed Uganda’s growing road safety needs (for example, by ensuring

adequate provision for motorcycles or ‘boda boda’, a popular mode of transport), mobilizing support from other members of parliament, and advocating for resources for improvements to road infrastructure.

Mr Ruhunda has engaged with representatives of all sectors in order to get his messages across. He collaborated with traffic police to address the challenges faced by road users, worked with policy-makers to identify measures to improve road safety, supported the academic sector to conduct studies on road safety and shared results with parliamentarians and practitioners, and appealed to the business sector to get more involved. He has also been very active at the local level, engaging with radio stations, driving schools, and local traffic police to help spread the road safety message among community groups such as school students, church congregations, taxi drivers and boda boda riders. To draw the attention on road safety among parliamentarians, he once showcased remnants of vehicles from road crashes on the parking ground of the Parliament.

In his view, road safety tends to rank at a lower end of national budget priorities. “Road safety is a subtle issue and getting decision-makers, whether at a local or national level, to understand the importance of, and be proactive about, road safety is a big challenge. Campaigning on road safety through the media is also expensive and we need to find ways to work with partners to get the people into the right thinking on road safety”.

Mr Rashid Shangazi

**MEMBER OF PARLIAMENT,
TANZANIA**

Joining forces with civil society to
push for stronger road safety laws
and enforcement



“One of my top priorities is to ensure that the stalled Road Safety Bill is adopted and enacted into law as amended and continue pushing for other Road Safety Reforms in Tanzania.”

MR RASHID SHANGAZI, MEMBER OF PARLIAMENT

Mr Shangazi has been an enthusiastic and active advocate for road safety, and has campaigned for reform of the country’s legal framework and road safety laws. In his story he shares some of his most notable achievements.

Mr Shangazi played a key part in the establishment of a network of Road Safety Ambassadors, which provides parliamentarians with an opportunity to discuss issues of road safety policy, practice and legal reforms and a platform from which to advocate for reforms to current legislation and adoption of best practices.

Mr Shangazi and his network of fellow ambassadors have been pushing for the amendments to the country’s Road Safety Act of 1973, which he says is “outdated” and “overtaken with times” and in much need of substantive amendment. These efforts very nearly came to fruition in September 2021, when the proposed The Road Safety (Amendment Bill) of 2021 was brought to Parliament by the Government of Tanzania. However, the bill did not move forward due to the need for additional consultations between the Parliament and the Government. Undeterred, Mr Shangazi will continue to campaign

for the passage of this bill into law. Indeed, he has made it his top priority for his current term in office this term, alongside pushing for other road safety reforms in the United Republic of Tanzania.

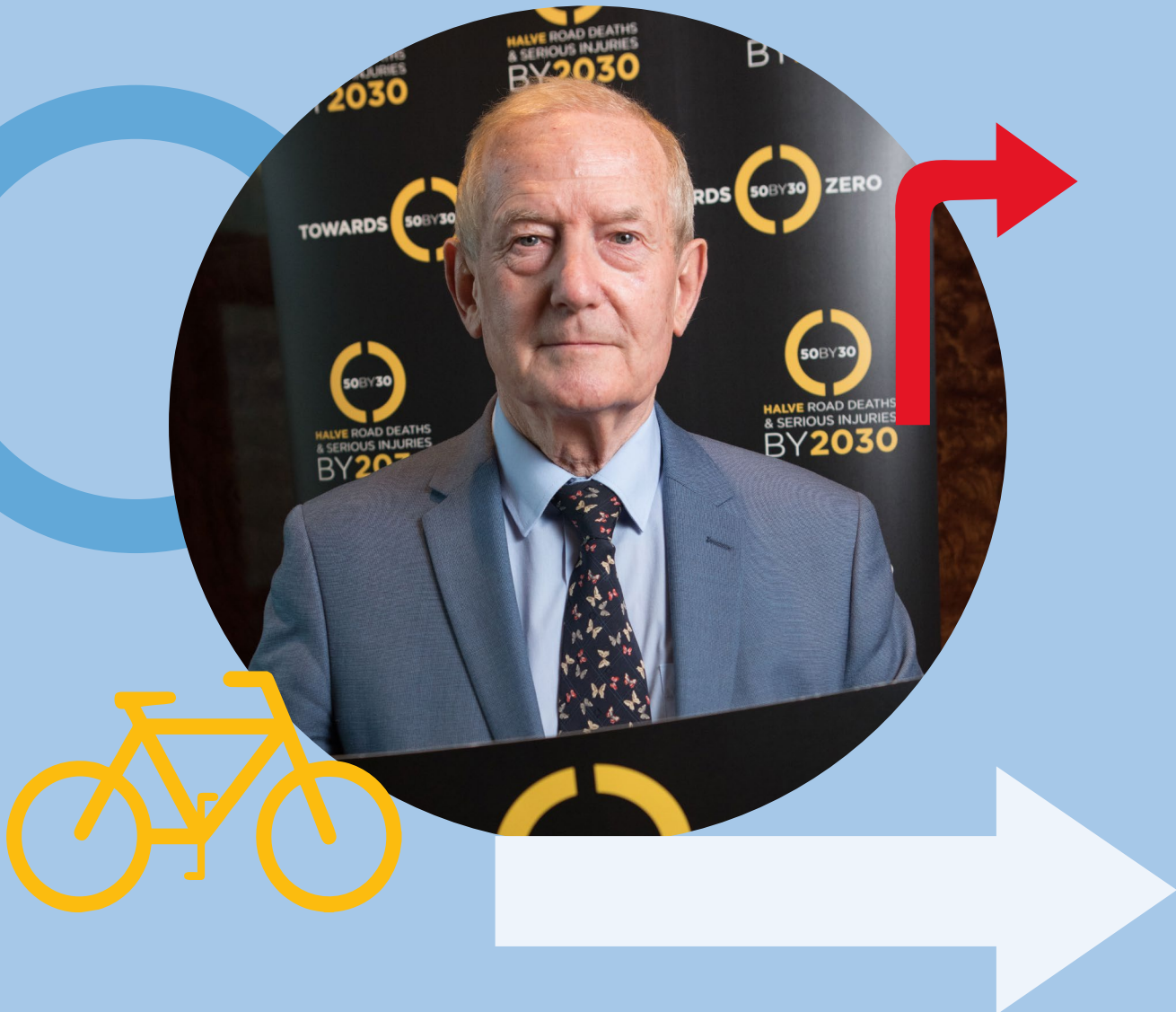
As the current chairperson of the Road Safety Ambassadors network, Mr Shangazi has forged strong links with several civil society organizations, whose involvement he feels is central to the success of pushing forward the road safety agenda. He also works very closely with the Tanzania Women Lawyers Association (TAWLA) and the Tanganyika Law Society (TLS) in order to raise the profile of the road safety agenda and to make sure it is given the attention it deserves by both the Parliament and Government of Tanzania.

Mr Shangazi is also justly proud of his role in establishing the Tanzania Rural Roads Agency, a caucus which has been very active in ensuring that the Government allocates sufficient funds for the construction of rural roads. One of the milestones achieved recently was the allocation of 500 Million TZS to each constituency for construction and rehabilitation of rural roads. This will reduce the rate of rural road accidents.

Mr Barry Sheerman

MEMBER OF PARLIAMENT,
UNITED KINGDOM

A lifelong commitment to reducing
deaths on UK's roads



“I believe that [as parliamentarians] our stories, why we are so passionate about this [road safety] issue and indeed, the actions that we take, make a real difference across the world in protecting people from unnecessary road traffic accidents.”

MR BARRY SHEERMAN, MEMBER OF PARLIAMENT

At the age of 10 years, Barry won a safety cycling prize at school. This early experience marked the start on a lifelong passion for road safety, a passion which has dominated his entire working life.

Other early life events have also had a profound impact on Mr Sheerman and his career choices. At a young age, he witnessed a tragic road traffic accident, where the occupants of the vehicle were thrown from the car. He also has direct personal experience of the potential danger of road travel. When returning from his daughter’s baptism, he and his family were involved in a head-on crash. He is convinced that he and his family were saved by wearing their seatbelts.

When Mr Sheerman entered the UK House of Commons, he made road safety one of his top priorities. One of the first things he did was to join a cross party group to bring about the legal requirement which meant that children could no longer be carried unrestricted in cars. Through securing a Private Members Bill and working across the House, he and his fellow parliamentarians ensured that from 1981, seatbelt wearing would be compulsory. It is thanks to the efforts made back then by Mr Sheerman and his fellow parliamentarians across the political divide, that countless lives have since been saved in the UK.

But his work did not stop there. In 1983, he and other like-minded parliamentarians founded the European Transport Safety Commission and he is a founding supporter of the World Bank’s Global Road Safety Partnership. During the 1980s, Mr Sheerman also founded the Parliamentary Advisory Council on Transport Safety, which is still extremely active today and advocates for the implementation of innovative solutions to road safety challenges. This has been done through the establishment of the online dashboard which provides parliamentarians with real-time data in every constituency across the UK.

Since then, Mr Sheerman has continued to champion road safety, within his own constituency, across the UK and increasingly internationally. In Huddersfield, the constituency which he still represents, he works alongside the charity, Brake, to ensure that road safety challenges in his local area are given a voice. He still relishes taking up local campaigns and recently secured a Westminster Hall debate on ‘automatism’ – a legal defence that is being increasingly deployed by drivers involved in serious or fatal incidents. He is equally committed to championing road safety on the global stage, and from 2016 until 2021, has led the Global Network for Road Safety Legislators. He is a staunch supporter of WHO as a force for change both nationwide and worldwide, and firmly believes that the collective action of parliamentarians and legislators can make a real difference across the world in protecting people from unnecessary road traffic crashes.

GLOBAL NETWORK

FOR ROAD SAFETY LEGISLATORS

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