The High Level Panel for Road Safety

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Road Traffic Injury in SDG’s, UN Headquarters.

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HLP Secretary
- The High Level Panel is an initiative being launched by the President of the FIA, Mr Jean Todt, with high level institutional and private sector leaders.

- The panel will aim to bring new momentum to actions underway to tackle the global road safety health and development crisis.

- The initiative will focus on raising new awareness and raising new funding for road safety.
In May 2011, over 100 governments signed up to the UN’s Decade of Action.

Five years on, we see limited action taking place:

- Many governments have signed to the Decade of Action UN resolution, but they are not acting fast enough or if they wanted, do not have the capability.

- With a rapid expansion of the number of cars coming on the road in LMIC every year, an increasing number of road users are being put at risk.
In our view, the Decade of Action still lacks the necessary political support and funding. The aim of the HLP is to spearhead an unprecedented effort to build new momentum and coordinated action to support new action on road safety:

• building synergies with initiatives of philanthropies and private sector;

• untapping new opportunities, including in particular the exploration of new innovative funding ideas. This could take the form of marginal contribution on car buying (for example, a $1 or $3 tax, voluntary or built-in), which could rapidly generate extensive funding (it is estimated that 75 million cars are sold each year);

• coordinating with the efforts of the UN and its agencies;

• supporting actions of MDB’s.
1. **Composition**
The HLP will comprise *senior decision makers in policy, business and philanthropy*. 10 to 15 members, from a diverse geographical background.

2. **Key Objectives**
   
   **Raise awareness:**
   - Act as a high level advocacy platform in all relevant fora
   - Push for concentrated on the ground action in a few (around 10) selected countries.

   **Attract funding:**
   We are in discussion with the World Bank with regard to the creation of an upscaled funding facility, using new and existing mechanisms:
   - The Facility will comprise *public and private funds* (especially from industry)
   - The Facility will work on *global, regional and local programmes*, with a catalytic effect
Among the political goals the panel will call for are:

**Ambitious targets:** In the new Sustainable Development Goals the United Nations should adopt a Post-2015 target to halve global road traffic deaths by 2030.

**More effective laws:** Only 7% of the world’s population are covered by adequate laws covering the five main risk factors: speed, drink driving, motorcycle helmet use, seat belt and child restraint use. By 2020 at least 50% of countries must be covered.

**Coordinated action:** a Special Envoy should be appointed, charged with responsibility for coordination among stakeholders across all sectors, raising awareness, and ensuring accountability for delivery of road safety.
3. Architecture:
- **Expert group**: representatives of the road safety and public health communities to provide best technical advise possible.
- **Advisory group**: representatives of the members of the HLP to do the operative work of the Panel, while also including selected external experts.
- **Celebrity goodwill ambassadors**: to serve as Champions for the cause and raise awareness.

4. Tentative work programme: 1 or 2 meetings per year:

**2015**:
- Focus on SDGs approval and Brazil Ministerial Summit (DoA midterm evaluation)
- Preparatory works of the Facility

**2016**:
- Launch of the Facility
- Selected country level actions (subject to strict monitoring and evaluation)
Conclusions

• By engaging the private sector to commit to road safety, the HLP can have huge **impact both on the ground and politically**, delivering a new wave of efficient road safety capacity building, advocacy actions and road safety development programmes.

• This can contribute to **saving the lives and reducing the numbers of injuries** of millions of vulnerable road users, motorist and children in LMIC in the coming years.

• To be fully successful, the HLP initiative needs to be open to and count on the cooperation of ongoing initiatives, **both public and private**, and to be able to fully exploit the potential of up to now untapped opportunities.
Thank you for your attention