GLOBAL ROAD SAFETY PARTNERSHIP

Partnerships with civil society and private sector

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CONTENT

1. Introduction
2. Interacting congruently
3. Areas where partnership approach is needed
4. Conclusion

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Resolution *64/255. Improving global road safety*

The General Assembly

11. Invites Governments to take a leading role in implementing the activities of the Decade, while fostering a multi-sectoral collaboration of efforts that includes

- academia,
- the private sector,
- professional associations,
- non-governmental organizations and civil society,
- including national Red Cross and Red Crescent Societies,
- victims' organizations and
- youth organizations,
- and the media;

GLOBAL ACTORS PROMOTING THE ROAD SAFETY DECADE OF ACTION

GLOBAL ROAD SAFETY PARTNERSHIP

- United Nations
- UN regional Commissions
- World Health organization
- World Bank
- Multilateral Development Banks
- UN Global Road Safety Collaboration
- Global Road Safety Partnership
- Road Safety Fund
- FIA
- FIA Foundation
- Commission for Global Road Safety- Make Roads Safe
- IRF
- International Road Transport Union
- Global Alliance of NGO`s for Road Safety
- YOURS: Youth for Road Safety
- Handicap International
- Global New Car Assessment Programme (NCAP)
- World Road Association (PIARC)
- International Road Assessment Programme (IRAP)
- Road Traffic Injury Research Network (RTIRN)
- Global road Safety Programme – Bloomberg Philanthropies
- Network of Employers for Road safety (NETS)
- International Federation of Red Cross and Red Crescent Societies (IFRC)
- Research institutions: Australia (8), Canada, China, India, Malaysia, Netherlands, New Zealand, Spain, Sweden, UK (6), USA (11)

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GLOBAL DOWNWARD TREND?

- A global downward trend could be expected – but no real indication of positive change
- 2013 Global Status Report indicates no increase or reduction – appears stabilised
- Why no drastic decrease?
  - Problems are too big
  - Problems are too fast growing
  - Problems too unmanageable
  - Strategies have no impact
  - Limited data shows no improvement
  - Not on political agenda

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2. IINTERACTING CONGRUENTLY

- Road crash injury is a multi-stakeholder problem
- No single stakeholder «*can do it all*»
- Prevention requires contributions by diverse sectors and disciplines
- Road crashes affect the whole community – all of society must contribute to the solution.

SYNERGY THROUGH LARGE SCALE GLOBAL COLLABORATION

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Synergy through partnerships bring:

- Different perspectives
- Different voices
- Different networks
- Different strengths
- Different resources

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How do partnerships maximize impact?

- Reducing duplication of effort
- Sharing learning
- Ensuring better allocation of resources
- Getting social support and public involvement
- Providing balance and diversity

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3. AREAS WHERE PARTNERSHIP APPROACH IS NEEDED

- **Capacity building**
  - Problem not always understood
  - Not aware of solutions
  - Not capacity to deliver
- **Monitoring and evaluation**
  - What worked?
  - Resources needed
  - Return on investment
  - Need to scale up

- **Reliable data**
  - Emergency services
  - Hospitals
  - Police
  - Mortuaries
- **Legislation and Policy**
  - Legislative reviews
  - Political mapping
  - Stakeholder assessment
  - Advocacy
- **Awareness raising and Policing**
  - Social marketing initiatives to support police activities

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4. CONCLUSION

- Good examples exist of partnerships between corporate funders, NGOs and governments.

- Partnerships and coalitions between **global** role players are needed to make an impact on the various road safety areas of the Decade of Action.

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END

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