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# FOR IMPROVED ROAD SAFETY

As leading stakeholders of the **Global Road Safety Initiative** and its pilot project, the **Road Safety Partnership for India**, launched by the **World Economic Forum** and the **Fédération Internationale de l'Automobile**, we are convinced by the transformative power of public-private partnership, and thus support Road Safety Initiatives leading to...

- Improved legislation
- Better statistics
- Safer vehicles
- Safety at the workplace, as well as safety to and from the workplace
- Improved fleet management with attention not only to vehicles, but also to drivers and driver fatigue
- Safer infrastructure
- Protection of vulnerable road users
- Improved post-crash treatment and service
- The involvement of our constituents, communities and civil society collaborating to make road mobility safe



- Development of safe local public transport
- "Road Accident Database", road safety data collection and statistics
- Driver training, improved driving licensing
- Safe and human-centered road infrastructure
- Stringent vehicle standards and periodic technical inspections
- Better conditions for pedestrians and two-wheelers
- Improved trauma care, emergency medical services, ambulance availability and other emergency services
- Behaviour change
- The implementation and enforcement of the Motor Vehicle Amendment Bill



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# Road Safety Manifesto proposed for the Global Road Safety Initiative - Road Safety Partnership for India

## ***Road Safety is a Shared Responsibility and Needs Shared Knowledge for Shared Benefit***

Every year, 1.35 million people around the world die in road crashes. This makes road safety the leading cause of death for children of 5-15 and for young adults of 15-29 year olds. Another 50 million people are seriously injured annually. These crashes cause also material damage to families, communities and the whole economy. Their annual cost globally is over a hundred billion dollars. Road crashes put burden disproportionately on low- and middle-income countries and on disadvantaged families throughout the world. Thus, the lack of safe mobility has become a development divide and a source of inequality.

These crashes, however, can be prevented and with strong leadership and the technological innovations of the fourth Industrial Revolution, Vision Zero road fatalities can be a realistic though ambitious goal for all cities and countries. The development divide caused by road safety could be turned into a development opportunity and the inequality of people due to different exposure to road danger can be replaced by fair and safe systems of mobility.

For this to happen we believe in a new type of partnership where national and sub-national governments, multinational and national enterprises, small businesses, communities and civil societies join forces and act together. We share responsibility to ensure safe road journeys for everyone. We share knowledge and expertise that will facilitate leap-frogging solutions in order to achieve shared benefits demonstrated by crash-free road mobility, as well as by healthy and happy citizens and employees.

The Global Road Safety Initiative, of the World Economic Forum (WEF) and the Fédération Internationale de l'Automobile (FIA), seeks to address this global challenge, with particular emphasis on low- and middle-income countries. The initiative commenced in 2018 with a pilot project to establish a Road Safety Partnership for India (RSPI), where more than 10 percent of the world's road traffic fatalities take place. We acknowledge the progress achieved and recognise the challenge, which is driven particularly by fast growth of motorization and urbanisation. In 2016, the number of vehicles per population of India was nearly five times more than in 2000 and in 2017, nearly 150 million more people live in cities than in 2000. Today, 17-18 percent of road fatalities are in urban areas. The high share of motorized two-wheelers (72 percent) further increase the vulnerability of road users. As a result of



government measures, supported by the private sector and civil society, growth rates of road crashes and fatalities in India have been slightly decreasing. Nonetheless, with 150,785 people killed on Indian roads in 2016, according to government reports, India remains one of the countries with the highest number of road fatalities in the world. Furthermore, unless adequate actions are taken road traffic fatalities are estimated to increase fivefold in India by 2050 (World Resource Institute).

We are convinced that safer road mobility is also a critical factor for business and individual efficiency, as well as for reduced local pollution and for less emission of Green-House Gases. We are ready to take the leadership for safe road mobility and are committed to take action. At the same time, we invite all other players to join forces with us, and to match their road safety interventions with ours. Together we can make the change!

To this end, we strongly support the transformation of road mobility throughout the world; we wish to see that its development is sustainable, i.e. safe, secure, environmentally friendly and efficient as articulated in the Agenda-2030, in the Sustainable Mobility for All Initiative and most recently in the UN Road Safety Trust Fund. Thus, we shall work actively within our own field to support road safety policies and principles, as well as their implementation to the best of our ability. We are particularly in support of:

- **improved road safety legislation** – based on the UN and other international road safety treaties and standards – to be adopted, updated and enforced by governments; and to be respected and implemented with active support from the private sector and individuals;
- **improved road safety data collection and statistics** to be achieved through coordination and information exchange between public and private data platforms in a multi-sectoral environment (traffic police – transport – health – insurance – fleet operators and other private sector players). And in this way, converting the technologically induced data revolution into tangible results in strengthening road crash data-banks, as well as other road safety-related statistics both at local, national, regional and global levels;
- **safer vehicles** to be achieved through the introduction and implementation of generally accepted vehicle safety standards, the promotion of increased uptake of safe vehicle technologies, as well as through improvements in regular vehicle maintenance and inspections;
- **safety at the workplace, as well as safety to and from the workplace.** Beyond vehicle selection and maintenance, improved fleet management includes special attention to professional drivers with due regard to their training, the conditions for issuing their driving permits and their certificates of professional competence. We shall act to



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implement stronger policies and routines to provide safer work environment, and to ensure improved competence, skills, awareness and safer behavior among all our employees, including professional drivers. In this regard, attention will be given among others to respecting traffic rules, such as no speeding, no mobile phone while driving, and no driving under the influence of alcohol or substances. To fight drivers' fatigue close public-private cooperation will be maintained or sought for;

- **safer infrastructure** that is planned, designed, built and maintained in a way that takes care of the needs of all road users; as well as where state-of-the art traffic management and travellers' information are included and adapted to local needs and conditions. We are convinced that no new road infrastructure should be built if it is below relevant internationally accepted safety standards;
- **protection of vulnerable road-users** according to their specific needs through the introduction and enforcement of relevant legislation (granting the priority to vulnerable road users both by infrastructure design and by traffic rules; mandatory wearing of helmets that meet international standards), through safer surroundings of schools, as well as through tailored training of drivers and the public at large;
- **improvement of post-crash trauma care, insurance coverage and general assistance to victims and their families;**
- **involvement of our constituents**, as well as **communities and civil societies** in the design and delivery of road safety measures, and in monitoring progress.

With reference to the road safety situation in India, we acknowledge the progress achieved so far in improving road safety and we

- *welcome* the growing attention to the **development of safe local public transport** – especially in the more than fifty cities with inhabitants over one million – and on our part, we shall encourage our employees to use safe urban transit services as much as possible;
- *welcome* the **Motor Vehicle Amendment Bill** so far as it envisages stronger law enforcement, better road safety governance, acceleration of general fleet modernisation and renewal – and on our part, we shall set the example in encouraging respect and implementation of the amended act;
- *welcome* the efforts resulting in the **“Road Accident Database”** – and on our part, we shall promote cooperation to further enhance development of the India road crash data collection, retrieval, multi-sectoral interoperability and analysis, and the further development of road safety statistics in line with international best practices;



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- *appreciate* the efforts to improve **drivers' training**, as well as the conditions and procedures to issue **driving licenses**, including the setting up of driving training centers and model institutes for driver training and research – and on our part, we are ready to share our experience in continuous development of professional competence of our drivers;
  - *welcome* the program for **safer and human-centered road infrastructure**, where the priority is given inter alia to blackspot elimination, to the application of Intelligent Transport Services (ITS), to carrying out road safety audits, assessments and inspections, and the upgrading of the 1 and 2 star roads to 3 and 4 star roads – and on our part, we are ready to share our experience and expertise in this field as appropriate;
  - *commend* the Government on the systematic introduction and implementation of **more stringent vehicle standards** (UN vehicle regulations and Global Technical Regulations) for newly constructed vehicles; welcome the efforts to monitor and manage vehicle safety of the existing fleet through scaling up **periodic technical inspection** of vehicles – and on our part, we are ready to share our experience and expertise in this field as appropriate;
  - *support the call to address* the needs of **vulnerable road users**, especially pedestrians and physically challenged road users, as well as the needs of non-motorized transport, in the design and construction of road infrastructure and in urban planning and design – and on our part, we shall continue to raise awareness among our employees about the behavior towards vulnerable road users;
  - *welcome* measures to improve **post-crash responses**, including recent legislative protection of “**Good Samaritans**”; however we *call for* more attention to **improving trauma care, emergency medical services, and availability of ambulance and other related services** – and on our part we are ready to share relevant experience and expertise in this field as appropriate;
  - *agree* on the need for a **behavior change** to avoid speeding, driving under the influence of alcohol and substances, as well as to use protective systems such as safety belt and helmets. For this to happen a package of interventions is warranted where strict rules, consistent enforcement and powerful awareness raising complement each other – on our part, we shall follow through these requirements in company policy, as needed; furthermore we are ready to share experience and available awareness raising tools we have developed.



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This Manifesto is the reflection and commitment of the most interested stakeholders of the Global Road Safety Initiative and its pilot project, the Road Safety Partnership for India. We shall work actively within our field to support the implementation of the above road safety policies and measures to the best of our ability. We shall also share information about our road safety activities in order to learn from each other, avoid duplication and to boost tangible results.

The Manifesto is open for other stakeholders to join.

It is also considered to be a living document to evolve according to emerging requirements, feasibility of new or more specific commitments, possibly with measurable targets. Changes, their content and form will be considered, discussed and agreed on, as appropriate in the framework of the GRSI-RSPI project.

The Manifesto is endorsed on 23 January, 2019 in Davos.