



**MUSTEHKAM
PARLIMAAN**
مستحکم پارلیمان



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ROAD SAFETY CONFERENCE FOR PARLIAMENTARIANS

A GLOBAL PERSPECTIVE
PAKISTAN 2023

FEBRUARY 8-9, 2023

**CAPACITY BUILDING FOR
EFFECTIVE LEGISLATIVE FRAMEWORK
ON ROAD SAFETY**

Organized by

The International Parliamentarians Congress (IPC)

In Collaboration with Mustehkam Parlmaan - A Project funded by European Union

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POST EVENT REPORT

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COUNTRY MEMBERS OF INTERNATIONAL PARLIAMENTARIANS CONGRESS



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EXECUTIVE SUMMARY

Headquartered in Islamabad Pakistan, the International Parliamentarians Congress (IPC) covers a wide range of mandates that are significant to meeting the United Nations Sustainable Development Goals.

This year IPC took upon itself the very important subject of Road Safety with focused emphasis on bringing much capacity building to the Parliamentarians in Pakistan and Members of International Parliaments, through experts and select panelists engaged professionally in various aspects to assisting in Road Safety measures.

In collaboration with "Mustehkam Parlimaan"- A Project Funded by the European Union to strengthen the Parliaments of Pakistan, IPC organized the First Road Safety Conference for the Parliamentarians, with a Global Perspective. Spread over two days, the conference brought together some 100 Members of Parliament from all Provinces of Pakistan, including their respective government stakeholders related to Road Safety.

21 Members of Parliament from nine countries, as Members of IPC, participated in this very important conference for Road Safety on Capacity building of the Legislative. Delegates from Algeria, Azerbaijan, Chad, Guinea, Jordan, Libya Spain, Portugal and Uganda gave their presentations on Road Safety related subjects in their native languages, sharing their best practice experiences on preventive measures taken to reduce number of deaths and injuries due to road traffic crashes. Two wheelers and pedestrians remained major victims of car crashes, with serious injuries leading to rising mortality rates, besides the sudden death traumas. Safe Road infrastructure and safe vehicles were visible in the presentations, as non-compliant. Delegates emphasized on the importance of the legislation on road safety bills.

They pointed on how it has helped their countries by various interventions deployed through effective law enforcement, thereby working to meet the United Nations targets of the Global Action Plan 2021 – 2030. However, in some countries increase in number of vehicles with younger irresponsible and untrained drivers are offsetting their achievements. The Senator from Pakistan shared data on Pakistan; some 80 to 90 lives are lost on a daily basis, summarizing measures to road safety as the three Ts: Traffic police, Traffic Lights and Technology. Members of Provincial Parliaments alongside visiting Members of International Parliamentarians Congress participated during the two days event.

Giving due attention and importance to the subject of Road Safety, the International Parliamentarians Congress invited top government dignitaries.

In this respect, the opening day session speakers included the President of Islamic Republic of Pakistan, Hon. Dr. Arif Alvi, Chairman of the Senate of Pakistan, Hon. Mr. Mohammad Sadiq Sanjrani, the President of Inter Parliamentary Union, Hon. Dr. Durate Pacheco.

Dedicated Video Messages were presented from Office of the United Nations Secretary General's Special envoy for Road Safety, Mr. Jean Todt, and by the Director General of World Health Organization, Dr. Tedros Adhanom Ghebreyesus.

The second half of the first day followed with a detailed interactive session with select panelists covering the Five Pillars of Road Safety mandated by the United Nations. The Nine Panelists shared their views and thoughts towards resolving this menace of road traffic crashes causing death and injuries.

The Panelist recognized with participants that people who sustain life-challenging injuries are, perhaps, the least acknowledged. Post crash medical care is basic and a debilitating financial strain on families of the victims. Once the victim is moved to the home, the entire responsibility of caring for the victim falls on the families.

Members converged that to manage targeted road safety, trained traffic police is of critical importance to ensure effective enforcement of Traffic Rules. To ensure discipline and maintain flow of traffic on the roads, drivers training is imperative. Untrained, under age drivers over speeding, are road running hazards, eventually become a major cause to road car crashes on the roads. Members stressed on the need to improved medical care and first responders in middle and low-income countries, in addition to financial support for those injured victims.

The two-day conference program outlay fortified Honourable Parliamentarians on the United Nations mandate to the Five Pillars of Road Safety. The conference brought forward key recommendations, developed scope of desired work, culminating with the Islamabad Declaration presented by the Secretary General International Parliamentarians Congress.

SETTING THE STAGE

Roads have been recognized as one of the pivotal contributors to the development of a country, leading to economic growth by stimulating trade and commerce, benefiting societies in creating and generating livelihood in general, and thereby alleviating poverty.

Roads are the most common means of travel for people, be it market access, commuting for work in urban and rural areas, children going to school, transportation of goods, domestic tourism or simply families traveling, all require safety for people traveling from one point to another. This mass movement of people and goods requires institutionalized traffic management systems, dedicated law enforcement, responsible safer road users, safer road infrastructure design, and mandatory safety features for vehicles and safer passenger public mobility, and significantly, the role of First Responders as post-crash response.

As a developing country, Pakistan's safer infrastructure needs are critical, especially as construction on new roads and highways continues across the nation. The steady increase in a predominantly low-income population has raised the demand for two-wheel modes of transport like motorcycles and three-wheel rickshaws. The number of cars, buses and trucks is constantly on the rise on our roads, while public transport access is still limited. Comprehensive data on crashes, and consequential mortality and injuries, is not readily available.

With increasing vehicles, traffic volume on our roads has grown manifolds. This has created multiple hazards for road users, leading to an untenable situation resulting in road traffic crashes. Loss of life is the most tragic consequence. The injured victims of road traffic crashes can become an economic liability for effected families. They can lose the personal income of the primary earner who may not be able to work or may require life-long care. This increases poverty levels in low and middle-income countries, furthering drain on public health systems and burdening governments financially.

By 2008, the United Nations cited road traffic crashes as a probable threat to human mortality, surpassing many epidemics and life threatening diseases, and recognized this as the fourth leading cause of death for humanity. As such, the United Nations tasked itself with the noble cause of reducing death and injuries, leading to the United Nations programs of Decade of Action on Road Safety 2011 – 2020, followed by the Global Action Plan on Road Safety, 2021-2030.

According to the United Nations, globally some 1.3 million people die in road traffic crashes every year with an estimated 20 to 50 million victims with varied injuries. Today, this represents the death of one person every 25 seconds somewhere in the world, attributed to weak or negligible road safety measures.

Road Safety is therefore a very important subject for Members of the Parliaments in order to pave way to desired legislations that will allow Pakistan as well other countries with similar situation to approve rules for the authorities that can contribute to reducing injuries and mortalities on our respective roads.

Keeping in view with the sensitivity of the subject, International Parliamentarians Congress recognized the need to capacity building for legislative framework and took the initiative of organizing the first such conference for Parliamentarians on Road Safety.

In a first of its kind, the two-day conference sought to sensitize Honorable Parliamentarians on the United Nations Global Plan for Road Safety, deliberate on the related National Road Safety issues and develop the scope of the desired outcomes through actionable legislations to prevent road traffic crashes resulting in reducing deaths and injuries on our roads.



**Keynote Address
President
Islamic Republic of Pakistan**



Dr. Arif Alvi

In his keynote address, President Alvi said humanity is becoming more conscious about their footprint on Earth. At the very outset, the President said the two-day conference deliberations will generate lots of ideas, adding Pakistan could learn from global practices and “we must pick our own priorities to be able to implement them.” The President directed a large section of his speech towards Pakistani road users, and said it was imperative for road safety that people acquire skills to drive, get their licenses, take the exams and get a working knowledge of traffic signs and rules. He suggested the traffic signs be more illustrative and easily understood by every person.

He also said people should use all their senses while driving, saying the human body had its own sensors just like sensors placed in cars today. Using simple analogies, the President pointed out that technological sensors supplement human senses. “If my windscreen is fogged or rain drenched, and I don’t clean it, I cannot see and I would have an accident. If you look at global data, driving while under the influence is equivalent to a brain fog which is equally dangerous,” he said.

He said it was important for friends to step in and tell someone they shouldn’t be driving if intoxicated. He said the police cannot monitor every driver coming onto the roads or even test them for drugs, adding it was the responsibility of society to mount a resistance against this. People’s fates change because of road crashes. The course of nations can change, he said, adding that accidental deaths are extremely traumatic for families. And that entire families’ futures are at stake if the head of a household is killed or disabled.

The President called for better road infrastructure, and for people to instill self-discipline in following traffic rules.

The law plays a key role here, he said, adding that legislators will discuss what laws need to be passed. “But a law can either be worth its weight in gold or can be as valueless as a scrap of paper, if not followed,” he emphasized.

He stressed that implementation of the law is crucial for road safety and while technology like CCTV and cars equipped with rear view cameras, proximity warnings and other technology is available, the technology cannot combat reckless driving and over-speeding.

President Alvi pointed out that as the economy improves and the population grows, more people will become road users, adding it was important to plan for the future in terms of more roads and urban transport to reduce traffic congestion and the number of cars on the roads.

“We have encroached on the natural environment and we have a huge footprint on nature. This is the time for urban planning. We need to reduce mobility so people don’t have to travel long distances for work and we should be looking at work-from-home options,” he said.

The President also called for mass awareness campaigns to warn people about the hazards of not using seat-belts and not wearing helmets, explaining that people need to be informed how safety measures can protect them from broken bones or inter-cranial bleeding.

President Alvi said road safety is one of the biggest issues of our personal lives. He shared that he had once fallen asleep while driving and, another time, he narrowly escaped a serious crash after the brakes on his vehicle failed while driving in mountainous terrain.

The President concluded by saying “Our children, our relatives, our friends, are all a treasure for us. Deaths and Injuries caused by road traffic car crashes is really something that is preventable. Life is precious”



**Inaugural Address
Chairman
Senate of Pakistan**

Mr. Muhammad Sadiq Sanjrani

Senate Chairman Sanjrani explained that the International Parliamentary Congress (IPC), since its advent in August 2019 under a Resolution by the Senate of Pakistan, was envisioned as the only transcontinental forum for individual Members of Parliaments from around the world.

The Chairman said while the term “Road Safety” sounds familiar, it is not accorded the attention and priority that it truly deserves, pointing out that even injuries in road and traffic related incidents can disable people for life, which is no less devastating.

Close to 1.3 million people die each year in avoidable road traffic crashes, along with an estimated 50 million injuries, he said. More than half of these involve pedestrians, cyclists and motorcyclists, adding it was shocking to note that over 90 percent of these deaths occur in low to middle-income countries.

He highlighted the extremely high death and injury numbers in South Asia, adding that many cases stem from careless practices such as not wearing a helmet or a seat belt, not abiding by speed limits, or using mobile phones while driving.

Chairman Sanjrani said the Global Road Safety Performance Targets of cutting down road and traffic related deaths by 50 percent by 2030 seemed ambitious, but was attainable by engaging all stakeholders, identifying weak areas, setting targets, and ensuring those targets are achieved by establishing a formalized channel and mechanism to streamline efforts for tangible results.

He said the sectors of transport, police, health, education, and others must be engaged through collective efforts, adding that forums such as the IPC can help refine these plans and ideas into actionable interventions.

“This conference is the first step to regroup and prioritize our efforts to enact up-to-date road safety laws, improve law enforcement, educate stakeholders and citizens to promote road safety awareness, strengthen emergency health services, legislate strict guidelines for safety features in vehicle manufacturing and evolving the road safety standards in line with global best practices in real time,” he said.

He urged parliamentarians from developed countries to take the lead in this regard, and use the IPC as a vessel to guide and help developing countries in formulating effective road safety strategies and standards.

There are many governmental and non-governmental efforts working towards enhancing road safety awareness, and are making efforts to reduce the numbers of death and injuries, he said, calling for a convergence of these efforts to use them for collective benefit through forums such as the IPC.

The Senate Chairman said “it is time that parliamentary actions and responsibilities be driven by a passion and will to bring tangible and people-centric change. Together with well-thought-out strategies, public awareness and law enforcement, we can make a big impact”.



Opening Remarks President Inter Parliamentary Union



Dr. Duarte Pacheco

In his inaugural address, President Inter Parliamentary Union presented his gratitude to the hosts and facilitation for this important initiative by International Parliamentarians Congress for organizing the First International Conference on Road Safety for Parliamentarians,

Dr. Pacheco began by a valued saying from his country, using semblance to the expression “All roads lead to Rome”. He said that the Roman Empire dominated all the territories between Brittany (in present-day England) and Persia (in present-day Iran), with as much as eighty thousand kilometers of road. These roads effectively allowed Rome to build an empire, furthering on commercial exchange, fostering the economy, movement of people, sharing of experiences, ideas, and the transfer of knowledge and culture. He emphasized that over the centuries, this innovation led technological advancements bringing faster means of transportation, mass production industries and the consumption economy, that increased the number of vehicles exponentially. Such factors, together with large road infrastructure and risk taking behaviors by road users started to contribute to increase in road traffic fatalities worldwide. Road Safety as such surfaced as a serious public health problem.

He highlighted the social and emotional costs of societies globally. The loss of human lives, the families destroyed and the psychological traumas, just to mention a few, are preventable. He further elaborated on costs associated with hospital treatment of the injured, their recovery and the ongoing effect on the relatives of the ones deceased. This leads to eventual burden on the State having to deal with the seriously injured or the families of the victims who get economically affected losing a bread earner. He questioned “Do we really know the value of the loss of productivity due to partial or permanent disabilities from the seriously injured and the mildly injured from road traffic crashes?” He then referred to costs associated with material damage to private property and public property, cause to a road traffic crash, then those of insurers, that time of courts, lawyers fee, workers’ salaries, public administrative, tax, all get associated to the victims of road traffic crashes, and add up to the overall number. We urgently need to change this sad panorama. Road Safety remains a priority action area for public authorities.

He pointed that change is possible when governments lead with smart policies and when Parliaments demand accountability, and help enact those commitments with laws and budgets. In my country, he said, various governments worked hard to reduce the number of fatal road crashes. He qualified that the number of road crash victims, which at the beginning of the 80s exceeded 2,000 deaths per year, now is around 500 deaths per year, while the number of road users increased.

In conclusion, he said, “the average total cost of a road traffic crashes are difficult to estimate, but one thing is certain: the reduction of the overall number of road crashes needs to be a deep concern on the part of all political leaders in each country, especially Members of Parliament, as holders of the essential legislative function. He further emphasized, “Parliamentarians have the power to approve National Road Safety Plans and to implement prevention policies aimed at education for road citizenship. They can make it compulsory for companies to build vehicles with certain maximum safety features. They can impose a maximum age limit for the use of vehicles as public transport or for children transportation. The accountability for public or private entities must ensure good operating conditions or even correct design of road infrastructures that prioritize the implementation of the best technical construction and environmental protection solutions are just some of the measures that we Parliamentarians can help to implement in our respective countries. We cannot stand idly by while the roads claim the lives of thousands of our fellow citizens every year”.

President IPU concluded by saying: “Conferences like this are essential as they enable the sharing of experiences, of ideas on how to legislate on the matter and in which direction, of knowledge on measures already implemented and their successes or failures”. As He continued by saying, “As Parliamentarians, as Politicians, we cannot just talk! Together we can make a difference, at home and globally. We must act now! It is our job and it is our duty, because each death on the road is one death too many!”



Video Message United Nation Secretary General's Special Envoy for Road Safety



Mr. Jean Todt

The United Nations Secretary General's Special Envoy for Road Safety, Mr. Jean Todt, addressed the conference via a video message. While presenting his greetings to the participants of the conference, he congratulated the International Parliamentarians Congress for taking this initiative of organizing the 1st Road Safety Conference for Parliamentarians in Pakistan, and thanked the European Union and their Partner's for their support.

He stated that the global scourge of road crash deaths continues to rage onwards with more than 3,500 fatalities every day, reaching 1.3 million deaths per year and tens of millions of serious injuries. He said the only way to achieve the common goal of halve these deaths and injuries by 2030, is to come together in a structured manner.

The Special Envoy on Road Safety qualified that Parliamentarians globally influencing, creating and passing the laws to protect road users. He said that, as with all legislators, Pakistan is an active part of this journey to achieve common goal of improving traffic safety holistically.

Mr. Todt, explained that the goals had been mapped out in the Global Plan for the Decade of Action for Road Safety 2021-2030. This Plan clearly lays out the central role for the Parliamentarians to adopt in leading and coordinating their respective country's road safety strategy, by providing a legislative framework for road safety, a legal mandate for the work of the valid agencies, and encouraging compliance with international standards; being central to signing up for the seven UN Road Safety conventions.

Mr. Todt stated that it is important to place a high priority on solid road safety data. Pakistan reports about 4,000 road deaths a year while the WHO estimates it at more than 27,000, pointing out the discrepancy thereby pushing the need for adequate financing for road safety, providing effective post-crash response through coordination mechanisms, stronger professional medical care and post-crash investigation. He stressed it is important to provide social, judicial and financial support to affected families and survivors.

The UN Special Envoy further focused on the essential role of parliamentarians, stating they are engaged in the legislation for development of infrastructure, road users, vehicle standards, effective laws and law enforcement. Mr. Todt added that since parliamentarians work with a range of public, private and civil society stakeholders, they have crucial role in changing public attitudes en masse, so that road user behaviors' is improved and lives saved.

"All of the laws, issues, needs and approaches must pass through you to come about in practice. Parliamentarians are key in making sure we all move in the right direction," he cited.

In conclusion, Mr. Jean Todt said, "without coordinated action nothing gets done and worse if appropriate action is not taken now the number of lives lost on Pakistani road traffic crashes would continue to grow and that is not acceptable".

The United Nations Special Envoy for Road Safety thanked the Parliamentarians to making a difference and presented his good wishes to all the participants for a successful Conference, with an ending note to visit Pakistan very soon



**Video Message
Director General
World Health Organization**



Dr. Tedros Adhanom Ghebreyesus

The Director General of the World Health Organization, Dr. Tedros Adhanom Ghebreyesus, addressed the conference participants via a video message. Addressing the August Gathering, he thanked Chairman Senate and IPC President Mr. Sanjrani, and Secretary General Ms. Ayaz for the opportunity to address the conference.

The Director General Stated that around 1.3 million people are killed on the world's roads every year and that 50 million injured. He said that the UN General Assembly and the global plan for the Decade of Action on Road Safety had set a target for a 50 percent reduction in road deaths by 2030, adding that some may call this ambitious, but he believed in some ways this to be a modest target, these are preventable deaths. He stressed that the only way to reach this is for governments, the private sector and civil society groups to work together, to rethink mobility and make smarter public investments and policy choices.

Dr. Ghebreyesus said parliamentarians have a critical role in preventing crashes and promoting safe and sustainable transport. "Laws and regulations to enforce speed limits, target drunk driving and mandate the use of helmets and seat belts, are all highly effective in preventing deaths and injuries," he added. "You also play a vital role in ensuring that well-trained and properly resourced road safety agencies are empowered to drive this change," he said.

He thanked Parliamentarians for their continued leadership and partnership as everybody sought to work together for safer roads.



**Deputy Head
Delegation of the European Union
Pakistan**



Mr. Thomas Seiler

Representing the Delegation of the European Union, Mr. Seiler was delighted to see the large gathering at the conference. "Road safety is a topic that resonates with everyone, as it affects us all deeply" he said as his opening remarks. Expressing his immense pleasure, not only because of the importance of the subject, he said that this event has brought together the parliamentarians, addressing this very crucial and pressing issue.

Road travel remains the primary mode of transportation, and with the rapid growth in population and urbanization, therefore ensuring good road safety policies is becoming increasingly inevitable, he reiterated. Parliamentarians responsibility to work in close collaboration with stakeholders and enact effective legislation promoting road safety is of critical importance, he emphasized.

Mr. Seiler furthered by saying, "it is essential to acknowledge the need for reconstruction and revitalization of infrastructure that has been damaged or neglected over the years. We must commit ourselves to ambitious goals, like the aspiration to reduce road casualties to zero. While achieving such a goal may seem challenging, it's important to set high standards for ourselves, for without noble goals, progress is hard to attain".

"At both parliamentary and governmental levels, our aim should be to improve road safety conditions. We must work together to implement measures that enhance the safety of our citizens on the roads", he desired.

Mr. Seiler then said; "Now, let me shift gears and discuss an initiative we launched a few months ago here in Pakistan, known as **Mustehkam Parlimaan**. Its primary objective is to bolster parliamentary work and equip our institutions with the tools and knowledge required to enact legislation effectively and efficiently. Effective legislation can bring about positive changes that benefit our citizens".

In conclusion, the deputy head of the EU Delegation emphasized the importance of adopting a holistic approach to road safety. He said, we must encourage governments and partners to implement an integrated safe system approach to tackle this critical issue.

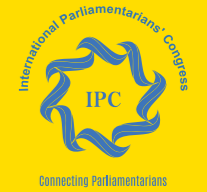
"I'm grateful for the opportunity to participate in the Road Safety Conference for Parliamentarians, organized by International Parliamentarian Congress and the Mustehkam Parlimaan – an EU Funded Project for Pakistan. It is our hope that this event will ignite meaningful debates and lead to legislation that prioritizes road safety measures here in Pakistan" he said while presenting his gratitude to the organizers.

"In a country experiencing rapid population growth and urbanization, like Pakistan, good policy-making and adequate safe infrastructure are vital to ensuring the safety of our people. Together, through discussions on road safety legislation, better vehicle safety standards and improved post-crash response, we can make a significant impact in safeguarding lives on our roads", he said.

Thanking the audience, he concluded by saying "let us commit ourselves to making our roads safer for all".



**Welcome Address
Secretary General,
International Parliamentarians Congress**



Senator Sitara Ayaz

Senator Sitara Ayaz, welcomed the delegates to the Road Safety Conference for Parliamentarians, stating that road safety was a vital issue affecting everyone, but was particularly pressing in developing countries like Pakistan.

“Every day, thousands of lives are lost or permanently changed due to preventable road crashes. It is our collective responsibility to do everything in our power to reduce these tragic numbers,” she said.

She pointed out that the conference was an opportunity for parliamentarians from around the world to come together, share their experiences and knowledge, and collaborate on new and innovative solutions to improve road safety.

The senator also expressed her gratitude to Musthekam Parliamaan - A project funded by the European Union and the government of Pakistan for their support of the conference, and for the ongoing efforts to improve road safety in the country. “We look forward to working together with all of you to make our roads safer for everyone,” she said.

“As Secretary General of the IPC, I am excited to be able to organize this conference and to bring together parliamentarians, experts, and related stakeholders to discuss this very important subject of road safety,” she concluded, thanking the participants.

IPC PARTICIPATING MEMBERS & SPEAKERS



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Member of the Parliament
Spain



Hon. Dersou Bah-Dy
Member of the Parliament
Chad



Hon. Nakut Faith Loru
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Hon. Dr. Durate Pacheco
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Hon. Mushahid Hussain Syed
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Hon. Zakia Bougatoucha
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Hon. Abdelmonam Amar Said Belkour
Member of the Parliament
Libya



Hon. Thomas Seiler
EU Delegation in Pakistan
European Union

OVERVIEW OF MODERATORS



Mr. M. Naeem Murtaza

A Marketing and Business Development professional, expanding 33 years experience, Mr. Murtaza has an accomplished career in the automotive industry - mobility sectors. He was assigned as the focal person for IPC to design the event academic content and the program outlay through a select team of subject panelists dedicated on capacity building of the Legislative. The focus being United Nations Global Plan for the Decade of Action for Road Safety, 2011-2020 & 2021-2030.

Mr. Naeem Murtaza has represented Pakistan in International Road Safety Conferences since 2006 and actively volunteers on Road Safety education and awareness events. He conducted the official visit of the President of Federation Internationale de l'Automobile (FIA), Mr. Jean Todt to Pakistan in 2012 as part of FIA's Global Campaign designated as "Action for Road Safety".

Mr. Murtaza is a Paul Harris Fellow, served as President for the club, Assistant Governor for the District in Rotary International, Pakistan. He is a Fellow Alumni of the NDU National Security Workshop, and Fellow Alumni Friedrich Naumann Foundation.



Ms. Helena Iqbal Saeed

Ms. Helena served as the first woman Police Commissioner for United Nations Integrated Assistance Mission in Sudan (UNITAMS). She has served in various capacities, heading various Units and Regions in Pakistan Police Force, being the first lady in officer cadre, including the first Superintendent Police of the model Islamabad Traffic Police.

She rose to the rank of Assistant Inspector General of Police, later served as Senior Joint Secretary at the Ministry of Interior. Ms. Helena Saeed Iqbal is recipient of Fatima Jinnah Medal, UN Medal and Several Distinguished Awards.

Ms. Helena belongs to Baluchistan and holds a Master's degree in English Literature. She has undergone professional courses in Skills Development, Security Sector Management, Policing and Gender Development. She heads the Women's Police Network in Pakistan. She actively works for gender mainstreaming and gender equality. She is recognized as a role model for other women to join the Police Force.



Ms. Reema Shaukat

Ms. Reema Shaukat is working as Communication Strategist with the Institute of Regional Studies, Islamabad. Earlier she was Director Public Relations with PICSS.

Holding Master's Degrees in Defense & Strategic Studies, and Journalism, her areas of research include National Security, Maritime Affairs and International Relations. She also shares her expertise as Consultant with Maritime Study Forum and Pak Afghan Youth Forum as Senior Coordinator Media, PR & Outreach.

Ms. Reema regularly contributes for local and international print medium through her op-eds related to national and international affairs. She also appears on mainstream electronic media as an analyst.

She regularly moderates for conferences, seminars and events.

OVERVIEW OF PANELISTS



Dr. Sultan Azam Temuri
Former Inspector General of Police,
Former United Nation's Police Commissioner



Dr. Aamer Nabi Nur
Consultant Orthopedic Surgeon,
Shifa International Hospital, Islamabad



Dr. Mauna Gauhar
Mental Health Professional,
Director Growing Edge Consultants Islamabad



Ambassador Nadeem Riyaz
President,
Institute of Regional Studies



Dr. Kamran Ahmed, Ph.D
Assistant Professor, NICE, SCEE,
National University of Science and Technology



Dr. Abdur Rahaman
Divisional Emergency Officer,
Emergency Services - Rescue 1122



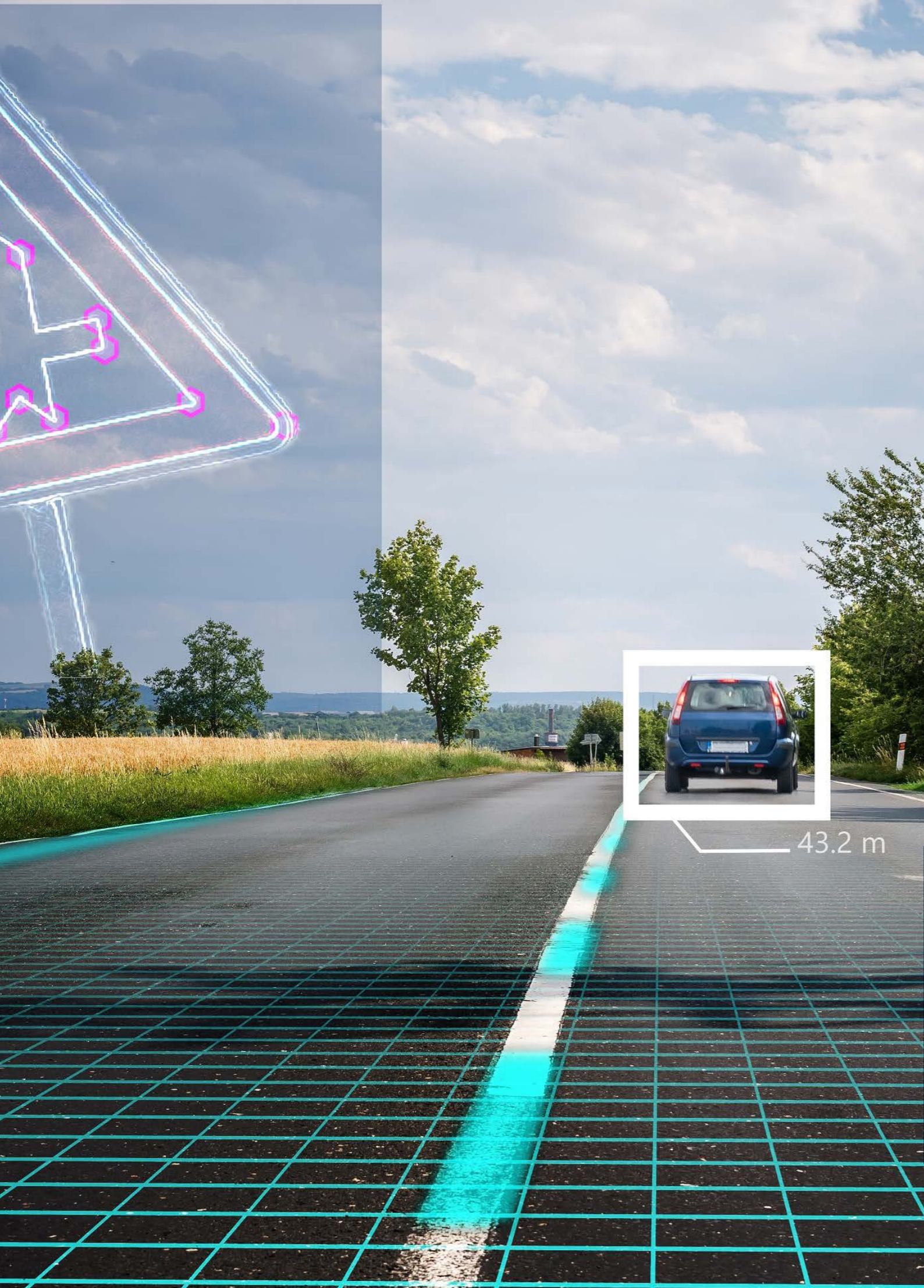
Mr. Syed Bilal
AIG Operations,
National Highways and Motorway Police



Hameed Akhtar
Chief,
National Transport Research Centre (NTRC)



Ahmed Chinoy
Former Chairman,
Citizen-Police Liaison Committee (CPLC)
Director Karachi Stock Exchange



5

FIVE PILLARS OF THE UN GLOBAL PLAN FOR THE DECADE OF ACTION FOR ROAD SAFETY

The United Nations has identified and recognized five pillars as essential for addressing road traffic safety.



1

Road Safety Management



2

Safer Road Users



3

Safer Vehicles



4

Safer Road Users



5

Post-Crash Response

Pillar 1

ROAD SAFETY MANAGEMENT



ROAD SAFETY MANAGEMENT

Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness

Conference Goals

This session sought to engage participants in the concept of Road Safety Strategies and Policies. With the first Decade of Action ending in 2020, we are now into the Second Decade of Action on Road Safety. Participants were asked to deliberate on activities and progress to date and the way forward.

- Establishment of a lead agency and secretariat.
- Specify agency responsibilities.
- Develop core education and awareness programmes.
- Development of a national strategy at the ministerial level in coordination with the lead agency.
- Identification and implementation of projects confirming long term investments.
- Establishment and Maintenance of data collection systems.
- Using collected data for effective improvement.

Pillar 2

SAFER ROADS AND MOBILITY



SAFER ROADS AND MOBILITY

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g., pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of various road infrastructure agreements under the UN framework, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

Conference Goals

- Establishing road safety ownership and accountability for road authorities, road engineers and city planners.
- Identifying high risk roads with the authorities and resolution by set target date.
- Encouraging road authorities to commit a percentage of the budget dedicated to safer roads.
- Establishing a specialised traffic monitoring unit to report the safety situation, trends in incidents and remedial measures.
- Ensuring sustainable urban planning and promoting needs of all road users, including pedestrians.
- Identifying number and location of fatalities and injuries by road user type; key infrastructure factors influencing each user group to facilitate analysis on national traffic crash data.
- Taking corrective measures in hazardous locations.
- Promoting safe infrastructure development through knowledge transfer and capacity building.

Pillar 3

SAFE VEHICLES



SAFE VEHICLES

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.

Conference Goals

Maintaining positive road safety trends are important. In this respect the industry has to introduce safety standards for preventive safety, such as automated emergency braking, lane departure warning, and others seen as basic to SRS (Supplemental Restraint System) and seat belt reminders. The list of such measures was to be deliberated in this session and put forward through legislation to pressurize vehicle assemblers to incorporate in future vehicles in Pakistan.

- Ensuring safety standards for imported vehicles through appropriate policy and regulations based on global standards.
- Establishing a regulatory body to monitor vehicle safety standards of domestic assemblers.
- Encouraging deployment of improved vehicle safety technologies to vehicle assemblers through incentives.
- Implementation of new car/vehicle assessment programmes to increase availability of consumer information relating to safety performance of their vehicles.
- Encouraging the development of an annual vehicle inspection policy.

Pillar 4

SAFER ROAD USERS



SAFER ROAD USERS

Develop comprehensive programmes to improve road user behavior. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors.

Conference Goals

It is extremely important to infuse good training, education and knowledge to road users. Motorcyclists need consistent high-quality training. Drivers of large vehicles and public transport need to understand the mix of non-protected traffic like cyclists and pedestrians. The session deliberated on the following points:

- Establishment of quality driving licensing systems.
- Development of comprehensive programmes to protect road users and improve road user behavior.
- Increasing awareness of road safety risk factors, restricting use of texting on mobile phones while driving, promoting the use of helmets for motorcyclists and bicyclists and mandatory usage of seat belts for passenger vehicles.
- Using social media and public service messaging on electronic media and marketing campaigns to influence attitudes and behavioral changes of road users.
- Increasing awareness on preventive measures to support effective law enforcement. For example, the use of helmets to prevent head injuries or driving under the influence of substances.
- Effectively implementing traffic rules on speed violations and red light violations
- Compliance by public transport providers and commercial fleet transporters to meet requisite safety standards and practices for safe passage of passengers and goods, leading to reduced road traffic crashes
- Engaging public, private and informal sectors to research, develop and promote comprehensive policies and practices, to reduce work related road traffic injuries.



Pillar 5

POST-CRASH RESPONSE



POST-CRASH RESPONSE

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer-term rehabilitation for crash victims.

Conference Goals

Participants addressing these points were asked to focus on the following action points:

- Introduction of specialised ambulances, with trained and dedicated first responders, and carrying equipment for extraction of victim/s from the vehicle after a crash.
- Establishment of a single nationwide emergency call telephone number operational around the clock.
- Rescue services to be available 24/7.
- Provision of on-site support for the injured and those bereaved to minimize physical and psychological trauma.
- Development of hospital trauma care systems with trained personnel able to evaluate progress for effective rehabilitation of crash victims.
- Encourage the establishment of road user insurance, or any other financial scheme, to facilitate the rehabilitation process.
- Require a thorough investigation into a crash and apply an effective legal response to road deaths and injuries leading to fair settlements.
- Continual training for post-crash responders.

PANELISTS SESSION

THE ROLE OF LAW ENFORCEMENT IN ROAD SAFETY

Dr. Sultan Azam Temuri
Former Inspector General of Police



Dr. Temuri explained that road safety management pertains to the methods and measures taken to prevent road users from being killed or seriously injured in a road crash.

He said effective enforcement of laws combined with public awareness/education can be used to modify road user behavior. He cited unsafe vehicles, unsafe road infrastructure, inadequate post-crash care and inadequate law enforcement of traffic laws, as major factors in road traffic crashes, adding that problematic road user behavior, such as over-speeding, not using seat belts and helmets, using mobile phones while driving, fatigue and driving while intoxicated are also contributory factors.

The basic aim of the traffic police is to enforce traffic laws, regulate traffic, educate the public on road safety, issue driving licenses, render help to road users and accident victims and advise the road traffic engineering department, he said.

The ultimate responsibility for road safety has been shifted from the individual road-user to policy makers and designers of the transport system, including road management bodies, traffic engineers, vehicle manufacturers, legislators, commercial transport operators and the police. The responsibility of the road-user is to remain alert and comply with laws and regulations.

Dr. Temuri described the steps that need to be taken, urging investment in public transport systems to facilitate safe and efficient movement of people, requisite financing, speed management, capacity development with a focus on less developed countries. He referred to the Sustainable Development Goals, target 3.6 that lists reducing road injuries and deaths, target 11.2 to 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.

Dr. Temuri said political will was also needed to make road safety a priority. He advocated the formation of

a parliamentary committee on road safety, to oversee the progress of the Global Action of Road Safety and implement a national plan, in coordination with all stakeholders.

Dr. Temuri pointed out that there has been a paradigm shift after Vision Zero, a bill passed by the Swedish Parliament on road traffic safety, calling for no more traffic deaths. He concluded with recommendations on public education and awareness campaigns, affective legislation by the parliamentarians for road safety, review of penalties for traffic offenses, strict enforcement of road rules and regulations by police with zero tolerance, and comprehensive driving test before issuance of driving licenses.



Dr. Sultan Azam Temuri belongs to the prestigious Police Service of Pakistan, served for 33 years, including 8 years with the United Nations Peace Keeping Missions, where he served with UNPROFOR, UNMIBH, and later with UNAMID as Chief of Darfur Peace Agreement.

He represented UNAMID Police Component as Acting Police Commissioner and addressed UN Peacekeeping Committee C-34 at UN General Assembly on UNAMID Transition in 2019, later assigned as Officer incharge of Police Component for Transition and draw-down of UNAMID from Darfur.

He remained the Inspector General of Police in Islamabad.

Dr. Sultan Azam Temuri has been distinguished with CROIX D' HONNEUR POLICIER EUROPE'EN, medal of honor from European Union Police Association for his outstanding performance during UN Mission in Bosnia Herzegovina.

In 2006, on the direction of the then Prime Minister of Pakistan, Dr. Temuri was assigned the responsibility to establish the Model Islamabad Traffic Police (ITP).

VULNERABLE ROAD USERS; IMPACT ON CRASH VICTIMS

Dr. Aamer Nabi Nur
Consultant Orthopaedic Surgeon
Shifa International Hospital, Islamabad

Everyone using the road is a vulnerable person, pedestrians and vehicle users alike, stated Dr. Nur, adding that the only difference is in the level of their vulnerability.

In movies, people are thrown around, slammed into walls or hit by cars, yet they keep getting up. This is not the case in real life, he said, explaining that the human body is a very finely tuned and delicate creation of Allah.

Citing a newspaper report, he said road crashes claimed 36,000 lives in Pakistan last year. Dr. Nur used illustrations to demonstrate how people get hurt on roads. Careless and reckless behaviour land people in hospitals, he said, citing people taking selfies on pavements, not using seat belts or helmets, performing motorcycle stunts on roads, chasing a loose pet onto the road, chatting on a mobile phone while crossing roads and not paying attention to surroundings, falling into open manholes, and jumping red lights while driving.

He said injuries vary from a wrist fracture caused by tripping and falling, to a deadly situation if a pedestrian gets run over by an eighteen-wheel vehicle, completely pulverizing the victim.

Over the years, doctors have classified different kinds of injuries, to better assess and predict the likely outcome. He explained that this started from sprains, strains, contusions and bruising, leading up to worst case situations, when victims are brought into hospital with serious head injuries, fractured skulls or mangled limbs.

Dr. Nur said most of those injured on the roads tend to be males, since in Pakistan, it is mostly men who move about on the roads, usually for work-related purposes, adding that any accident that renders the 'breadwinner' of the household unable to work, spells disaster for the family. Many people work for daily wages and if the daily wagger can't earn for his, and in some cases for her dependents, this can lead to a chain of events with short and long-term consequences.

Disability for the head of the family can create financial and social disaster, he said. In the short term, immediate disability leads to a monetary demand for medical care



and the family needs money for food, shelter, schooling and other needs.

In the long-term, the loss of savings, if any, can tumble a relatively stable family into utter ruin. Medical expenses and rehabilitation can erode a family's financial security and future prospects. Families frequently save for years to pay for their children's education and marriages and a medical disability can devastate the prospects for their children overnight, he said.

Dr. Nur pointed out that loss of income can have a further ripple effect, resulting in extensive debt, loss of shelter and, in many cases leading to homelessness, requiring the extended family network to step up, placing a burden on them as well.

He stated that the only way to overcome these difficulties was to prevent road crashes that create a cycle of despair. Prevention is better than cure. He called for extensive awareness programmes, education for road users and training for everyone to minimize road traffic crashes at every level.

Dr Aamer Nabi nur has been working in Islamabad since 2001, returning from the UK where he trained in trauma and orthopaedic surgery. He is presently working as a senior orthopaedic surgeon at Shifa International Hospital. Over the years while treating patients involved in accidents, car crashes, including major and minor disasters, his observation is that people lack in their awareness about safety. It is in this regard that he focuses his practice in educating people about safety and prevention.



ROAD TRAFFIC CRASHES AND PSYCHOLOGICAL TRAUMA

Dr. Mauna Gauhar
Mental Health Professional
Director Growing Edge Consultants Islamabad



Dr. Gauhar stated that traffic crashes have a significant impact on mental health. Anyone exposed to a traffic crash and injury can be shocked and traumatized psychologically.

Psychological trauma can occur when an injury is caused to the psyche. In a road traffic crash, this can occur as a result of being exposed to emotionally disturbing and/or life-threatening events, affecting a victim's mental, emotional, physical, social and spiritual well-being, she said.

She described three levels of traumatization. Primary traumatization, where the injury is caused to the psyche when a serious traffic accident is personally experienced or witnessed. Secondary traumatization, as a consequence of exposure to disturbing descriptions of traffic accidents and tertiary traumatization, when untreated trauma is passed on to the next generation.

Trauma related psychiatric disorders include acute stress disorder, Post Traumatic Stress Disorder (PTSD), depression, anxiety and substance abuse.

Dr. Gauhar listed the symptoms of PTSD as intense memories, flashbacks, or nightmares, and a generalized fear or horror. Other symptoms include avoidance of thoughts, memories, situations or individuals, that could be reminders of a traumatic event. She said patients could also experience problems with memory, concentration and sleep, exaggerated negative beliefs or expectations, reckless or self-destructive behaviour, loss of interest in important activities and persistent negative emotional states.

She said patients with PTSD are at increased risk of experiencing poor physical health, adding that PTSD also overlaps with other mental health related disorders, relationship problems, increased risk of suicide, and a considerable economic burden.

Depression presents as a sad or depressed mood, loss of interest in almost all activities, unintentional weight loss/gain or decrease/increase in appetite, sleep disorders, worthlessness and excessive guilt, she said, adding that patients' ability to think, concentrate, or make decisions is impaired, with recurrent thoughts of death, suicidal

ideation, or suicide attempts.

She described symptoms of anxiety as uncontrollable worry, restlessness, fatigue, difficulty concentrating, muscle tension and sleep disorders.

Dr. Gauhar also said many traumatized individuals self-medicate or use substances (drugs, alcohols etc.) to avoid feeling symptoms of trauma. But she added that this puts them at risk of developing addiction related problems.

Survivors of road traffic crashes, with minor injuries and psychiatric disorders, experience increased disability and pain and are at risk of poor recovery, Dr. Gauhar stated, citing reports that there is a reduced probability that they would return to work, adding that scant resources in developing countries exacerbate the issues.

She explained that mental and physical disability caused by road crashes hampers daily functioning and adversely affects the quality of life. Trauma survivors have impaired relationships and diminished productivity, with a high financial cost, which include medical bills, damage to vehicle, damage/s to the injured party, litigation costs, loss of jobs and increased unemployment.

But psychological healing and recovery is possible for traffic crash survivors, she said, adding that professional help and long-term support is required to treat individuals suffering from trauma and trauma related disability, so that they can recover and live a normal productive life.

Dr. Gauhar pointed out that mental healthcare is still not a priority in the health care systems in Pakistan. She recommended the creation of a multi-disciplinary 'Trauma Treatment Center' in every province of Pakistan, with the capacity to treat psychological trauma alongside the physical injuries for the survivors and their families.

She said correct treatment would prevent trauma symptoms from becoming chronic psychiatric disorders and initiate post-trauma growth for the sufferers.

KEY CONCEPTS VIS A VIS GLOBAL AND LOCAL PERSPECTIVES ON ROAD SAFETY

Ambassador Nadeem Riyaz
President
Institute of Regional Studies



Ambassador Riyaz stated the current statistics on deaths and injuries on world roads annually, highlighting the age groups 15 to 29 as the most vulnerable. He presented various indicators to cause of road traffic crashes that eventually carry serious economic repercussions. He said, a 2019 study estimated that between 2015 and 2030, road injuries alone with cost the global economy \$1.8 Trillion. He attributes two key factors, first being human error through fatigue, distraction, drunken driving, overspending, ignoring road signs, road rage and not wearing seat belts or helmets. Second, the weather, vehicle and infrastructure.

One of the United Nation's SDGs aims to half by 2030, the number of global deaths and injuries as cause of road traffic crashes, he said, the world is far behind in achieving the desired goals, especially by the low and middle income countries, identified in categories to pedestrians, cyclists, and motorized two wheelers. Analysis indicate there is wide disparity from the developed countries. He referred to studies on countries with less safe vehicles on poor roads, with vulnerable road users, poor medical response care, sharing urban space with vehicles as a primary cause of injuries leading to deaths by car crashes. Fatality rates in developed countries have significantly lowered in last few decades, he said, primarily due to road safety programmes. He cited the Swedish of "Vision Zero" and in the Netherlands, "Sustainable Mobility". He emphasis being, these programmes aim at zero fatalities.

He further elaborated on the various factors that were initiated in developed countries that assisted in meeting UN desired targets. In this respect he shared his thoughts various attributes of developed countries that assisted in these goals, namely, improved road engineering, better road markings, road furniture and lighting. Speed controls through legislation, implementation of stricter laws and heavy fines. Compulsory use of safety belts, child restraints and helmets. Vehicles to meet mandatory safety features including those for two wheelers such as ABS. Stringent vehicle inspection. Framing rules for pedestrians protection. And finally, introduction road safety management systems.

Currently in Pakistan, Ambassador Riyaz stated, Road Safety does not figure out in our National Priorities owing primarily to out dated laws, insufficient law enforcement, poor road engineering and inadequate road safety management.

He said, we have a weak licensing system, further deteriorated poor inter provincial coordination, besides a slow judicial system where road crash victims are not compensated. Poor road insurance policies are another factor. He regretfully said, there is total lack of road safety education, considering our population size.

The commercial transport on our roads is old, he said, some over 30 years that do not go through road worthiness inspection, making them unsafe for other road users. The regulators, that lack knowledge to their subject, do not pay much attention to newer cars being introduced in the market. In few investigations, it was learnt that airbags did not deploy. We lack and international mechanisms to meeting international standards.

For improving Road Safety in Pakistan, he said, we need a holistic approach and greater coordination between all stake holders. He made emphasis on need of Political support through effective legislation, assisted by funding on road safety, followed by improved road infrastructure. Tough laws on vehicle inspection and new vehicle safety requirements. Close coordination between the govt and private sector. Better collection of data for related interventions. Teaching, training and skill development programmes for road users and up-gradation of emergency services.

As a former diplomat, Ambassador Nadeem Riyaz served with the Ministry of Foreign Affairs for 35 years, holding key positions at MOFA headquarters He has served as Pakistan's Ambassador to Sweden, Finland, Estonia and Latvia, later as Ambassador to Italy with accreditations to Slovenia, Albania and San Marino. He was Permanent Delegate to FAO, WFP and IFAD. He was distinguished to serve on the standing Committee of IDLO, Rome and represented Pakistan as Deputy Alternate Permanent delegate to UNESCO.

SAFE ROADS INFRASTRUCTURE SAFETY MEASURES

Dr. Kamran Ahmed, Ph.D
Assistant Professor, NICE, SCEE
National University of Science and Technology



Dr Kamran citing the earlier speakers presentation, qualified that with annual increase of vehicles on the roads, the metropolitan cities of Pakistan are facing massive traffic congestions bringing hazards to road users, giving rise to road traffic crashes.

Stimulating economic growth and development of road infrastructure in economical lagging regions is the goal of many countries. This is because road infrastructure plays a crucial role by providing mobility for the efficient movements of people and goods, as well as providing accessibility to a wide variety of commercial and social activities.

The question is who to blame for road car crashes in Pakistan, he asked. The contributors are many, one being very specific to road construction, its operation, and maintenance. There are road designers, engineers, road owners, road users, law enforcers, car manufacturers, and legislators, each has their set of responsibilities. In Pakistan, most of the time blame goes to drivers for the accidents. The reasons given are careless driving and over-speeding. This may be true in some cases, he said, but not for all. He further elaborated, "if a driver makes a mistake that does not mean he should die".

The new concept of "Safe System" includes Safe Vehicles, Safe Road Users, Safe Speed, Safe Road and Roadsides. As per the Safe System approach now the target for road custodians is "Zero Deaths or Serious Injuries" instead of "Zero Accidents". That means you cannot stop accidents; however, the number of fatalities in an road car crashes can be reduced. This leads to the concept of Forgiving Roads.

Dr. Kamran shared these backgrounds in Pakistan to bring urgent attention towards road infrastructure that is experienced as poor in many aspects of design and more too often on keeping the roads serviceable. He said, we need to perform formal road safety audits regularly to evaluate car crashes in specific locations besides ensure adequate infrastructure for new road projects. He advised on routine road inspections for existing roads with one key target, there should be no Fatalities and Serious Injuries on our roads.



- ### Aims of Road Safety Audit
- To ensure all highway schemes operate as safely as practicable
 - To minimize collision numbers and severity
 - To consider the safety of all road users - especially vulnerable road users
 - To improve the awareness of safe design practices by design, construction and maintenance staff



- ### Way Forward
- Our target should be No Fatalities/Serious Injury
 - Apply Safer Road System Approach on Road in Pakistan (Forgiving Roads)
 - Perform Road Safety Audits/Inspections on Roads in Pakistan
 - Train Our Engineers/Development Authorities related to Road Safety Measures
 - Develop Act/Law/Rules to enforce authorities to perform Road Safety Audits

POST CRASH RESPONSE FIRST RESPONDERS

Dr. Riwan Naseer S.I
Secretary Emergency Services
Rescue 1122



Dr. Abdur Rehman represented the Secretary Rescue 1122 during the IPC conference as the Regional Emergency Officer.

He highlighted the Growing Road Safety Challenges in Pakistan for first responders. He qualified that since inception, during the last 18 years, Rescue-1122 attended total of 10.9 million emergencies and rescued over 12.1 million victims. Out of these, the Service attended over 3.4 million road traffic crashes where they rescued over 4 million injured. He said, Rescue 1122 attend more than 5000 emergencies in the province of Punjab on daily basis, out of which Road Traffic Crashes were over 1100 in the cities, Punjab having population over 120 million people. This indicates one road traffic crash every 1.44 minutes.

He claimed as per their available data, that 80% of the road traffic crashes are a cause of motorbike riders.

He further elaborated that, one of the challenges of high incidence of RTC is lack of Implementation of Standardized Licensing System, Road Safety Awareness and Traffic bylaws.

In the end he conclude by recommending mandatory transformation from high-speed fuel engine motorbikes to low-speed electrical powered motorbikes with speed limits as per UN slogan for Road Safety;

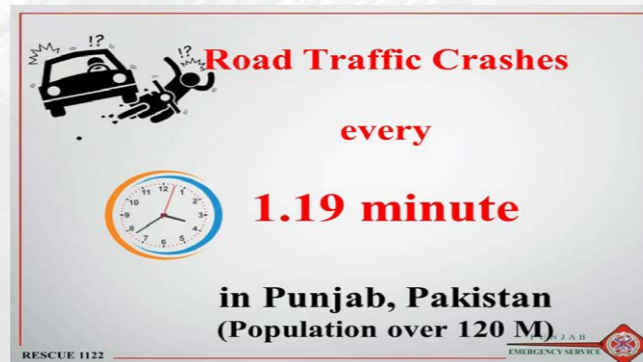
Streets for Life #Love 30
(A call for 30kms/hr speed limits in cities towns and villages)

Dr. Rizwan initiated the Emergency Services Reforms in Pakistan and established Rescue 1122 - an integrated emergency services, a model for South Asia.

He was instrumental in establishing the first modern Emergency Ambulance, Fire & Rescue Services and Emergency Services Academy in Pakistan. Under his leadership Pakistan Rescue Team became the first United Nations INSARAG Certified Team in South Asia. Dr. Naseer has represented Pakistan internationally at the Red Cross General Assemblies, United Nations Humanitarian Meetings and International Safe Communities Conferences.

In recognition of his services, he has been honored with several awards, including the national Development Leadership Award and Sitara-i-Imtiaz conferred upon him by the Government of Pakistan, as well as a Medal by the President of Türkiye.

He was unable to join the event as the Prime Minister had tasked him to assist in the unfortunate earthquake in Türkiye a day earlier.



SAFER ROADS AND PUBLIC MOBILTY

Mr. Khalid Mehmood
Inspector General
National Highways & Motorway Police

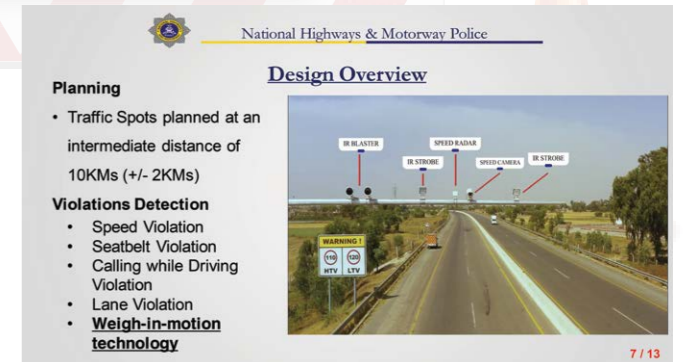
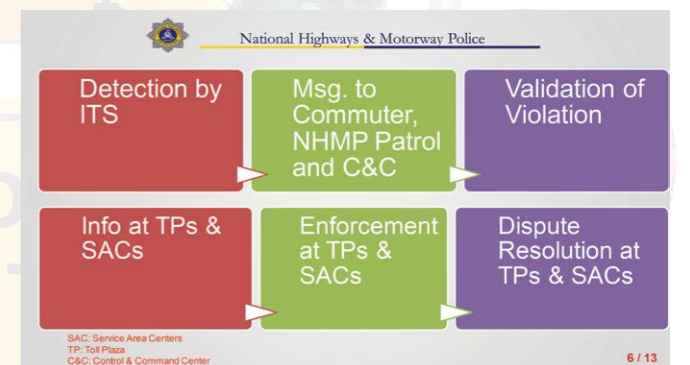


Assistant Inspector General Operations, NHMP Mr. Syed Bilal, gave the subject presentation on behalf of the Inspector General of Police of the National Highways & Motorway Police.

The AIG gave an overview of the NHMP showing the various operations commencing 1997 with Motorway leading up to the Kuchlak - DI Khan Highway in 2022, in a combination of 17 Motorways, Highways and Expressways. He further elaborated on the evolving Ecosystem of the organization, with emphasis of the latest initiatives on speed controls using technology, called ITS. The system under consideration shall detect violations on speed, not wearing seat belts, using phone while driving and that of lane violations. The system shall disseminate data, and deploy enforcement ending with fine collections. The emphasized that ITS will enhance enforcement by 35% with likely reduction to a significant road car crashes by 85%. This shall allow to focus on all other aspects to help commuters, including any untoward road related emergencies.

Mr. Bilal shared a detailed view on the ITS, from detection of violations to its validation, to dispute resolution - if the need arises. He also touched upon the Weigh in motion technology. With respect to the subject given as a panelist, he explained the various enforcement additional activities in the offing such as the fog journey planner, thermal cameras, trackers on public transport, tighter regulations on oil tankers, HTV, PSVs and spotters, drones etc.

The AIG ended his presentation with various policy interventions.



- Policy Interventions**
1. Fine Enhancement
 2. Regulatory Body for Driving Schools
 3. Demerit Point System - MVO 1965 amendment
 4. National Driving License Authority (NDLR)
 5. Central Excise Repository (CER)



ROAD ACCIDENTS VERSUS ROAD CRASHES

Mr. Hameed Akhtar
Chief,
National Transport Research Centre (NTRC)



In his detailed presentation, Mr. Akhtar said road traffic safety referred to the methods and measures used to prevent road users from being killed or seriously injured in a road crash, with typical road users including pedestrians, cyclists, motorists, vehicle passengers, and animal drawn vehicles and passengers of on-road public transport.

He said road traffic injuries threaten public health, sustainable development, and social equity and this global crisis deserved immediate attention.

The term 'accident' implied that the event in question was neither predictable nor preventable or that it occurred with no known causes, whereas a 'crash' is an event in which a moving vehicle collides with another vehicle, object or person on a road, he said, adding that road crashes have known causes and are preventable.

He said that more than 90 percent of road traffic deaths occur in low to middle-income countries, with road traffic crashes being the leading cause of death among young people aged 15–29.

In Pakistan, every five minutes someone is killed or badly injured in a road traffic crash, he said, adding that approximately 6,250 people die in road traffic crashes each year, adding that Pakistan ranked among the top 10 countries regarding road crash fatalities.

Mr. Akhtar pointed out that a person driving on an unmaintained road, in a car with bad brakes, or without wearing a seatbelt is more likely to be seriously injured than someone who is driving on a well-maintained road, in a car that is in good condition, and is buckled up.

Amongst the core principles that form the basis of a safe system, he said individuals have a responsibility to act with care and within traffic laws, adding that a shared responsibility exists with those who design, build, manage and use roads and vehicles to prevent crashes resulting in serious injury or death and to provide effective post-crash care.

Mr. Akhtar discussed the National Transport policy 2018 and Road Safety Transport Policy 2018 explaining that

it covered railways, roads, ports and shipping, aviation, and logistics services and attempted to create a safe, efficient and sustainable transport system to realize Pakistan's Vision 2025.

The National Road Safety Strategy (NRSS) aimed to save more than 6,000 lives by 2030 that would otherwise be lost due to road crashes, he said, adding that if there were no new action, fatalities would increase by 150 percent.

Mr. Akhtar said issues such as under reporting and standardization of road crash data in the country had been observed, adding that road crash data in Pakistan was recorded by police departments in all provinces and cities. But this data is primarily maintained manually by police departments, making further processing and presentation difficult and time-consuming.

He said that the NTRC had developed a Crash Data/Road Safety Observatory manual in 2020 and taken the initiative to develop a National Road Crash Reporting System.

Mr. Akhtar also said the National Road Safety Audit Policy had been approved by the National Highway Authority (NHA) Executive Board and disseminated as a technical guideline in all provinces.

The NHA has also initiated the Pakistan Road Assessment Program (Pakistan RAP) for the star-rating of the national network.

A significant difficulty in addressing challenges of road safety in Pakistan is the outdated regulatory context, Mr. Akhtar said, while explaining the proposed Road Safety Bill 2022.

The Road Safety Bill, 2022 envisions providing a framework for safer, faster, cost-effective and inclusive movement of passengers and freight in Pakistan, thus enabling the National Road Safety strategy 2018 – 2030 to save more than 6,000 lives by 2030.

Mr. Akhtar sought urgent recognition of the road safety, calling for strong government leadership and commitment.

A MEGACITY IN CRISIS KARACHI

Mr. Ahmed Chinoy
Former Chairman, Citizens Police Liaison Committee (CPLC)
Director Karachi Stock Exchange



Mr. Chinoy focused on the situation in Karachi, pointing out the city had an estimated population of 25 million people squeezed into 4,000 square kilometers area. In his candid statement, Mr. Chinoy said the city contributed 67 percent revenue to the national exchequer, yet facilities in the city were abysmal.

He said the city had the lowest traffic budget and lowest expenditure on infrastructure, pointing out that there were only 4,000 traffic police officers catering to the needs of the mega city around the clock.

Highlighting the severity of the situation, Mr. Chinoy said the city had the highest fatality rate, attributable to road traffic crashes, in the country. He pointed out that there were no checks on speed limits within the city, where cars and buses jostle for space on the roads. The city, he added, had 2.4 million car users and several million motorcycle and rickshaw users.

Given that Karachi is also the gateway to international trade worth billions of dollars, there is continuous movement of container trucks moving from the port, through the city and to the highways.

Mr. Chinoy was sharply critical of the situation in Karachi, saying convictions for traffic violations were rare, "fines" are pocketed, and there was no rule of law and no fear of the law. "You can get away with anything in Karachi," he said.

He called on Parliamentarians to take notice of the situation and focus on road safety in Karachi, calling for change in attitudes, modern policing techniques, recruitment of trained police and first responders and installation of more CCTV cameras.

ROAD SAFETY CONFERENCE FOR PARLIAMENTARIANS BREAKOUT SESSIONS AND RECOMMENDATIONS

The two-day Road Safety Conference for Parliamentarians focused on saving lives needlessly lost in road traffic crashes and the Five Pillars of the UN Global Plan for Road Safety. Announced as the Decade of Action in 2011, the plan has now entered its second decade.

After two days of discussions and deliberations, parliamentarians from around the world and experts were divided into three breakout sessions to share their experiences and devise a set of recommendations.

GROUP 1

ROAD SAFETY MANAGEMENT, SAFER ROADS AND PUBLIC MOBILITY

PILLAR 1 AND PILLAR 2

With a substantial youth bulge in Pakistan, the need for public mobility and connectivity is growing exponentially. People need to get to work, attend educational institutions, go out for shopping and entertainment. To ensure safer roads and proper traffic management, Group 1 took up Pillar 1 and Pillar 2 of the UN action plan, focusing on gaps that need to be plugged and anticipating the needs of road users.

KEY RECOMMENDATIONS

- Create a single national authority which would be responsible for all decisions pertaining to road safety and taking relevant action.
- Establish a central licensing authority to ensure uniform driving skills and training throughout the country.
- Ensure availability of adequate car parking.
- Promote public transportation, which would reduce traffic congestion and lead to fewer traffic crashes. This would also reduce the impact on the environment.
- Implement all common goals and efforts through specific and targeted strategies.
- Raise awareness and ensure implementation of laws in rural areas, preferably through local bodies. It was pointed out that there is virtually no concept of license regulation in rural areas.
- Include road safety in academic curricula, especially in schools. Hold exhibitions and other events for awareness and education of the youth.
- Encourage and incentivize non-motorized means of transport, focusing on walkways, cycling paths, along with green belts, amongst others.
- Promulgate legislation to eliminate loopholes in existing laws on safety belt requirements.
- Create a special force or unit within the traffic police to focus on the transport and movement of children.
- Ensure implementation of fines and punishments.
- Balochistan requires special focus on improving the existing road infrastructure, especially because almost all its roads are single-lane and need to be upgraded to double roads immediately.
- Implementation of laws is extremely important, as without implementation, legislation would never be fruitful.
- Transparency and honesty on part of governments and all other stakeholders is an essential prerequisite with regard to taking concrete steps towards road safety.
- Prioritize conviction of persons at fault in road crashes to create deterrence and curb the economic impact of reckless driving.
- Strengthening of institutes in Pakistan is essential to lower the levels of lawlessness, especially related to road safety.

GROUP 2

SAFE VEHICLES

PILLAR 3

Industry experts and parliamentarians held discussions on Pillar 3 of the UN Action Plan of Road Safety. They examined the existing situation, especially in developing countries and developed a series of recommendations espousing the best technology available in the industry of vehicle production, including cars and motorcycles.

It was observed that no car safety rating system existed in Pakistan. Internationally, cars are put through a series of tests, including head-on collision, side collision, stationary collision, etc. to determine their safety rating, which in turn determines the chances of survival of the passengers.

A large number of aged vehicles ply on roads in Pakistan, without formal annual fitness tests. Participants were asked to deliberate on ways and means to regulate the fitness of aged vehicles. The lack of safety standards for passengers on motorcycles and rickshaws and safety standards for helmets was also discussed.

The lack of fuel testing in Pakistan was also raised, with legislators stating that minimal investment was required by petroleum and oil companies to test fuel quality.

KEY RECOMMENDATIONS

- Mandatory compliance of latest vehicle safety standards by local assemblers and manufacturers. Including imported vehicles.
- Mandatory inspection of all public and private transport vehicles aged three years or older.
- Vehicle modification policy to curb illegal modifications, such as trucks modified to take extra weight damaging our roads, locally developed buses by cottage industry having design structural issues for passenger safety including those of three wheelers taxis based on 100cc motorcycles ignorant of vehicle safety. In addition mandatory policy on restricting cars being converted to race on normals roads.
- Restrictions High intensity lights, high intensity discharge (HID) bulbs and pressure horns.
- Policy on maintaining ongoing safety features through latest technologies for all transport on roads and not deploy additional taxes restricting the assemblers of not installing such desirable features, such as lane departure warning, driver fatigue warning, and pedestrian detection warning.
- Ensure aid of standard safety features on vehicles of minimum six airbags (SRS), seatbelt for all passenger seats, including buses and trucks supported by Anti-lock Braking System (ABS).
- Ensure fix points in vehicles for Internationally Standardized Child Car Seat Fitting System (ISOFIX), Electronic Stability Control (ESC) in vehicles to ensure traction and stability control.
- Ensure use of good quality helmet (DOT standards) bringing safety for Power Two Wheelers (PTW)
- Ensure ABS in new motorcycles.
- Develop training programs for regulators and engineering boards in better understanding of vehicle safety standards and the benefits to the State, city administrations.

GROUP 3

SAFER ROAD USERS AND POST CRASH RESPONSE

PILLAR 4 AND PILLAR 5

Pillar 4 addresses the need for inculcating awareness amongst road users and implementing safety regulations to reduce traffic crashes. In the unfortunate case of a road crash, Pillar 5 addresses the impact of a road crash and the role of first responders. Parliamentarians and experts examined the prevailing situation globally and focused on Pakistan in specific. Parliamentarians from Spain shared the good practices in place in their country. The Punjab Rescue 1122 service was cited as a good example of emergency services in Pakistan. Participants also discussed the need to integrate driving licenses with national identity cards, with inbuilt chips to check speeding.

KEY RECOMMENDATIONS

- Public awareness days, regarding road safety, should be conducted in schools, colleges and universities.
- Road safety education to be incorporated in curricula at all levels. Essays and poster competitions should be held for awareness.
- Driving licensing schools should be established in cities, not only to teach basic driving skills, but also to provide refresher courses to correct illegal actions of drivers.
- Heavy penalties should be imposed on persons driving without a license or driving without a helmet/ car seat belt. It was suggested that a minimum fine of Rs1,000 may be imposed on driving without a helmet and not using seat belts and suspension of license for repeat offenders.
- Medical check-up to be made mandatory, not only on first time issuance of driver's license, but also on renewal of license.
- Road signs to be installed in local languages, as well as in English and Urdu.
- Use of helmets should be mandatory for all persons riding bicycles or motorcycles, including passengers.
- At the time of purchase, motorcycle manufacturers may be bound to sell standardized helmet to purchasers and price added to total bill.
- Strict enforcement and rule of law must be observed. In Spain there is a reward point system to encourage good and responsible driving.
- Construction of pedestrian bridges for crossing busy roads safely.
- Vehicle Inspection and Certification System (VICS) must be required for all vehicles and specifically on public transport vehicles. It was noted that the system is already in place in Punjab.
- Lanes to be designated for heavy, moderate and light weight vehicles.
- Lanes designated only for overtaking.
- Fines to be imposed for lane violations in cities.
- Red light violation/speed violation to be discouraged through fines.
- Effective monitoring through surveillance cameras in all cities and heavy fines on red light violation and speeding increased to Rs 2,000.
- Substance and drug abuse to be curbed by heavy fines and penalties and by limiting driving hours,

especially for heavy vehicle drivers.

- Warnings for repeat offenders and cancellation of license on fifth violation.
- Formulation of point system for licenses with a total of 12 points.
- E-Ticketing system to be implemented to prevent negligence.
- Speed violation fines should be graded, with heavier fines on intercity roads and highways.
- In cases of tour buses or intercity transport services, cancellation of the travel agency license and imposition of heavy fines on travel agency owners was recommended.
- Annual refresher courses for heavy vehicle drivers and bi-annual medical fitness check-up to be made a requirement. It was noted that in Spain, there is extensive and random checking to ensure the effective monitoring of public transport drivers.

A separate set of recommendations were made for post-crash response.

- Establish an effective regional transport authority.
- Promulgate laws to curb misuse of emergency number.
- Set up fully staffed trauma centres on highways and motorways.
- Establish a coordination system between different departments for effective post-crash response and emergency services.
- Continued training for first responders, including paramedics and police personnel.
- Bystanders law must be set in place to ensure members of the public behave responsibly at the scene of a road crash.

DECADE OF ACTION FOR **ROAD SAFETY**



2021 - 2030

PLENARY SESSION



SENATOR MUSHAHID HUSSAIN SAYED SENATE OF PAKISTAN



Addressing the plenary session, Senator Mushahid Hussain Sayed stated that the issue of road safety was a very important, given that statistics indicated traffic crashes were a major cause of death around the world. An estimated 3,000 lives are lost daily around the world, with 80-90 persons killed or injured daily in Pakistan, he added. Road safety, he said, was linked to the lives of people driving or using the road infrastructure.

Most traffic crashes take place in developing countries, he said, adding that there was a clear correlation between income levels and accidents. In Pakistan, he said most incidents were linked to pedestrians and people riding two-wheelers.

With over 20 million vehicles traversing the roads, he said the threat was acute. Delving into the past, Senator Mushahid said road safety evolved in 1912, in the US, with the introduction of red and green traffic lights, with orange coming much later.

Today, he said, there were universal strategies to ensure road safety, summarizing them as the three Ts: Traffic police, traffic lights and technology and trained drivers.

Elaborating he explained that efficient traffic police was needed to enforce the law, ensure discipline and maintain the structure of how vehicles ply on the roads.

Traffic lights and technology were instrumental in regulating traffic, he said, adding that smart traffic lights based on artificial intelligence would soon be available.

The third element he stressed was trained drivers, stating that lack of adequate training and testing was a significant factor in road crashes.

He cited laxity of rules, laxity of enforcement, inability to train professional drivers, driving under hazardous conditions and over-speeding as serious problems.

He stressed the need for a Save Lives Initiative, calling for establishing and maintaining universal standards for drivers, vehicles, policing and first responders.

He concluded by saying that post-crash training should be a key focus, saying that a huge number of deaths occur, which were otherwise preventable.



MINISTER OF FINANCE ISHAQ DAR



Pakistan's Minister of Finance, Senator Ishaq Dar said the feedback from the conference would have great value for parliamentarians in Pakistan, as they legislate effectively for road safety, adding that the national action plan for road safety would get a new perspective and dimension.

Road traffic crashes are one of the major causes of loss of precious lives and also result in serious injuries, he said, adding that it worried him tremendously that young people globally comprised the largest number of the fatalities. He pointed out that the pressure on road infrastructure was increasing day by day because other means of transport are relatively inefficient, explaining that effective road safety measures were essential for socio-economic development.

Pakistan's current road infrastructure comprises over 570,000 kms, which includes the Expressway 428 kms, Highways 32,097, Local Roads 373,525, Metro Roads 146, Motorways 2,816 and Primary and Secondary Roads 92,153 kms respectively, he said.

The Pakistan government has also included 50 projects in the National Highways Authority portfolio in the current development program for the fiscal year 2023, with a total allocation of Rs. 118.4 billion to provide a safe, modern and efficient transportation system in the country, he added.

Till 2022, the total vehicles on the roads were estimated to be around 34 million, which is increasing rapidly, as the middle class has been growing in the country over the last few years, he said.

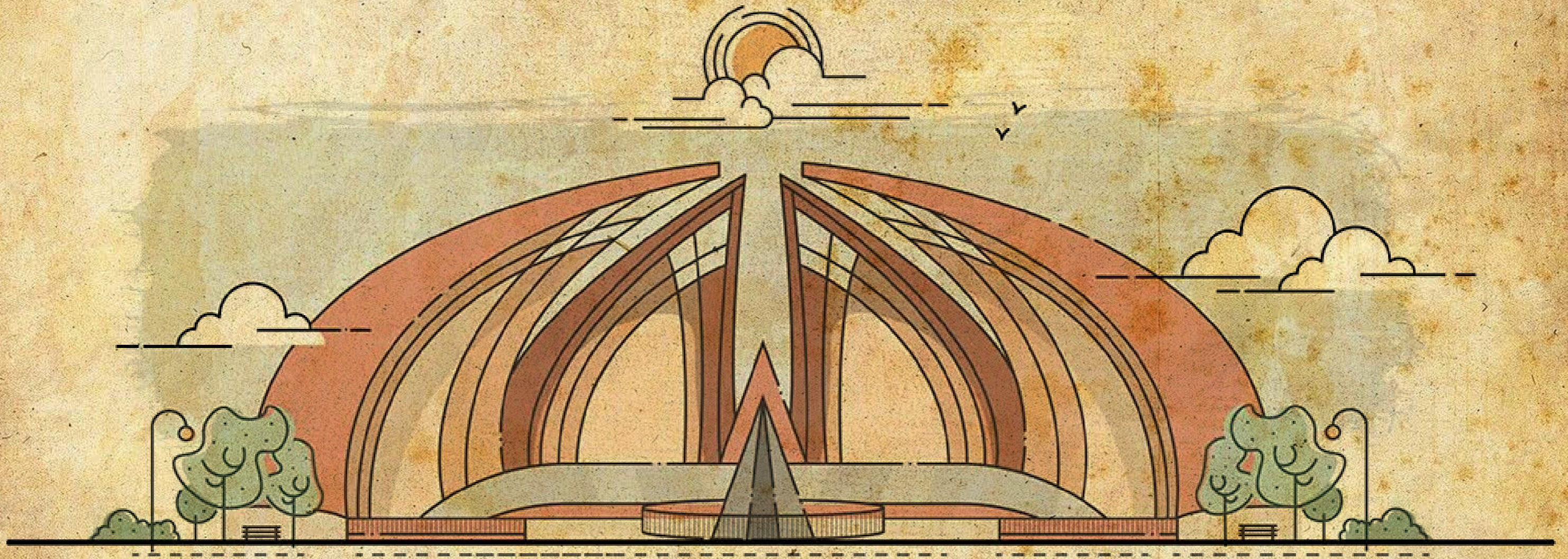
He said his government initiated the motorway project between Lahore and Islamabad, adding that almost the entire country was now covered by motorways, with further expansion under the China Pakistan Economic Corridor (CPEC) with its infrastructure development.

He stressed that it was the duty of parliamentarians to find necessary solutions to improve road safety, calling for swift action at the local and global level.

"To deliver, we first need to embrace change. We cannot continue doing the same things and expect different results. We must introduce road safety measures with a goal to reduce road fatalities and serious injuries by 50 percent by the year 2030. That's the target which has been established by the United Nations Global Action Plan on road safety," he said.

Senator Dar also pointed out that implementation of traffic laws and rules needed to be strictly ensured, adding that lack of implementation, or weak enforcement, also causes damage in almost every field of life in any country.

The loss of precious lives and the financial burden caused by road traffic crashes, are a tragedy that affects families and communities across the globe. "As parliamentarians, we all have a responsibility to work together to make our roads safer for all the citizens of our respective countries," he concluded.



ISLAMABAD DECLARATION

A SAFER FUTURE TOGETHER
ACTION FOR ROAD SAFETY

IPC ISLAMABAD DECLARATION

A Safer Future Together – Action for Road Safety

Parliamentarians from around the world congregated in Islamabad on February 8-9, 2023 for a road safety conference, designed to develop Capacity Building for an Effective Legislative Framework on Road Safety.

At the conclusion of the two-day conference, the participants prepared and endorsed the Islamabad Declaration as follows.

We, the Parliamentarians, assembled at Islamabad on the 8th and 9th of February, 2023 for the First Road Safety Conference for Parliamentarians;

Recall the General Assembly resolutions on improving global road safety;

Acknowledge the importance of the United Nations first Decade of Action on Road Safety, and its five pillars and their outcome documents;

Reaffirm the decision by the General Assembly to invite the World Health Organization (WHO), working in close cooperation with the United Nations regional commissions to act as a coordinator on Road Safety within the United Nations system and recognize the proclamation of the First Decade of Action for Road Safety (2011-2020) and the Second Decade of Action for Road Safety (2021-2030);

Recall Resolution 57.10 of 22 May 2004, adopted by the World Health Assembly in which it accepted the invitation of the General Assembly; and also recall the appointment of a Special Envoy for Road Safety to the Secretary-General and the establishment of the UN Road Safety Fund;

Recognize UNECE (United Nations Economic Commission for Europe) as the custodian of the United Nations road safety legal instruments applicable worldwide, such as the Convention on Road Traffic, the Convention on Road Signs and Signals, and the 1958, 1997 and 1998 Vehicle Regulations Agreements;

Raise awareness about the United Nations road safety legal instruments; share established road safety good practices;

Recognize that road safety is not only a public health problem, but also a social issue, particularly in low and middle-income countries;

Reaffirm the right of all humans, without distinction of any kind, to the enjoyment of the highest attainable standard of physical and mental health; that road safety is both an enabler and a part of our common goal for the achievement of sustainable development, having cross-cutting implications requiring collaborative actions;

Generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors to promote road safety.

Stress the importance of strengthening international cooperation in raising awareness and addressing road safety issues;

Acknowledge the global level of ambition necessitates considering the specific situation of each country with its varying needs, different national realities, capacities, policies and priorities, and encourage the strengthening of efforts, through sharing of best practices and effective implementation mechanisms and the provision of relevant technical assistance to support and promote the accelerated achievement of all road safety related Sustainable Development Goals;

Work towards sustained political commitments on making Road Safety a priority;

Resolve to undertake the following:

1. Ensure implementation of the Global Plan for the Decade of Action for Road Safety 2021-2030. Implement policies for achievable targets and actionable plans to lower road traffic related deaths, ideally working towards the 50 percent reduction by 2030. Set national targets to reduce casualty and serious injuries for all road users with special attention given to the safety needs of those road users who are the most vulnerable to road-related crashes, including pedestrians, cyclists, motorcyclists and users of public transport, taking into account national circumstances, policies and strategies.
2. Develop functional classifications and desired safety performance standards for each road user group based on the geographic land-use and road corridor level.
3. Review and update legislation and local design standards that consider road function and the needs of all road users, and for specific zones.
4. Specify a technical standard and star-rating target for all designs linked to each road user, and the desired safety performance standard at that location.
5. Undertake road safety audits on all sections of new roads (pre-feasibility through to detailed design) and complete assessments using independent and accredited experts to ensure a minimum standard of three stars or better for all road users.
6. Require high-quality harmonized safety standards for new and used motor vehicles, safety belts, child-restraint systems and motorcycle helmets, including:
 - Standard front and side impact protection to ensure that occupants are protected in a front and side-impact crash;
 - Safety belts and safety belt anchorage for all seats to ensure that safety belts are fitted in vehicles when they are manufactured and assembled;
 - ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse;
 - Electronic stability control to prevent skidding and loss of control in cases of over steering or understeering;
 - Advanced emergency braking to reduce collisions;
 - Pedestrian protection standards to reduce the severity of impact with a motor vehicle;
 - Motorcycle helmets certified according to international harmonized standards;
 - Anti-lock braking system and daytime running lights for motorcycles;
7. Mandate certification and registration systems for new and used vehicles based on established safety requirements, combined with routine inspections;
8. Set limits for maximum driving time and minimum rest periods for professional drivers. Make liability insurance mandatory for operators of motorized vehicles.
9. Build capacity of pre-hospital, hospital and rehabilitation care/services, and establish a basic package of emergency care services for each level of the health system.
10. Establish appropriate financing mechanisms such as road-user insurance schemes (e.g., mandatory third-party liability).
11. Establish a dedicated enforcement agency, and provide training and ensure adequate equipment for enforcement activities.



ROAD SAFETY CONFERENCE FOR PARLIAMENTARIANS
A GLOBAL PERSPECTIVE
PAKISTAN 2023

BREAKOUT SESSION
SAFE VEHICLES

ROAD SAFETY CONFERENCE FOR PARLIAMENTARIANS
A GLOBAL PERSPECTIVE
PAKISTAN 2023
FEBRUARY 8-9 2023

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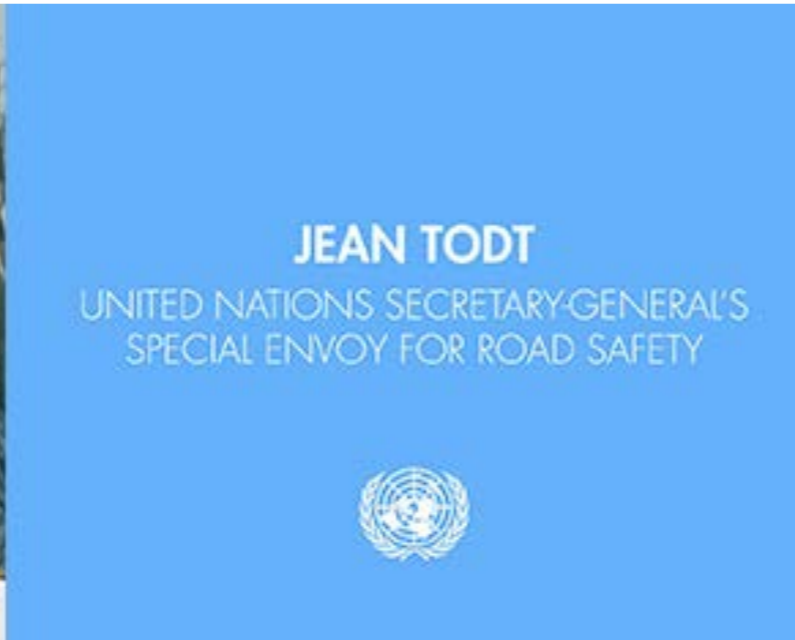
DAY ONE

EVENT GALLERY











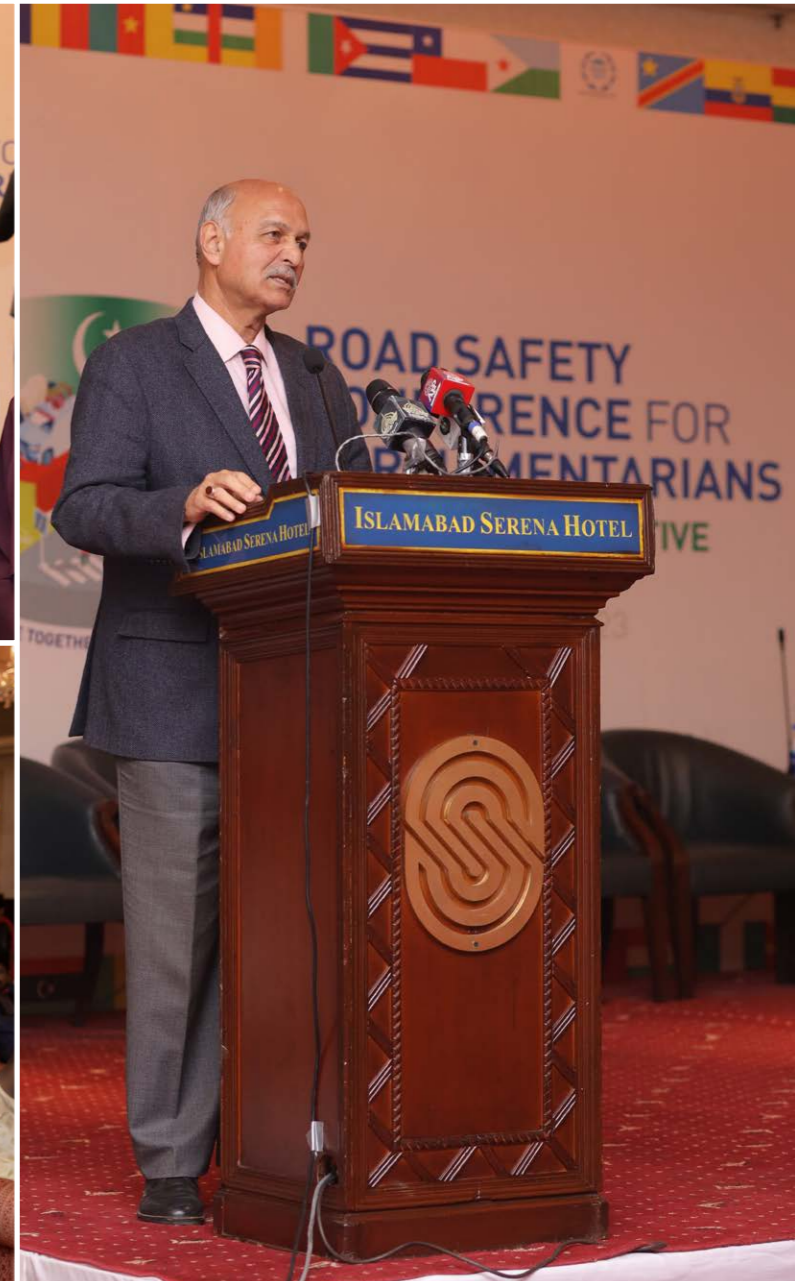




DAY TWO

EVENT GALLERY













GOLDEN RULES I WANT TO BE SAFE I PROMISE TO:

BELT UP

all passengers are my responsibility

RESPECT THE HIGHWAY CODE

rules are there to protect us all

OBEY THE SPEED LIMIT

my car is made of metal, pedestrians and children are not

CHECK MY TYRES

both for wear and for correct inflation, including the spare

DRIVE SOBER

when I am drunk or on drugs, I am a danger on the road

PROTECT MY CHILDREN

keep them safe in car seats

PAY ATTENTION

calling and texting make me dangerous

STOP WHEN I'M TIRED

getting there late is better than not at all

WEAR A HELMET

motorbikes and bicycles don't protect my head

BE COURTEOUS AND CONSIDERATE

respect other drivers

The FIA supports the UN Decade of Action for Road Safety



سنہری اصول میں محفوظ رہنا چاہوں گا

میں وعدہ کرتا ہوں کہ میں:

سیٹ بیلٹ باندھوں گا

سارے مسافروں کی حفاظت میری ذمہ داری ہے

ہائی وے کوڈ کا احترام کروں گا

قوانین ہم سب کی حفاظت کیلئے بنائے گئے ہیں

حد رفتار کی پابندی کروں گا

میری گاڑی فولاد کی بنی ہے عام لوگ اور بچے نہیں

گاڑی کے ٹائر معائنہ کروں گا

ٹائر کی ہوا کا درست پریشر اور ٹائر کا گھسنا، اس سمیت سپر ٹائر کا معائنہ ضروری ہے

سنجیدگی سے ہوش حواس میں گاڑی چلاؤں گا

جب میں نشے میں ہوں یا ادویات کے زیر اثر ہوں، میں سڑک پر خطرناک ثابت ہو سکتا ہوں

اپنے بچوں کی حفاظت کروں گا

انہیں گاڑی کی نشست پر محفوظ رکھوں گا

حاضر دماغ رہوں گا

گاڑی چلاتے ہوئے فون کرنا اور ٹیکسٹ کرنا مجھے خطرناک بنا دیتے ہیں

تھکاوٹ کی صورت میں میں گاڑی روک دوں گا

بالکل نہ بچنے سے بہتر ہے کہ دیر ہو جائے

حفاظتی ہیلیمٹ پہنوں گا

موٹر سائیکلیں اور سائیکلیں میرے سر کی حفاظت نہیں کرتے

خوش اخلاقی اور لحاظ سے پیش آؤں گا

دوسرے ڈرائیوروں کا خیال رکھیں

اقوام متحدہ کے ڈیکریٹ آف ایکشن فار روڈ سیفٹی کو ایف آئی اے سپورٹ کرتا ہے۔





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