

LA PRÉVENTION
ROUTIÈRE
INTERNATIONALE
ANNUAL REPORT
2009





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1. FOREWORD



The first traffic fatality occurred in 1896. Now, 113 years later we know that more than 30 million people have been killed in a road crash since then. Worldwide there are 1.3 million road deaths every year and more than 50 million people are seriously injured. That is 3500 deaths on a daily basis and 150 road deaths an hour. Every minute 3 people get killed in road traffic!

More than 380.000 road deaths victims are aged under 25. For young people road crashes are a leading cause of premature death and disability.

More than 85% of the 1.3 million tragic deaths that occur on the roads every year happen in low and middle income countries, while these countries have only 48% of all vehicles on this planet.

Road danger is not just a matter of statistics. Above all, it causes a great deal of suffering. Families and marriages are becoming utterly disrupted. Road danger has a big impact on the quality of our lives. Road safety is a public health problem.

The conclusion is clear. We need to bring a stop to these developments. Can we do it? Yes we can! We can do it if we work together and join forces at global, regional and national level. International collaboration is a focal point of PRI and its members.

In the year 2009 at least three main events took place. PRI celebrated its 50th anniversary. On this occasion PRI organized in close co-operation with the Dutch Traffic Safety Association (Veilig Verkeer Neder-

land) its 11th World Congress in June in Rotterdam – The Netherlands. Main theme of the congress was: “Young people and innovative road safety solutions”.

The campaign: “Decade of Action for Road Safety” was launched by the Commission for Global Road Safety, chaired by Lord Robertson of Port Ellen. People and organizations were invited to sign a petition and support the campaigns. PRI is one of the signatories.

The third very important initiative was the 1st Global Ministerial Conference on Road Safety, which was held in November in Moscow – The Russian Federation. This conference was important, because world leaders expressed their political commitment.

I hope the reading of this annual report will lead to new energy and inspiration for making roads and societies safer.

Joop Goos, President
La Prévention Routière Internationale (PRI)

2.PROFILE

La Prévention Routière Internationale (PRI) is an international non-profit and non-governmental organization with more than 55 members in over 45 countries. PRI has a consultative status at the Economic and Social Council of the United Nations and the International Transport Forum (former European Conference of Ministers of Transport (ECMT)). It closely co-operates with other international organizations. So far the PRI is closely involved with governmental and non-governmental organizations. The PRI is mainly concerned with promoting road traffic safety at the international level and to encourage efficient action towards road traffic accident prevention. We aim to realize our objectives by sharing knowledge with our collaborators at international level. We are doing this by means of PRI Road Safety Forum, PRI- News, website (www.lapri.info), courses, traineeships and by participating in the road safety conferences and congresses. PRI takes a proactive stand and exerts influence on decision-makers to encourage them to take active steps in the improvement of road safety. PRI's core business is education, campaigns, communication and advocacy. Since the organization has been established in 1959, over forty countries from all over the world have joined the PRI. This great amount of attention has guided us to accomplish several projects successfully, which have helped to increase road safety worldwide. In long term we expect to attract more countries to join the PRI,

to sketch the road safety problems more accurately, in order to contribute to road safety and to decrease accident rates on the road.

The PRI has subdivided its activities into several regions. This is of great importance, because each individual region has its own difficulty which requires a different method to solve the road safety issues. The Western European countries are mainly concerned with alcohol prevention and speeding. In contrast, the developing (low income and middle income) countries face most road safety difficulties due to lack of knowledge and legislation which regulate the traffic.

AIMS

- To promote road traffic safety at an international level
- To encourage efficient action to improve road traffic accident prevention

MEANS

- Giving advice and assistance to national bodies;
- Promoting co-operation of national and international bodies, of all individuals, artificial persons, research centres and firms interested directly or indirectly in the promotion and improvement of road traffic and its safety;
- Creating an awareness of the consequences of traffic accidents throughout the world;
- Supporting as much as possible research into all matters relating to traffic safety and more generally assist in the

improvement of medical, pedagogic, economic, technical and scientific knowledge relating to such matters;

- Collecting and disseminating relevant documentation and publications, in order to promote best practices in terms of research, road safety policies and implementation;
- Organizing and promoting joint traffic safety actions, congresses, seminars, round table conferences, exhibitions, competitions and international events aimed at increasing fitness for road traffic and at developing interest in traffic safety problems among all age-groups and among all road-user categories;
- Promoting the training of specialists and the exchange of experience in the field of traffic safety.

FUTURE STRATEGIES AND OBJECTIVES

One could conduct a research per region in order to map the challenges which a particular region is dealing with. Once the challenges are evident, one can arrange to design campaigns to create awareness in a particular region in order to decrease the road accident rates.

In the PRI strategy four key issues are important:

- Vision Zero/ Zero Tolerance
- Shared responsibility
- Sustainability/ Integral approach
- International co-operation

FOCAL POINTS

- Improving conditions for vulnerable road-users
- Road safety of young people
- Supporting developing/transition countries
- Raising political and social awareness

3. ANNIVERSARY OF 50 YEAR PRI: 11TH WORLD CONGRESS ON ROAD SAFETY OF YOUNG PEOPLE. ROTTERDAM – THE NETHERLANDS



In coherence of the 2009 yearly PRI meetings, this World Congress was held from 24 till 26 June 2009 in Rotterdam – The Netherlands. The congress was organized in close cooperation with the Dutch Traffic Safety Association – Veilig Verkeer Nederland (VVN). The congress took place on the occasion of the celebration of the 50th anniversary of PRI.



More than 250 participants from over 50 countries were attending the congress. The participants were welcomed on behalf of the Mayor of the City of Rotterdam, in 2009 European Cultural Capital, by the alderman for Mobility and Traffic, Mr. Hans Vervat. Furthermore there were words of welcome from the Dutch Minister of Transport. Mr. Camiel Eurlings and the President of the Dutch Traffic Safety Association VVN, Mrs. Karla Peijs. About 40 high-level speakers inspired the participants with their knowledge and know how and provoke lively discussions. At the end of each day's programme a group of young musicians played some songs from their repertoire. Main theme of the congress was: "Young People and Innovative Road Safety Solutions"



Worldwide, more than 383.000 young persons in the age group up to 25 years die in road crashes each year. That means more than 44 traffic deaths each hour! In high income countries as well as in low and middle income countries, the young are over-represented in traffic collision statistics. Traffic crashes are the number 1 killer for young people. We have to stop this worldwide pandemic of catastrophe!



'What are the problems'; 'who are involved'; 'what are the causes'; 'what can we do about it'; 'what should be done more and what should be done differently'; 'what can young people do themselves to reduce the risk in traffic?': these are questions that will be discussed during the congress. By sharing knowledge, by exchanging experiences, by making recommendations and by raising awareness of politicians, policy makers and the media, we call for action to decrease the immense suffering and the number of traffic victims so our planet will become a better and safer place to live.

Road safety has an important impact on the quality of life of every person in the world!

Besides the plenary programme of the congress two workshops were held.

The first one was the VAMOS workshop organized by the VAMOS project team.

And the second one was a workshop of and for Young People. This workshop was organized by the City of Rotterdam and the Dutch Youth Road Safety Organisation TEAMALERT.

During the congress PRI President, Mr. Joop Goos, signed the petition of "The Decade of Action for Road Safety 2010 – 2020". He appeals to the participants to do the same.

One of the tangible results of the world congress was the production of a set of recommendations. The recommendations were aimed at the world leaders present at the 1st Global Ministerial Conference on Road Safety, held on 19 and 20

November 2009 in Moscow – Russia.

Leading thought behind the recommendations was "Give young people the responsibility, the trust and a voice to create a worldwide community and movement to stop the number of road crash victims amongst young people. Road deaths are the number 1 killer globally".

24 RECOMMENDATIONS:

- Formulate specific RS targets for young people (-50% road victims by 2020).
- Create legislation to ensure measures and realize adequate financial support.
- Develop data collection and carry out (focussed) research.
- Join forces between youth organisations and RS organisations (civil society) on all levels to create a road safety movement.
- Organise a World Youth Forum under the umbrella of the United Nations in 2010. Tunisia has put forward its candidature to organise the WYF on 26 and 27 February 2010.
- Make a segmentation in the target group of young people to get focus and with the purpose of defining an adequate campaign strategy and proper media channels.
- Stimulate national pilots combining young people with experienced people to create road safety campaigns. In the Netherlands the city of Rotterdam would like to serve as a testing ground.
- Reward good behaviour instead of punishment of bad behaviour; do not appeal to fear.

- Use the knowledge of gender differences
- Give young people responsibility and trust.

- Get young people involved and make use of their opinions.
- Give young people a voice in strategies and programmes.

- Involve young people as ambassadors for road safety.

- Use peer to peer communication as effective tool (Hyves, Facebook).

- Support the idea of developing RS communities.

- Reach young people through their own lifestyle (serious gaming, music, twitter, sms, iPhone applications).

- Well-known people and celebrities can fulfil positive role models.

- Develop a Safe System Approach focussed at young people.

- Create synergy between legislation, enforcement, infrastructure, education, campaigning and post crash measures.

- Develop an integrated approach (international, regional, national and local actions).

- Use national armed forces as an effective channel to reach youth.

- Accompanied driving is a safe way to get experience in traffic.

- Exchange knowledge, experiences, best practices and worse cases.

- Improve effectiveness by carrying out measurements and evaluation.



4. INTERNATIONAL ROAD SAFETY EVENTS IN THE REPUBLIC OF SERBIA



In coherence with the PRI General Meeting an International Road Safety Forum on Safety of Pedestrians and Motorcyclists and a Workshop on Drinking and Driving were organized in Belgrade – Republic of Serbia on 6 and 7 June 2008. PRI member, the Traffic Police Department of the Ministry of Interior, was the organizer of the events.



In the RS Forum children and elderly people in particular were focal groups. A Pan-European project recommended that road traffic rules for drivers and pedestrians on pedestrian crossings should be harmonized across Europe.

National and regional authorities should be stimulated to establish relevant guidelines and tools for road designers aiming to secure and build safe pedestrian crossings. In the “Alcohol Workshop” presentations were held on the EU project DRUID, the BOB campaign and the GRSP manual on Drinking and Driving.

From 12 till 14 November 2008 the Serbian Traffic Police Department organized in Vrnjacka Banja the annual International Symposium on Police Affairs related to Road Safety. About 200 representatives of police forces from all over the Balkan Region and international speakers were attending the symposium.



5. INTERNATIONAL ROUND TABLE ON ‘DRIVERS’ TRAINING SYSTEM. INTERNATIONAL AND DOMESTIC EXPERIENCE’. KIEV – UKRAINE



On 26 September 2008 the Ukrainian Road Safety Association URSA organized an International Round Table. Participants were national and international experts, legislative and executive domestic authorities, law enforcement bodies, public organizations and business entities. The PRI president was one of the invited speakers. Recommendations were done to increase the quality of driver training, licensing procedures and of driving behaviour, especially of young people. An informational road safety portal and periodical seminars should be established. The International Round Table was part of a comprehensive strategy and plan.



6. INTERNATIONAL SYMPOSIUM ON 'MANAGEMENT SYSTEMS OF TRAFFIC SAFETY'. ABU DHABI – UNITED ARAB EMIRATES



This International Symposium held from 9 till 13 November 2008 and organized by the Emirates Traffic Safety Society ETSS, the Arab Road Safety organization AROSO and La Prévention Routière Internationale (PRI) provided an opportunity to the institutions and organizations related to traffic safety to improve experiences and competencies in the field of traffic safety and to develop plans and strategies to manage efforts for the prevention of road crashes.



In 2006 PRI 10th World Congress took place in Abu Dhabi – United Arab Emirates. One of the recommendations of the Congress was indicating the importance of training and management systems in the field of prevention of road crashes. For this reason the initiative was taken to organize this International Symposium as follow up. In the PRI programme 2008 this symposium is known as “RS Course for the Arab Region”.

The symposium was placed under the High Patronage of Lt. Gen. H.H. Sheikh Saif Ben Zayed Al Nahian, Minister of Interior of the United Arab Emirates.



7. WORLD DAY OF REMEMBRANCE FOR ROAD CRASH VICTIMS



The World Day of Remembrance for Road Crash Victims is observed on the third Sunday in November annually, in accordance with the historic resolution (UNRes60/5), passed by the U.N. General Assembly in 2005.

WHO, FEVR and RoadPeace developed a guide for organizers to plan and to implement events for this day (“A day without Road Crashes”).

“A Day Without Road Crashes – Remember and Respond” is a guide published by ASIRT that recommends specific activities for World Day of Remembrance that target the five key risk factors identified by WHO, including speeding, drink-driving, poor visibility and non-usage of helmets, seat belts and child safety seats. “Faces behind the figures”, is a joint publication of WHO and ASIRT, which includes first-hand accounts of road traffic victims their families and friends, in over twenty countries. This publication can be used as an advocacy tool for World Day of Remembrance.

On the occasion of Remembrance Day PRI launched a press-release. Many PRI members and national victim associations implement actions on this day.

In Romania on Sunday, November 15, 2009, the 9th edition of The World Day of Remembrance took place in front of National Theatre “I L Caragiale” in University Square. Well-known personalities were commemorated and especially the thousands of unknown people who, along the years, were mourned by thousands of families in Romania.

Project “ROAD TEARS” was appreciated as well in the name of the President of the European Commission Manuel Barroso by Enrico Grillo Pasquarelly, General Director for Energy and Transport. The action enjoyed the support of the Romanian Road Traffic Police Department, disseminating together with police officers, stickers, flyers and brochures to passers-by.

8. INTERNATIONAL ROAD SAFETY CONFERENCE ON 'THE ROLE OF CIVIL SOCIETY IN THE PREVENTION OF ROAD ACCIDENTS'. DAMASCUS – SYRIA



A group of specialists, Arab professionals and experts from Western countries in the field of road safety accidents participated at this conference for two days treating the theme of the role of civil society and its contribution to the awareness of traffic accidents. Research had shown that human error continues to be the cause of almost 95% of the collisions. The past has shown that the lack of road safety can be fought effectively. Ambition and the political and societal will to change the situation on the roads are very important factors. Road safety is a shared responsibility. It is not an issue that should be dealt with by government or police. It is also a matter for NGO's, victim associations, business communities and individual citizens. The development from a civil servant approach to a civil society approach is key. The role of civil society in the prevention of road crashes was the leading theme of the Damascus Forum on 17 and 18 December 2008.



9. INTERNATIONAL SYMPOSIUM ON TRAFFIC PLANNING AND MANAGEMENT. KAIROUAN – TUNISIA



Over 50 experts from 20 European and Arab countries have registered their participation in this symposium and presented their experiences in the field of road planning. The symposium was held on 7 and 8 May 2009 in Kairouan – Tunisia and organized by the Tunisian Association for Road Safety (ATPR) and the Tunisian Ministry of Interior in co-operation with the Arab Road Safety Organization (AROSO). Kairouan was Islamic Cultural Capital 2009. The symposium was organized in the framework of Arab Week for Road Safety, 4 – 10 May 2009.

The speakers were presenting the experiences of various Arab and European capitals with traffic planning put at the service of road safety.

Three different classes of towns took part in this symposium. The first one presented European Cities that have an urban View. The second category is composed of the cities of North Africa. And the last category is the cities of the Gulf.

Cities, towns and villages should provide citizens a liveable surrounding. In urban areas is mobility for people more important than mobility for cars. Speed reduction is a necessary condition (speed limit of maximum 30 km/h) for safe mobility of people, especially the vulnerable ones.

10. EUROPEAN UNION COLLABORATION



VAMOS

VAMOS (“Volunteers Always on the Move for rOad Safety”) was a European wide initiative aiming to set up effective instruments and methods for implementation of road safety activities in participating countries, focusing on vulnerable road users.

The six countries (Finland (FIN), Slovakia (SK), Belgium (B), Greece (GR), Slovenia (SLO) and Portugal (P)) differ from each other on very principle points. Though they strive to increase the road safety by getting citizens involved as volunteers in their own country the cultural, political, historical and social circumstances are different and unique for each country. The fact that all these countries decided to co-operate in the VAMOS-project, means that their own national situation is a crucial starting point for successful enterprising the volunteers’ work.

In the first year state of the art of volunteer work in VAMOS countries was made, local areas of the implementation were selected, training modules were elaborated, training of experts and trainers for road safety preventive activities was organized. The second year of the VAMOS project was extremely busy for all participating countries and organizations since everyone was finally able to launch volunteer work, which was then even more extensively carried out in the third year.

In August 2007 the Dutch Traffic Safety Association VVN published the Manual on voluntary work to support the activities in the participating countries. The

Manual includes a description of the voluntary workers’ policy, project organization and action models.

In order to benefit the content of the manual for other countries (France and Arabic countries), a version in the French language was written, which became available in July 2008 and is now available also on the VAMOS website. After a thorough evaluation a final version was elaborated in April 2009.

The national manuals are added to the VAMOS website and to the EU webpage. The European Commission - DG TREN has translated the VAMOS manual into all EU languages.

The next step to realize VAMOS 2 was discussed and the new participating countries Poland, Italy and Estonia announced their engagements. Unfortunately the VAMOS 2 project did not get the EU grant. So the VAMOS project stopped at EU level, but will continue at the national level of the participating countries.

ECRAF

In a joint meeting in March 2009 in Osterholz-Scharmbeck near Bremen – Germany – the European Committee for Road Safety in the Armed forces ECRAF and PRI decided to restart their co-operation. PRI has invited ECRAF as speaker at the PRI World Congress in Rotterdam.

EUROCHARTER

Since 2004 PRI is a signatory of the EU Road Safety Charter. In this way PRI has contributed to the improvement of road

safety conditions. A long-term commitment is needed to realize sustainable results. In April 2009 PRI renewed its signatory. Through the renewal we have the opportunity to continue building the road safety community.

Through our members in the EU member states, we have the possibility to put our ideas into practice at local, regional and national level. Quite some members are signatories of the charter as well.

PROLOGUE

In August 2009 the EU supported project PROLOGUE has started. PRI is involved by means of participation in a group of users. In the project an observation methodology (of human traffic behaviour in practice) will be developed and its application in Europe tested. Naturalistic observation finds its origin in the USA.

EUROSAFE

On the occasion of the 2nd European Conference on Injury Prevention and Safety Promotion, held on October 9th and 10th, 2008 in Paris, a Declaration was issued. Through this Declaration the signatories want to express as NGO’s their commitment to align their actions in promoting health and safety in member states and at European level. PRI is one of the signatories and with this one of the founders of EUROSAFE (European Association for Injury Prevention and Safety Promotion).

In February 2009 the following products were released.

1. Report on ‘How to overcome the barriers to implement recommendations for youth injury prevention: The Case of Road Traffic Injuries.’
2. Implementation of effective injury prevention policies & strategies: A feasibility & customization study. A report based on experts’ opinions.
3. New web tools to calculate the direct medical costs of injury.

In October 2009 Eurosafe issued a Policy Statement on “Alcohol and Injuries”. Through this policy, thirteen European umbrella organizations dedicated to injury prevention and safety promotion, want to contribute to current policy initiatives aiming at preventing and reducing alcohol related harm in order to increase the health and well-being of European citizens. The statement highlights alcohol as the major underlying risk factor for accidents, injuries and violence and identifies alcohol policy actions that will reduce the burden of alcohol related harm. PRI has supported the statement.



11. GLOBAL ROAD SAFETY PARTNERSHIP



The Global Road Safety Partnership (GRSP) celebrated “Ten Years of Contribution” to road safety, marking its 10th year in conjunction with the 150th anniversary of the Red Cross Movement.

The National Road Safety Committee of Vietnam reports that 1,577 fewer people died on the country’s road due to helmet legislation that GRSP played a role in developing.

The Sakhalin Road Safety Partnership reports a decrease in road-crash injuries and deaths as well as an enormous rise in seatbelt wearing to near 83%.

GRSP joins the Make Roads Safe campaign’s call for a “Decade of Action” on road safety, aimed at bringing the level of support for road safety to a higher level.

GRSP brings together governments and governmental agencies, the private sector and civil society to urgently address road safety issues, especially in low and middle income countries.

12. UNITED NATIONS COLLABORATION



UNRSC

PRI is member of the United Nations Road Safety Collaboration (UNRSC) and attended the UNRSC meeting on 3 and 4 June 2009 in Bangkok – Thailand.

The objectives of the meeting were updating on the specific activities by UNRSC collaborators and activities of the working groups, continuing the planning for a decade of action on road safety and discussing the Ministerial Conference in Moscow and other upcoming activities. In the framework of the UNRSC meeting break-out sessions were organised on Development and implementation of the GRSP “how to manuals”, the UNRSC Fleet Safety Project Group (FSPG) and the Infrastructure Working Group.

BRUSSELS DECLARATION

In May 2009 more than 100 representatives of 70 NGO’s from 40 countries came together for the first time in Brussels at a meeting hosted by the World Health Organization (WHO). Using their unique expertise and perspective, participants compiled 33 recommendations to improve road safety. The recommendations are an appeal from national and international NGO’s working for better road safety and rights for road crash victims – to have their proposals included in the Moscow Ministerial Conference’s plan of action to end the road death and injury epidemic.

The Brussels Declaration touches fields as Prevention, Post Crash Measures, Worldwide Learning and Joint Initiatives and Actions.

13. FIRST MAGHREBIAN SEMINAR ON ROAD PREVENTION AND TRAFFIC SAFETY 'THE ROLE OF POLICIES OF PREVENTION FACING ROAD VIOLENCE'. RABAT – MOROCCO



In the framework of activating the decisions of the Ministerial Maghreb Transport Council held in Morocco between 27 and 29 March 2007 in respect of transport on the roads and programme for the prevention of traffic accidents, the kingdom of Morocco hosted the 1st Maghreb Seminar on Road Prevention and Traffic Safety.

The seminar was held on 18 and 19 February 2009 in Rabat – Morocco and was organized by the Moroccan National Committee of Prevention of Traffic Accidents CNPAC in cooperation with the Maghreb Arab Union UMA, the Arab Road Safety Organization AROSO and La Prévention Routière Internationale (PRI.)

The international seminar registered a distinctive and an extensive participation of Arab and foreign Civil Society.



14. GENERAL ASSEMBLY OF THE TUNISIAN ROAD SAFETY ASSOCIATION ATPR. TUNIS – TUNISIA



The National Congress of the Association Tunisienne de la Prévention Routière (ATPR) took place on 17 and 18 July 2009 and was held in Tunis – Tunisia. The National Congress stood under the high patronage of the president of Tunisian Republic, his Excellency Mr. Zine El Abidine Ben Ali.

The NC's slogan was: "Ben Ali, our Choice and Guarantor of our Future".

During this congress the elections took place of the new members of the Executive Committee of ATPR.



15.1ST GLOBAL MINISTERIAL ON ROAD SAFETY. MOSCOW – RUSSIAN FEDERATION



Each year 1.3 million are killed and 50 million people are injured in traffic. This is why it is crucial that society and politics pay more attention to road safety and continues to do so into the future. We are now at the beginning of a highly important decade.

The 1st Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009, declared the next 10 years as the “Decade of Action for Road Safety”. This can be recognized as a very significant political signal.

The Moscow Declaration calls for political leadership, international co-operation, and good data collection and research. It also calls for a proactive road safety policy with explicit targets. Further, it recommends an integrated approach that links the 5Es - Education, Enforcement, Engineering, Emergency and Evaluation. The globalization has made planet’s road our common area. National road safety plans can not deal with the worldwide deadly traffic nor can do regional approaches.

Experts calculated that the death rate will increase twice by 2020, if we do not start right now with taking drastic measures. Road safety is a global problem, which requires a global approach. Together we have the power to resist and fight this problem, according to the Moscow Declaration.

At the 1st Global Ministerial the Youth Declaration of YOURS (Youth for Road Safety), the Brussels Declaration of NGO’s advocating for road victims and

road safety and the recommendations of the 11th PRI World Congress (2009, Rotterdam) were tabled.

The Moscow findings will be elaborated for transforming these in a resolution of the General Assembly of the United Nations, which is scheduled March 2010 in New York – USA.



16. MAIN DECISIONS GENERAL MEETING 26 JUNE 2009. ROTTERDAM – THE NETHERLANDS

GENERAL

- The GM approves the minutes of the General Meeting on 7 June 2008.
- The GM approves the Annual Report 2007-2008.
- The GM approves the signatory of the petition of “The Decade of Action for Road Safety 2010-2020” by the PRI President.
- The GM agrees to bring the recommendations of the 11th PRI World Congress to the attention of the world leaders during the 1st Global Ministerial on Road Safety to be held in Moscow – Russian Federation on 19 and 20 November 2009.

ELECTIONS

- The GM re-elected Mr. Bojan Zlender of the Ministry of Transport of Slovenia for a period of 4 years as chairman of the Road Safety Forum and as coordinator of the Special Committee on Transfer of Knowledge.
- The members of Regional Group of Mediterranean Countries re-elected Mrs. Susana Estevez Gomez of the Ministry of Interior of Spain for a period of 4 years as chairwoman of the Regional Group of Mediterranean Countries.
- Mr. Abdelouaheb Biskri of the Direction Générale de la Sûreté Nationale of Algeria is willing to accept the function of auditor for the period of 1 (trial) year. The GM agrees this period.

PRESENTATIONS

- Mr. Leif Ellevset, secretary of ECRAF (European Committee on Road Safety

in the Armed Forces) had a presentation on road safety activities in developing countries and on the PRI-ECRAF co-operation.

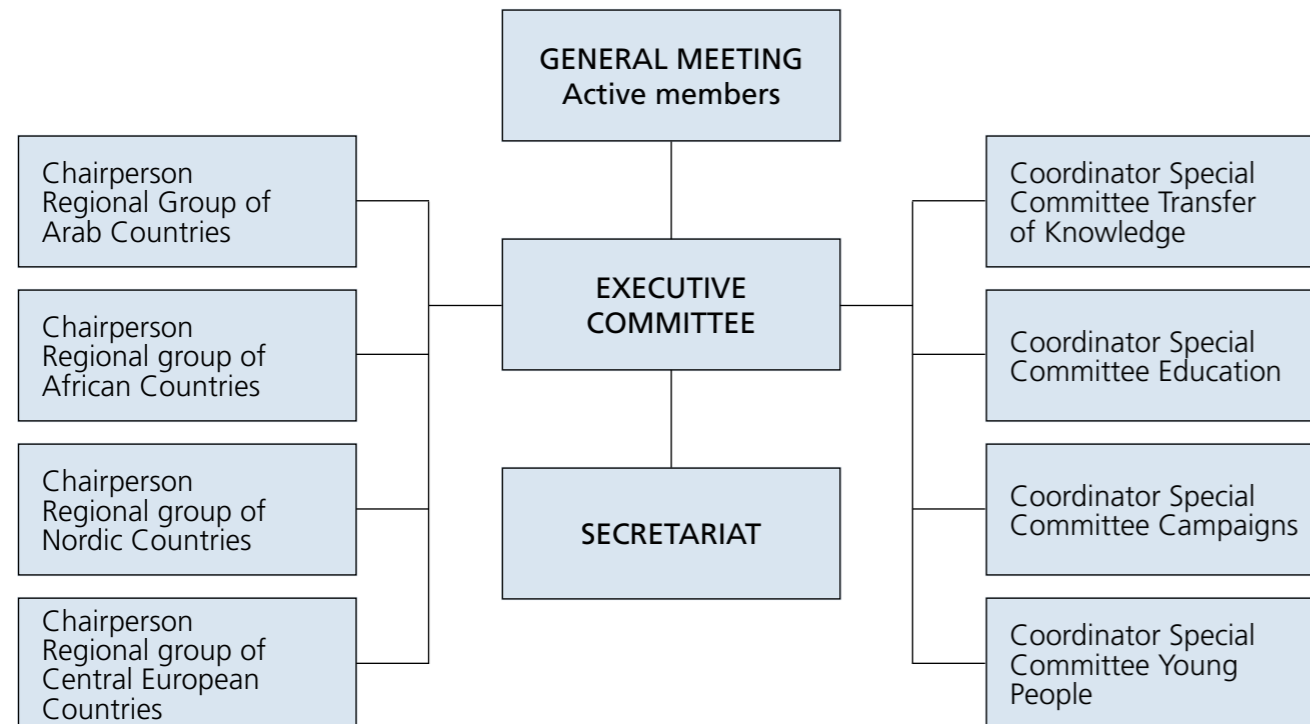
- Mr. Bart Pastoor, secretary of the Regional Road Safety Board of the province of Limburg in the Netherlands, presented the concept of “Back to Zero Victims”.
- Mrs. Litha Dotulong, communication manager at the Dutch Traffic Safety Association VVN, and Mr. Alex van Zijl, director of the I-care company, presented the 2009 road safety campaign of VVN.

FINANCIAL MATTERS

- GM approves the balance sheet and accounts settled on 31.12.2008
- GM adopts the 2008 auditor’s report and gives discharge to the Executive Committee.
- GM approves the 2009 Draft Budget and the 2010 Pre Draft Budget.
- GM approves unanimously the proposal of the Executive Committee not to raise the membership fees for the year 2010.



17. ORGANIGRAMME



18. EXECUTIVE COMMITTEE

PRESIDENT
Mr. Joop Goos

VICE PRESIDENT
Mr. Afif Frigui

VICE PRESIDENT
Mr. Pierre Gustin

VICE PRESIDENT
Vacancy

**CHAIRMAN REGIONAL GROUP
OF NORDIC COUNTRIES**
Mr. Matti Järvinen

**CHAIRMAN REGIONAL GROUP
OF AFRICAN COUNTRIES**
Mr. Osita Chidoka

**CHAIRMAN REGIONAL GROUP
OF ARAB COUNTRIES**
Mr. Hasan Ahmed Housani

**CHAIRMAN REGIONAL GROUP OF
EASTERN EUROPEAN COUNTRIES**
Mr. Stojadin Jovanovic

**COORDINATOR COMMITTEE
EDUCATION**
Mrs. Susana Estévez Gómez

**COORDINATOR COMMITTEE
TRANSFER OF KNOWLEDGE**
Mr. Bojan Zlender

**COORDINATOR COMMITTEE
CAMPAIGNS**
Vacancy

**COORDINATOR COMMITTEE
YOUNG PEOPLE**
Vacancy

19.MEMBERSHIP

THREE TYPES OF PRI MEMBERS

- Active members (pay an annual subscription): in each country, national road safety associations, organizations (one or more) public or private, research institutes, universities and other national institutes interested in the aims of PRI. International organizations and institutions, public or private, with the aim to improve road traffic safety.
- Affiliated members (pay an annual supporting fee): commercial and industrial entities and other societies interested in the aims of PRI.
- Individual members (pay an annual subscription): interested in the aims of PRI.
- Honorary members nominated according to the regulations of the general meeting.

ADMISSION

Admission to PRI is subject to the following conditions:

- Written application to the Secretariat specifying the form of the applicant, his activities and financial situation.
- A declaration that the statutes in force are accepted.
- The declaration that the applicant commits himself to pay his annual subscription or fee regularly.
- The executive committee decides on the admission of members. In the case of the application for admission being rejected, the applicant may, within two months of being informed of such rejection, apply

to the general meeting for reconsideration of the matter.

BENEFITS

PRI believes an international and regional network of exchange and communication to be highly effective and useful in terms of traffic safety awareness and improvement. Membership will provide collaborating department access to PRI global network, enable to be informed and updated about the all our road safety events, such as conferences and congresses. It would also allow the collaborator to participate in one of PRI Road Safety Forums.

SUM UP

- PRI stands up for road safety (advocacy).
- Platform for exchanging knowledge and experiences (best practices).
- Contact with other members and access to international networks.
- PRI News for free.
- PRI Annual Report for free.
- Possibility of joining international projects.
- To be kept informed on new developments.



COLOFON

ANNUAL REPORT
2009

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Ms. Afef Ben Ghenaya

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