



General Assembly

Distr.: General
24 September 2021

Original: English

Seventy-sixth session

Agenda item 13

Improving global road safety

Improving global road safety

Note by the Secretary-General

The Secretary-General hereby transmits the report on improving global road safety, prepared by the World Health Organization in consultation with the United Nations regional commissions and other partners in the United Nations Road Safety Collaboration.



Summary

In accordance with General Assembly resolution [74/299](#), the present report provides a global overview of the progress made in the attainment of the objectives of the Second Decade of Action for Road Safety. It was prepared by the World Health Organization in collaboration with the United Nations regional commissions and other partners in the United Nations Road Safety Collaboration.

The report highlights the activities carried out in support of the goal of the Decade, which is to reduce road traffic deaths and injuries by at least by 50 per cent from 2021 to 2030. The activities include the development of a global plan of action to assist countries in developing their own plans, advocacy activities to sustain political will throughout the Decade, as well as support for implementation efforts, including funding, capacity-building and technical support. Lastly, the report provides information on the avenues that exist to monitor progress on achieving the Decade's objectives and concludes with a set of recommendations for the consideration of the General Assembly.

I. Introduction

1. Each year, approximately 1.3 million people die on the roads. Road traffic injuries represent the leading cause of death for persons aged 5 to 29 years, as indicated in the *Global Status Report on Road Safety 2018*.
2. Road safety is inherently a development issue and has been specifically addressed as such in the 2030 Agenda for Sustainable Development, adopted by the General Assembly in resolution [70/1](#) (targets 3.6 and 11.2).
3. In the Stockholm Declaration,¹ adopted as the outcome document of the third Global Ministerial Conference on Road Safety, the interdependence between road safety and other development issues was strongly emphasized. The Declaration was endorsed by the General Assembly in resolution [74/299](#), its most recent resolution on improving global road safety.
4. In that resolution, the General Assembly proclaimed the period 2021–2030 as the Second Decade of Action for Road Safety with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030, and called upon Member States to continue action through 2030 on all the road safety-related targets of the Sustainable Development Goals, including target 3.6, especially taking into account the remaining decade of action to deliver the Sustainable Development Goals by 2030 in their entirety.
5. The General Assembly further decided to include in the provisional agenda of its seventy-sixth session the item entitled “Improving global road safety”, and requested the Secretary-General to report to the General Assembly at that session on the progress made in the attainment of the objectives of the Second Decade of Action.
6. The present report has been prepared by the World Health Organization (WHO) in collaboration with the United Nations regional commissions and partners in the United Nations Road Safety Collaboration to provide an overview of the progress made since the beginning of the Second Decade of Action for Road Safety.

II. Developing a global plan to guide countries towards the achievement of the target of a 50 per cent reduction in road traffic deaths and injuries

7. In its resolution [74/299](#), the General Assembly proclaimed the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030 and requested WHO and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action for the Second Decade as a guiding document to support the implementation of its objectives (resolution [74/299](#), para. 4).
8. To deliver on this mandate, an inter-agency task force was established in September 2020, comprising WHO staff from headquarters and regional offices, as well as staff from each of the United Nations regional commissions. In developing the global plan for the Second Decade, the task force has taken into consideration the Global Plan for the Decade of Action for Road Safety 2011–2020, the series of General Assembly resolutions on improving global road safety (for example, resolution [74/299](#)), the outcome documents of the three high-level conferences on road safety (including the Stockholm Declaration), existing technical guidance and

¹ Available at www.roadsafetysweden.com/about-the-conference/stockholm-declaration.

expert reports documenting key lessons learned and challenges from the Decade of Action for Road Safety 2011–2020.

9. The development of the global plan of action has been informed by a series of consultations. The inter-agency task force first solicited feedback from partners in the United Nations Road Safety Collaboration and other United Nations agencies. Subsequently, through an information session with Member States held on 6 May 2021 and public consultation, the task force requested feedback from Member States and other partners. The public consultation was facilitated through the WHO website from 6 to 28 May 2021. To enable feedback from a wide range of countries and regions, the draft global plan was made available in the six official languages of the United Nations.²

10. The launch of the Second Decade and its global plan is scheduled to take place on 28 October 2021. Global road safety stakeholders, including WHO, the United Nations regional commissions and other partners in the United Nations Road Safety Collaboration, are currently developing plans to support the implementation of the plan over the Decade through various means, such as dedicated staff to oversee the implementation of the plan in countries, technical and financial support and advocacy activities.

III. Mobilizing support and the engagement of governments and global actors

A. Building on the momentum created by the third Global Ministerial Conference on Road Safety

11. The third Global Ministerial Conference on Road Safety played a key role in directing political attention towards road safety. At the Conference and in its outcome document, the Stockholm Declaration, road safety was framed as a development issue to be approached as an integrated component of the 2030 Agenda (with regard to, for example, safety in work conditions, safety in procurement and safety in the design of cities). The Conference paved the way for the proclamation of a Second Decade of Action for Road Safety by the General Assembly.

12. A number of follow-up events have been held since the Conference in 2020 to support the implementation of General Assembly resolution 74/299:

(a) On 26 February 2021, the Economic Commission for Europe organized a global round table on road safety in conjunction with the eighty-third session of the Inland Transport Committee, which was focused on the new course of action that is needed to enhance national road safety systems in order to achieve the goal set for the Second Decade of Action for Road Safety.

(b) The Economic and Social Commission for Asia and the Pacific (ESCAP) convened a regional meeting of mayors, government officials and other non-State actors from 30 countries on the theme “City and transport: safety, efficiency and sustainability” in June 2021. The participants in the meeting adopted the Bangkok Declaration entitled “City and transport: safety, efficiency and sustainability”.

(c) A global policy workshop³ to develop recommendations to address motorcyclists’ safety was organized in June 2021 by the International Transport Forum,

² Information on the process to develop the plan is available at www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030.

³ See www.itf-oecd.org/motorcyclists-safety-workshop-riding-safe-system.

the Swedish Transport Administration, the Swedish National Road and Transport Research Institute, the International Motorcycling Federation, the International Motorcycle Manufacturers Association and the European Association of Motorcycle Manufacturers, with the support of the International Road Assessment Programme.

B. Coordination of global actors and the promotion of road safety

13. The United Nations Road Safety Collaboration, hosted by WHO, has convened bimonthly virtual meetings to coordinate actions in support of the new Decade of Action, including in providing inputs for the development of the global plan. Additionally, a series of webinars has been launched to address key issues raised during the third Global Ministerial Conference on Road Safety, including on financing and private sector engagement. The United Nations Road Safety Collaboration is also coordinating the launch of the global plan on 28 October as well as supporting the observance of the World Day of Remembrance for Road Traffic Victims in November.

14. The Special Envoy of the Secretary-General for Road Safety continued to engage with governments and other actors to raise political attention around road safety, as well as mobilize and increase funding. Since the start of the Second Decade, he has engaged with public and private actors from several countries to raise awareness of the Second Decade and its goal.

15. Michael Bloomberg was reappointed as the WHO Global Ambassador for Noncommunicable Diseases and Injuries. In this capacity, he will continue to support global and regional initiatives for road safety and use his status to raise awareness and encourage investments in road safety.

C. Calling upon governments to implement a 30 km/h urban speed limit during the sixth United Nations Global Road Safety Week

16. The sixth United Nations Global Road Safety Week was held between 17 and 23 May 2021. Drawing from key recommendations included in the Stockholm Declaration, the theme for the Week was 30 km/h speed limits where people and traffic mix. The Week was celebrated under the slogan “Streets for life” – a call for 30 km/h (20 mph) speed limits to be the norm for cities, towns and villages worldwide. The theme was also aligned with one of the key action areas of the draft global plan for the Second Decade of Action for Road Safety, namely, speed management.

17. During the United Nations Global Road Safety Week, many activities were organized at the global and country levels, including discussion forums, webinars, the signing of petitions, social media content and television and radio interviews.⁴ Many of these activities were undertaken by the United Nations system and partners in the United Nations Road Safety Collaboration, for example:

(a) Ahead of the United Nations Global Road Safety Week, a technical workshop was held for members of parliament in the African Regional Network for Road Safety Legislators to present the evidence on the impact of speeding on safety, active travel and pollution in Africa, and present the growing 30 km/h campaign and its implementation worldwide and discuss its potential application and benefits in the African context. This resulted in several parliamentarians joining advocacy events held by the Global Alliance of NGOs for Road Safety to support and commit to 30 km/h speed limits in the region;

⁴ See www.unroadsafetyweek.org/en/news/news-item/t/global-events-during-the-un-week.

(b) At a global event,⁵ organized by WHO and the FIA Foundation for the Automobile and Society, success stories in implementing 30 km/h speed limits and the benefits associated with 30 km/h speed zones were presented. The event included statements of support by, among others, the Director General of WHO, the Executive Director of the United Nations Human Settlements Programme (UN-Habitat) and the Special Envoy of the Secretary-General for Road Safety;

(c) A series of articles were published in United Nations media to raise awareness on the issue of road safety and the need to tackle speed, including two stories in the UN Chronicle entitled “The role of the United Nations system in improving road safety to save lives and advance sustainable development”⁶ and “Road deaths and injuries shatter lives: the impetus for lower speeds and serious post-crash response”⁷ and a story on the burden impact and a call to action in a global health newsletter published by the United Nations Children’s Fund (UNICEF);

(d) Events were also held by United Nations regional commissions. The Economic Commission for Africa (ECA), in partnership with the African Union Commission, organized a short walk in Addis Ababa and seized the opportunity to raise awareness of the fact that speed contributes to about 30 per cent of deaths on the road and is a factor in over 50 per cent of road crashes in Africa. The Economic and Social Commission for Western Asia (ESCWA) produced a promotional video⁸ for the #Love30 campaign, which was broadcasted through its media platforms and presented during the regional workshop on road safety in the Arab countries on 18 May 2021;

(e) The World Bank Global Road Safety Facility delivered a series of activities for the “Streets for life” #Love30 campaign, including two high-level panels, at which the Low-Speed Zone Guide was launched and the Global Speed Management Guide was pre-launched (both prepared together with the World Resource Institute);

(f) The Department of Safety and Security called upon policymakers in the United Nations security management system to act for low-speed streets worldwide, limiting speeds to 30 km/h (20 mph) where people walk, live and play, and advocating for this to be the norm for cities, towns and villages worldwide;

(g) The Global Alliance of NGOs for Road Safety, with financial support from FedEx, the FIA Foundation and WHO, awarded grants to 63 non-governmental organizations (NGOs) in 44 countries to secure political commitments to implement 30 km/h limits and/or political endorsement of the theme of the Week;

(h) Private sector entities also contributed in different ways to promoting the Week. For example, Fundación MAPFRE⁹ produced videos and content in support of the campaign. The International Automobile Federation awarded grants to promote the Week in 31 countries and, on 17 May, the high-level panel for road safety of the Federation organized an online intergenerational dialogue on road safety between youth leaders and ministers and 31 members of the panel formally endorsed the “Streets for life” campaign.

18. The United Nations Global Road Safety Week has resulted in a number of concrete outcomes. In Brazil, for example, the implementation of 30 km/h areas, as

⁵ See www.youtube.com/watch?app=desktop&v=OaadkCpAfg0.

⁶ Available at www.un.org/en/un-chronicle/role-united-nations-system-improving-road-safety-save-lives-and-advance-sustainable.

⁷ Available at www.un.org/en/un-chronicle/road-deaths-and-injuries-shatter-lives-impetus-lower-speeds-and-serious-post-crash.

⁸ See www.youtube.com/watch?app=desktop&v=XUf4KrOdRs&feature=youtu.be.

⁹ Available at <https://love30.fundacionmapfre.org/en/>.

part of the activities organized for the Week, provided mayors an opportunity to experiment and gradually expand lower speed zones without major resistance. In cities such as Campo Grande and Salvador, the efforts led to the expansion of existing or planned 30 km/h zones into other surrounding streets. In Lebanon, ESCWA cooperated with the Youth Association for Social Awareness and the Municipality of Beirut to implement two 30 km/h areas in Beirut.

19. To sustain momentum generated by the United Nations Global Road Safety Week and support an expanded implementation of 30 km/h speed limits where people and traffic mix, partners in the United Nations Road Safety Collaboration developed plans to keep the 30 km/h speed campaign going through the next Decade. In addition, the FIA Foundation, also a partner in the Collaboration, announced in May 2021 a new €15 million “Streets for life” advocacy hub, supporting campaigns and implementation for 30 km/h urban speed limits by cities, NGOs and United Nations agencies, including UNICEF and the United Nations Environment Programme.

D. Mobilizing sustained political leadership through a high-level meeting of the General Assembly on improving road safety

20. In resolution [74/299](#), the General Assembly decided to convene a high-level meeting of the Assembly, no later than the end of 2022, on improving global road safety with a view to addressing gaps and challenges as well as mobilizing political leadership and promoting multisectoral and multi-stakeholder collaboration in this regard, and further decided to define the scope and modalities of such a meeting no later than the seventy-fifth session of the Assembly.

21. In resolution [75/308](#), the General Assembly provided the scope, modalities, format and organization of the high-level meeting on improving global road safety. In that regard, it decided that the high-level meeting will be held in New York in 2022 back-to-back with the high-level political forum on sustainable development and that the theme will be “The 2030 horizon for road safety: securing a decade of action and delivery”.

22. The General Assembly also decided that the meeting will take place over a two-day period and set the overall structure for the segments of the meeting. It also addressed the type of participation considered and referred to the adoption of a concise and action-oriented political declaration, agreed in advance by consensus through intergovernmental negotiations.

23. In advance of the high-level meeting, a one-day preparatory meeting will be convened with two segments: an interactive thematic dialogue on investment in road safety and an interactive multi-stakeholder hearing. A date for the preparatory meeting, scheduled to take place before the end of 2021, is currently being explored.

IV. Assisting countries in strengthening their legal frameworks and developing national and regional road safety plans

A. Progress in accession to United Nations legal instruments on road safety and the development of new instruments

24. The General Assembly continued to stress the importance of the United Nations legal instruments on road safety and to encourage Member States that had not yet done so to consider becoming contracting parties to those instruments (resolution [74/299](#), paras. 7 and 8). Progress has been made in this regard since the previous

report of the Secretary-General report on improving global road safety (A/74/304), in particular:

- (a) Five more countries (Brunei Darussalam, Croatia, Estonia, Liechtenstein and Malta) have acceded to the 1949 Convention on Road Traffic;
- (b) Five more countries (Honduras, Liechtenstein, Oman, Thailand and State of Palestine) have acceded to the 1968 Convention on Road Traffic;
- (c) One more country (Liechtenstein) has acceded to the 1968 Convention on Road Signs and Signals;
- (d) One more country (Uzbekistan) has acceded to the 1957 Agreement concerning the International Carriage of Dangerous Goods by Road;
- (e) One more country (Pakistan) has acceded to the 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations;
- (f) One more country (Tunisia) has acceded to the 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections.

25. In January 2021, the contracting parties to the 1968 Convention on Road Traffic were informed by the United Nations Office of Legal Affairs of an amendment that had been adopted by the Global Forum for Road Traffic Safety at its eighty-first session to facilitate the responsible use of automated driving systems under conditions acceptable to the contracting parties. It is anticipated that the amendment will take effect in summer 2022 upon completion of the notice period.

26. At its eighty-second session, held in March 2021, the Global Forum for Road Traffic Safety continued its discussions on a draft resolution on safety considerations for activities other than driving undertaken by the driver when the automated driving system is exercising dynamic control and endorsed a guidance note entitled “Prevailing Convention for the issue/use of domestic driving permits and international driving permits issued under the 1949 and 1968 Conventions on Road Traffic”.

27. At its 183rd session, held in March 2021, the World Forum for Harmonization of Vehicle Regulations adopted a new United Nations Regulation on event data recorders that will concern the minimum collection, storage and crash survivability of motor vehicle crash event data valuable for effective crash investigations and for analysis of safety equipment performance (for example, advanced restraint systems, anti-lock braking system and electronic stability control).

28. Two new Regulations, adopted by the World Forum for Harmonization of Vehicle Regulations on 11 November 2020, entered into force on 10 June 2021 and will reduce the number and severity of collisions between vehicles and vulnerable road users (pedestrians and cyclists) when moving off or manoeuvring in reverse at low speed. The two regulations are:

- *United Nations Regulation No. 158 on reversing motion (improving drivers’ awareness of vulnerable road users behind vehicles when reversing)*. This Regulation introduced requirements for cars, vans, buses and trucks (vehicles in categories M and N) to detect objects behind the vehicle that are at least 80 cm tall and 30 cm wide in an area ranging from 20 cm to 1 m behind the vehicle. Two main technologies are used: ultrasonic sensors and rear-view cameras. In the case of cameras, the Regulation established the requirement to ensure visibility of the area from 30 cm to 3.5 m behind the vehicle.

- *United Nations Regulation No. 159 on moving-off information systems for the detection of pedestrians and cyclists.* This Regulation requires the activation for buses, coaches and medium and large trucks (vehicles in categories M2, M3, N2 and N3) of a proximity information signal in case pedestrians or cyclists enter the critical blind spot area in front of the vehicle, if the vehicle is either preparing to move off from rest in a straight line or travelling straight ahead at low speeds of up to 10 km/h. The Regulation also sets a requirement for an additional signal to be given when a collision becomes imminent, for example, when the vehicle accelerates from rest and a pedestrian or cyclist is located directly in front of the vehicle. The systems must ensure the detection of adult-sized or child-sized pedestrians and adult-sized cyclists.

29. United Nations Regulation No. 152 on advanced emergency braking systems was amended to include the performance requirements so that these systems are also designed to avoid (or at least mitigate) collisions with vulnerable road users, such as pedestrians and cyclists.

30. Moreover, a new revised United Nations Regulation No. 17 and United Nations Global Technical Regulation No. 7, adopted by the World Forum for Harmonization of Vehicle Regulations in 2020, introduced new provisions to prevent and reduce significantly whiplash injuries also through the use of a more biofidelic dummy. The provisions of United Nations Regulation No. 17 entered into force in June 2021 in the framework of the 1958 Agreement.

31. The Working Party on the Transport of Dangerous Goods adopted several amendments to the Agreement concerning the International Carriage of Dangerous Goods by Road with a view to enhancing road safety and security. The amendments entered into force on 1 January 2021 and relate to the carriage of lithium batteries, defective batteries, medical waste and radioactive material. A new edition of the Agreement incorporating these amendments was published in 2020.

B. Progress in enacting road safety legislation and plans in regions and countries

32. An African Road Safety Action Plan for the Decade 2021–2030 was developed, taking into consideration the assessment report of the African Road Safety Action Plan for the Decade 2011–2020. The new plan, validated by experts convened in May 2021, was then adopted at the third ordinary session of the African Union Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure and Energy, organized by the African Union Commission, in collaboration with the African Union Development Agency-New Partnership for Africa's Development, the African Development Bank and ECA, from 1 to 3 June 2021.

33. Since January 2021, member countries of the Economic Community of West African States adopted a limit of Euro 4 emission levels and an age limit of 5 years for light duty vehicles and 10 years for heavy duty vehicles for the importation of used vehicles as a result of the project "Safer and cleaner used vehicles for Africa", which was aimed at developing and harmonizing a minimum set of standards for the trade of used vehicles. Member countries of the East African Community have also started discussions to develop and harmonize minimum standards for the importation of used vehicles into the region.

34. The European Union decided to mandate the use of United Nations Regulation No. 158 on reversing motion and Regulation No. 159 on moving-off information systems for the detection of pedestrians and cyclists as from 6 July 2022.

35. The European Union has made significant developments in finalizing the technical standards for intelligent speed assistance, with European Union member States endorsing the standards and paving the way for intelligent speed assistance to be installed on all new models of vehicles sold in the European Union from July 2022.

36. A webinar series titled “Road safety challenges in India and preparation of an action plan” was launched by the India chapter of the International Road Federation at the beginning of 2021, in collaboration with the Ministry of Road Transport and Highways of India, to raise awareness and consult with a large number of stakeholders to prepare an action plan supportive of the achievement of the goal of the Second Decade.

C. Reinforcing the role of parliamentarians in road safety through the legislators networks

37. Through the Global Network for Road Safety Legislators and its regional chapters, members of parliament participated actively in multiple global events to reinforce, among their peers, the role that parliamentarians can play during the Second Decade to reduce road traffic injuries and deaths. During the United Nations Global Road Safety Week, many members of parliament advocated for 30 km/h limits to protect cyclists and pedestrians on urban roads.

38. To facilitate regular communication among members of parliament in the networks, WHO, as secretariat for the networks, has set up a virtual communication platform¹⁰ to facilitate exchange of country-specific experiences on laws and policies and their implementation between members of parliament in the network and as a tool through which other members of parliament who wish to join the network can request to join.

V. Supporting implementation of road safety strategies at the country level

A. Improving road safety in the context of the coronavirus disease pandemic

39. Studies were conducted to understand the impact of the coronavirus disease (COVID-19) pandemic on transport and mobility. These included a study, funded by the High Volume Transport programme and supported by the International Road Federation and the Global Alliance of NGOs for Road Safety, to review policy and practices in seven African countries (Cameroon, Kenya, Morocco, Mozambique, Senegal, the United Republic of Tanzania and Uganda) with a view to understanding their impact on transport and mobility.¹¹

40. A new knowledge repository on the impacts of COVID-19 was added to the Global Transport Knowledge Partnership portal¹² managed by the International Road Federation with support from the High Volume Transport programme.

41. Guidance was also developed on the means to ensure safety in the context of the pandemic, for example:

¹⁰ Available at <https://roadsafetylegislators.org/>.

¹¹ Available at <https://transport-links.com/download/report-covid-19-impact-on-transport-and-mobility-in-africa-a-review-of-policy-and-practice-in-seven-african-countries/>.

¹² Available at www.gtkp.com/.

(a) WHO, with support from the Pan-European Programme on Transport, Health and Environment, published “Supporting healthy urban transport and mobility in the context of COVID-19”,¹³ providing examples of measures taken by different stakeholders to ensure the safety of all transport modes;

(b) UNICEF and the Child Health Initiative published “Guidance on safe and healthy journeys to school during the COVID-19 pandemic and beyond”.¹⁴ The guidance, available in the six official languages of the United Nations, contains practical steps to ensure safe and healthy journeys as schools reopen. Implementation pilots based on the guidance were completed in Kazakhstan, Paraguay and Uzbekistan.

(c) The World Bank Global Road Safety Facility assisted countries in addressing the mobility challenges caused by the COVID-19 pandemic, including the provision of technical assistance to the Government of the Philippines for the construction of safe and accessible active transport infrastructure in key cities in the country.

42. In response to a call by ESCAP, a multi-agency effort resulted in a capacity-building webinar on the future impact of the pandemic on the demand and supply of freight services, highlighting the challenges but also the gains in efficiency harnessed through regional and national efforts to streamline freight transport procedures through the use of information and communications technologies and other technologies.

B. Implementing road safety projects in countries

43. ESCAP is currently implementing a United Nations Road Safety Fund project to improve the driver licensing system in the Lao People’s Democratic Republic, in partnership with the Department of Transport of the Ministry of Public Works and Transport of the Lao People’s Democratic Republic, the Asian Institute of Transport Development in India and the Malaysia Institute of Road Safety Research.

44. ECA is participating in the implementation of projects in Uganda and Rwanda titled “Strengthening road safety management for evidence-based intervention through reliable road crash data, building capacity in research and monitoring evaluation” and “Tuwurinde – Let’s protect the head”, respectively. A programme cooperation agreement has been signed between ECA and the Ministry of Works and Transport of Uganda. In the case of Rwanda, the objective of the project is to develop local powered two-wheeler helmet impact testing and certification capacity to improve the quality of available head protection.

45. ECA, with funding from the United Nations Road Safety Fund and support from the International Road Federation and the International Road Assessment Programme, is engaging with the Minister for Works and Transport of the United Republic of Tanzania on a 10-step plan for safer road infrastructure to reduce traffic fatalities and injuries by building the institutional capacity to improve infrastructure safety.

46. The International Road Assessment Programme has extended its partnerships with Member States to 104 countries, with new activity in 2021, including an additional 90,000 km of risk mapping led by Croatia, Serbia, Spain and the United Kingdom of Great Britain and Northern Ireland and a further 120,000 km of star rating and investment plan assessments completed by Governments and NGO partners in

¹³ Available at www.who.int/publications/i/item/9789240012554.

¹⁴ Available at www.unicef.org/croatia/media/4351/file/UNICEF%20Guidance%20Safe%20and%20Healthy%20Journeys%20to%20School.pdf.

Australia, Brazil, China, Costa Rica, India, Mexico, Panama, Serbia, South Africa, Thailand and the United States of America. New locally led national road assessment programmes were being developed in Bahrain, Colombia, Costa Rica, Indonesia, Israel, Kazakhstan, Morocco, Nigeria, Qatar, Tunisia, the United Republic of Tanzania, Uruguay, Uzbekistan and Zambia.

47. Several initiatives continued to be undertaken to improve safety around schools using such tools as the Star Ratings for Schools application of the International Road Assessment Programme and the School Area Road Safety Assessments and Improvements methodology. Projects were carried out by the Global Road Safety Partnership in South Africa (in partnership with South Africa Road Federation and 3M) and in the United Republic of Tanzania (in partnership with Amend). AIP Foundation partnered with the Ministry of Transport of Viet Nam to design and pilot a safe school zone design guide to provide guidance to local and provincial governments on infrastructure standards for safe school zones.

48. WHO is supporting the development of road safety policies through the Bloomberg Initiative for Global Road Safety in 15 countries (Argentina, Bangladesh, Brazil, China, Colombia, Ecuador, Ethiopia, Ghana, India, Kenya, Malaysia, Mexico, Uganda, Ukraine and Viet Nam). In 2021, road safety leadership development and institutional capacity-building resulted in the engagement of parliamentarians from the countries participating in the Bloomberg Initiative for Global Road Safety with civil society organizations to advocate for 30 km/h limits during the United Nations Global Road Safety Week. With respect to capacity-building, WHO led and facilitated a regional workshop on strengthening legislation for government and civil society organization representatives from Ethiopia, Ghana and Uganda, and led the development and delivery of a legislation module for the Global Road Safety Leadership Course offered by Johns Hopkins University and the Global Road Safety Partnership.

49. Several projects were initiated to address the issue of motorcycle safety. For example, the Safe and Affordable Helmet Programme,¹⁵ initiated by the Special Envoy for Road Safety, is aimed at setting up comprehensive legislation, strengthening enforcement practices and raising awareness among road users on the importance of high-quality helmets. It is being implemented through 11 projects in Asia, Africa and Central and South America (1 completed, 5 ongoing and 5 scheduled to run in 2021) in cooperation with national road safety agencies, transport ministries and other stakeholders. Through the “Safety delivered” programme, AIP Foundation is working with young, inexperienced motorcycle riders in India, the Philippines, Thailand and Viet Nam to educate riders and eliminate distracted riding behaviour, as well as increase helmet use among children.

C. Integrating safety into internal policies and operational requirements

50. The World Bank included road safety as one of the mandatory safeguards for any project across all sectors of involvement. In addition, the World Bank formulated detailed internal road safety requirements for road and urban transport projects, focusing on the prevention of lives lost in road crashes on project roads, including during construction and operation. Through this work, other multilateral development banks are also now pursuing this type of approach.

51. A high-level commitment to road safety was signed by 10 multilateral development banks at the end of 2020, including the Asian Development Bank, the

¹⁵ See www.fia.com/news/new-step-forward-kenya-fia-safe-affordable-helmet-programme.

African Development Bank, the Asian Infrastructure Investment Bank, the Andean Development Corporation (the development bank of Latin America), the European Bank for Reconstruction and Development, the European Investment Bank, the Inter-American Development Bank, the Islamic Development Bank, the New Development Bank and the World Bank, each of which appointed a road safety champion to ensure sufficient leadership inside and outside their respective institutions. An inaugural high-level meeting was held in May 2021 to discuss a common approach and detailed plans to assure safety through projects carried out by multilateral development banks. One of the main decisions was that road safety should be among the main topics for sustainable transport and should be integrated under other development agendas, such as decarbonization, climate resilience, gender equality, education and health, in order to fully enable multilateral development banks to contribute during the Second Decade of Action.

52. The Road Safety Working Group of the Inter-Agency Security Management Network continues to meet regularly to pursue its activities for implementing the United Nations Road Safety Strategy. Through a multi-disciplinary effort involving security, medical services, training, administration, programme and fleet management across the United Nations system, the Department of Safety and Security, as chair of the Working Group, continues to coordinate efforts to reduce fatalities and injuries of vulnerable road users involving United Nations vehicles. In 2021, the Working Group finalized the road safety policy of the United Nations security management system, which is aimed at promoting appropriate road safety behaviour by United Nations security management system personnel and the safe operation of United Nations vehicles.

D. Leveraging car safety assessment programmes and procurement in support of vehicle safety improvements

53. New car assessment programmes around the world continued to test and release new crash test results to assist consumers to make safer purchasing decisions, despite the challenges and delays posed by COVID-19. The testing increasingly included a more diverse range of vehicles including electric vehicles and also commercial vehicles. Amongst the most notable results are the first five star rated vehicle for Africa and the generally poor fitment rate of advance vehicle safety technologies in commercial vehicles in Europe.

E. Responding to capacity-building needs

54. The United Nations system and global road stakeholders continued to offer capacity-building activities and programmes covering a broad range of areas.

55. To build capacity on the use of legislation as a tool to scale up proven road safety interventions, WHO held a workshop for the countries in Africa participating in the Bloomberg Initiative for Global Road Safety (Ghana, Ethiopia and Uganda). The workshop, attended by government (national and city) and NGO representatives, was focused on developing a legislative framework to support and enable implementation of a safe system approach.

56. Several programmes were implemented to improve capacity to assess the safety of road infrastructure, including:

(a) A series of webinars organized by the World Bank and the International Road Assessment Programme to teach participants to conduct safety assessments

using the methodology of the Programme across the African region¹⁶ and the Latin American region;¹⁷

(b) An initiative by the Youth for Road Safety and the International Road Assessment Programme to equip young leaders in Belize, Colombia, Kenya, the United States and Viet Nam to conduct star rating assessments, using the Star Rating for Schools application, around schools and universities;

(c) The provision of training grants,¹⁸ as part of the International Women in Engineering Day, for 31 female engineers from Argentina, Bangladesh, Brazil, Colombia, India, Italy, Iraq, Jordan, Kenya, Namibia, Nepal, Peru, Poland, Romania, Rwanda, Spain, Uganda, the United Republic of Tanzania and Viet Nam.

57. Activities were also undertaken to develop capacity in the areas of enforcement, data use and crash reporting, including:

(a) Capacity-building training and workshops for enforcement agencies provided by the Global Road Safety Partnership in nine cities, on topics such as deterrence-based enforcement of speeding, intelligence-led policing, road policing leadership and data-led enforcement;

(b) The initiative “LEARN”¹⁹ (Learn, Examine, Apply, Replicate, Network), launched by the International Road Federation and the Global Alliance of NGOs for Road Safety, is aimed at enhancing data, knowledge, skills and actions via hands-on and tailored capacity development in African countries (to date, activities under the initiative have been carried out in Cameroon, Kenya, Senegal and Uganda);

(c) A newly developed crash reporting and investigation programme delivered by the Global Road Safety Partnership via distance learning to police agencies from the Pacific Island nations of Samoa, Solomon Islands and Vanuatu.

58. Capacity-building programmes were also offered to enhance leadership and advocacy skills, including:

(a) An online Global Road Safety Leadership Course for road safety practitioners and civil society groups engaged in the Bloomberg Initiative for Road Safety in Latin America, Africa and Asia delivered by Johns Hopkins University and the Global Road Safety Partnership;

(b) The Alliance Incubator²⁰ developed by the Global Alliance of NGOs for Road Safety as a tailored capacity-building programme to support NGOs in achieving their advocacy goals.

F. Building coalitions and communities

59. Youth for Road Safety initiated the Global Youth Coalition for Road Safety²¹ which currently includes 1500 participants from 70 countries. It is a member-based structure that provides support to youth worldwide to lead concrete global advocacy and local grassroots initiatives.

¹⁶ See <https://irap.org/2021/07/bigrs-africa-online-series-world-bank-and-irap-help-to-save-lives-on-african-roads/>.

¹⁷ See www.roadssafetyfacility.org/events/saving-lives-infrastructure-world-bank-grsf-regional-course-latin-america.

¹⁸ See <https://irap.org/training-grants-for-women-in-engineering/>.

¹⁹ See <https://irfnet.ch/2021/05/04/phase-2-of-the-learn-project-kicks-off-in-senegal/>.

²⁰ See www.roadssafetyngos.org/what-we-do/alliance-incubator/.

²¹ See <https://claimingourspace.org/>.

60. The Total Foundation and the International Road Federation partnered to form private sector road safety coalitions to federate private sector funding and initiatives and reinforce collaboration with international institutions, NGOs, and local authorities. A first coalition has been launched in March 2021 in the United Republic of Tanzania and other coalitions will be launched by the end of the year in Senegal, Pakistan and Morocco.

61. At the “Movin’ on” Summit hosted from 1 to 4 June 2021, the International Road Federation, together with Essilor, Youth for Road Safety and the Institute for Transportation and Development Policy, launched a new community of interest on safe and healthy streets to provide policy and practical guidance to local authorities.²²

G. Providing technical guidance and online resources

62. The World Bank Global Road Safety Facility launched the Speed Management Hub, an online platform providing decision makers and professionals with evidence-based resources. The hub includes guidance documents, frequently asked questions and a global library of speed-related resources.

63. The Facility, in partnership with the International Transport Forum of the Organisation for Economic Co-operation and Development, has produced a new road safety data review guide for low-income and middle-income countries. Developed as part of a road safety data assessment project in Cambodia, the new guide is available to all countries in order to conduct a detailed, structured assessment of current road safety data activity and to identify gaps and future needs.

64. A toolkit was developed by Amend, in collaboration with the High Volume Transport programme to outline solutions to infrastructure challenges that will specifically benefit non-motorized road users. The toolkit, available in English and French, was developed for the specific context of African cities, but has wider applicability.

65. The Government of the United Kingdom, through the Foreign, Commonwealth and Development Office and the Department of Health and Social Care, authored or contributed to at least 14 published articles or manuals, including the “Guide for road safety interventions: evidence of what works and what does not work”.²³ Several workshops were held on road safety, including at the Transforming Transportation online conference in February 2021.

66. The Global Road Safety Partnership published a guide,²⁴ available in seven languages, providing direction on the use of penalties to deter road users from behaviours that either cause or worsen road trauma. It will serve as a reference for governments wanting to improve their penalty systems to maximize their impact on improving road safety.

67. The International Road Victims Partnership published a guide,²⁵ available in seven languages, to help bereaved families to understand the response of the justice system in cases of road traffic crashes, including collision investigation, prosecution, compensation and support services.

²² See <https://irfnet.ch/event/movinon-michelin/>.

²³ Available at <https://documents1.worldbank.org/curated/en/206691614060311799/pdf/Guide-for-Road-Safety-Interventions-Evidence-of-What-Works-and-What-Does-Not-Work.pdf>.

²⁴ Available at www.grsproadsafety.org/wp-content/uploads/Guide_to_the_Use_of_Penalties_to_Improve_Road_Safety.pdf.

²⁵ Available at www.irvp.org/news/Writing-a-Guide-for-Families-Bereaved-by-Road-Crashes.php.

H. Developing a culture of safety through road safety education

68. The “LEARN! manual for developing and evaluating traffic safety and mobility education activities”²⁶ was published in 2021 as a follow-up to the report “Key principles for traffic safety and mobility education”, in which 17 recommendations for high-quality traffic safety and sustainable mobility education were set out. The manual, developed by the European Transport Safety Council, is aimed at assisting developers of educational materials to develop and evaluate activities. Another goal is to assist ministries, authorities and schools in deciding which activities to fund.

69. The Via road safety education programme was delivered by the Global Road Safety Partnership in Egypt, Fiji, Mauritania, Morocco, Thailand (in collaboration with AIP Foundation) and the United Republic of Tanzania. The programme, designed for children aged between 10 and 18 years, builds children’s knowledge and skills to help them to navigate more safely through the different traffic systems found in the communities in which they live.

70. An awareness-raising video was developed by the Ibero-American Federation of Associations of Victims against Road Violence, with the collaboration of Fundación MAPFRE, on the basis of testimonies of victims and relatives of victims of road crashes in Ibero-America. The video, prepared in Spanish and Portuguese, will be part of the training curriculum for both novice drivers and professionals who are updating their knowledge.

I. Financing for road safety improvements in countries

71. The United Nations Road Safety Fund is currently financing 15 projects with a significant and a sustainable impact on road safety in 19 low-income and middle-income countries in four regions, ranging from improving design for active mobility, capacity-building, harmonization of minimum safe and green standards for used vehicles, policy and law enforcement to strengthening data collection systems and protecting the most vulnerable on the roads, such as children or women. In October 2020, a third call for proposals was issued with a maximum envelop of \$4 million for approved projects. The selection of approved projects will be finalized in October 2021.

72. A total of \$18 million in commitments has been received by the Fund to date; 50 per cent of those making such commitments are new to funding the global road safety agenda. The number of donors increased from 7 in 2018 to 18 in 2021, including nine governments, five foundations and four corporations. In 2021, an independent external evaluation of the Fund was completed and the results published in April indicated that the Fund has demonstrated its “proof-of-concept” and the potential to deliver on its intended results. It was also noted that the work of the Fund secretariat was highly relevant to achieving various United Nations mandates and the road safety-related targets of the Sustainable Development Goals.

73. The World Bank Global Road Safety Facility managed a grant programme portfolio of 28 grants, awarded and under implementation, most of them in partnership with World Bank lending operations. The grants reached a value of over \$6 million, spanning over 40 countries through either bilateral or regional engagements, and all included research and development activities. In addition, following the call for proposals by the Facility in 2021, financing for seven additional grants has been provided, and implementation of the projects will begin in the second half of 2021.

²⁶ Available at www.trafficsafetyeducation.eu/manual/.

74. The road safety grants programme of the Global Road Safety Partnership provided 19 new grants to civil society and government organizations to advocate for the introduction and implementation of evidence-based road user policies.

75. Several foundations and private sector entities have funded road safety projects and activities in countries, including Bloomberg Philanthropies, FedEx, the FIA Foundation, the International Automobile Federation, Fondation Botnar, Fundación MAPFRE, Johnson and Johnson, Shell, Michelin Corporate Foundation, Total Energies Foundation, Total and the UPS Foundation.

76. In particular, Bloomberg Philanthropies has initiated support to 15 countries as part of its \$250 million reinvestment in road safety over a six-year period as part of the Bloomberg Initiative for Global Road Safety.

VI. Strengthening monitoring, evaluation and reporting mechanisms

77. The General Assembly requested WHO to continue to monitor, through its global status reports on road safety, progress towards the achievement of the goals of the Decade of Action, and to leverage as appropriate existing efforts, including those of regional road safety observatories, to harmonize and make road safety data available and comparable (resolution [74/299](#), para. 36).

78. To enhance processes for collecting and validating data for the global status reports on road safety, WHO developed a new online platform that will be piloted in all regions. The platform will facilitate the submission and validation of road safety data on an ongoing basis and will allow more frequent tracking of countries' progress.

79. In addition, WHO is currently providing technical support to several countries, including Côte d'Ivoire, Ghana, Myanmar, Nepal, Senegal and Tunisia, to strengthen road safety data collection systems to improve their reporting on road traffic deaths and injuries.

80. The World Bank Global Road Safety Facility, in partnership with WHO, the International Automobile Federation, the International Transport Forum, the African Union, the African Development Bank, the Africa Transport Policy Programme, the Asian Development Bank, ECA, ESCAP, Total Energies, the European Union and others are supporting the establishment and work of regional road safety data observatories in Africa, Asia and the Pacific, Latin America and the Western Balkans to strengthen the collection and use of data to inform road safety policies and practices.

81. At a regional workshop on road safety in the Arab countries,²⁷ ESCWA launched the consultation process with member States for the establishment of the Arab Integrated Road Safety Observatory. It sought their commitment to support the project through expressing their interest to become members of the observatory, appoint national coordinators, as well as express their wish to host the technical secretariat of the observatory.

82. The European Road Safety Observatory of the European Commission continued to provide new content on its website²⁸ through a consortium consisting of the Vias Institute (Belgium) and the Institute for Road Safety Research (Netherlands).

83. Several tools were developed to better track crash incidents, identify risk factors and evaluate road safety performance. These included initiatives by the World Bank

²⁷ See www.unescwa.org/events/regional-workshop-road-safety-arab-countries.

²⁸ Available at https://ec.europa.eu/transport/road_safety/specialist_en.

Global Road Safety Facility, such as the Data for Road Incident Visualization, Evaluation and Reporting (known as “DRIVER”) system, which replaces proprietary systems developed in countries and includes an online platform with road safety country profiles for low-income and middle-income countries.²⁹ The Vias Institute (Belgium) also coordinated the Baseline project to collect data for eight key performance indicators and the eSurvey of Road Users’ Attitudes, which is focused on behaviour in traffic, attitudes, traffic law enforcement and support for policy measures.

84. On 10 August 2021, the Commonwealth released its Youth Development Index, which included, for the first time, a chapter on the importance of road safety.

VII. Conclusions and recommendations

85. **Since the start of the Second Decade of Action for Road Safety 2021–2030, many activities have been undertaken to support and guide countries in their efforts towards reducing the number of road deaths and injuries by at least 50 per cent by 2030. Notably, a global plan, building on lessons learned from the Decade of Action for Road Safety 2011–2020, has been developed and several events have been conducted or are being planned (including the United Nations Global Road Safety Week and a high-level meeting and its preparatory event) to ensure broad political commitment towards the development and sustained implementation of national and local road safety strategies and plans.**

86. **To sustain this momentum and to build on it, it is recommended that the General Assembly call upon Member States:**

(a) **To participate in the high-level meeting in 2022, as well as in the preparatory event in 2021 on investment in road safety and multi-stakeholder engagement, with a view to ensuring intersectoral and coordinated action across many ministries, including those responsible for health, transport, infrastructure, education and the interior;**

(b) **To provide political leadership at the highest level of government and prioritize, as development objectives for the next decade, road safety and related targets of the Sustainable Development Goals, including those relating to health, climate change, sustainable cities and gender equality;**

(c) **To endorse and implement the global plan for the Second Decade of Action for Road Safety 2021–2030, including through the development of national and local plans that specify targets through 2030 and their implementation;**

(d) **To formally launch the Decade at the national and local levels as a means of mobilizing a wide range of actors, including academia, civil society, youth leadership and the private sector, to implement the recommendations of the global plan and specifically:**

(i) **To promote multimodal transport and incorporate land-use planning to establish an optimal mix of motorized and non-motorized transport, with a particular emphasis on public transport, walking and cycling;**

(ii) **To develop technical infrastructure standards covering the safety of pedestrians, cyclists, motorcyclists, vehicle occupants, public transport users and other road users and ensure that these standards are implemented for new and existing roads;**

²⁹ 30 Available at www.roadsafetyfacility.org.

-
- (iii) To apply harmonized legislative standards for vehicle design and technology to prevent crashes and reduce the injury risk for occupants and other road users;
- (iv) To enact and enforce legislation accompanied by educational interventions to address high-risk behaviours and supported by infrastructure designs that are intuitive and support compliance with the legislation;
- (v) To provide an appropriate, integrated and coordinated post-crash response, including care provided by both medical and non-medical providers;
- (vi) To ensure effective speed management is integrated as a part of a safe system approach and to adopt a maximum speed limit of 30 km/h in urban areas where there is a predictable and frequent mix of cars, cyclists, motorcyclists, pedestrians and others, such as user of micro-mobility devices;
- (vii) To ensure long-term financing for the implementation of national and subnational plans of actions through central government allocations; local government allocations; road user charges; levies on private sector insurance or alcohol sales; surplus from government insurance; use of traffic fines; and social impact bonds;
- (viii) To invest in the development of capacity for professionals working on road safety through the development and accreditation of formal training within institutions of higher learning as well as through short-term courses and continuing education activities;
- (ix) To ensure that transport policy frameworks provide an enabling environment for both men and women as well as to facilitate the greater participation of women in transport planning in order to ensure that gender differences are reflected in the design and construction of transport infrastructure;
- (x) To stimulate the development and deployment of safety technology in all aspects of the safe system approach, as well as to monitor, manage and mitigate, as needed, the impact of evolving technology on road safety.
- (e) To monitor progress towards the development and implementation of national plans and actively participate in the preparation of the next global status report on road safety, to be published in 2023, as well as to continue to strengthen data systems in order to improve reporting on road traffic deaths and injuries;
- (f) To request that a report be submitted to the General Assembly at its seventy-eighth session on these matters.
-