



General Assembly

Distr.: General
8 September 2023

Original: English

Seventy-eighth session

Agenda item 12

Improving global road safety

Implementation of the Second Decade of Action for Road Safety 2021–2030

Note by the Secretary-General

The Secretary-General hereby transmits the report on the implementation of the political declaration of the 2022 high-level meeting on improving global road safety, prepared by the World Health Organization, in accordance with General Assembly resolution [76/294](#).



Summary

The present first progress report is submitted pursuant to the political declaration of the high-level meeting on improving global road safety, in which the Secretary-General was invited to provide, in consultation with the World Health Organization (WHO) and other relevant agencies, a progress report during the seventy-eighth session of the General Assembly, including recommendations on the implementation of the declaration towards improving global road safety. It outlines the significant progress made in achieving the aims of the Second Decade of Action for Road Safety 2021–2030 between July 2022 and July 2023. It covers key developments at the international, regional and country levels related to the Global Plan for the Decade of Action for Road Safety 2021–2030 and sets out the way forward in the context of the 2030 Agenda for Sustainable Development.

A major milestone following the high-level meeting of the General Assembly on improving global road safety, held in June 2022, was the establishment by WHO of a global network of heads of national road safety agencies. The network brings together national road safety leaders who are responsible for implementing the Second Decade of Action for Road Safety 2021–2030. It will serve as a platform to identify challenges, develop solutions and share information and best practices to advance progress throughout the Decade.

To mobilize support for the implementation of the Global Plan, the Special Envoy of the Secretary-General for Road Safety engaged with stakeholders in 26 Member States and fostered dialogue with over 60 government officials. Efforts to assist in the development and implementation of regional, national and subnational road safety plans advanced. The African Road Safety Charter, a pan-African political framework for action and collaboration, moved closer to full ratification as two more African countries endorsed the Charter. A series of regional workshops were held by WHO to develop regional frameworks and targets for the implementation of the Global Plan.

Accessions by Member States to the six key United Nations legal instruments on road safety have been recorded by the United Nations regional commissions, and a range of technical guidance documents and reports have been developed to assist Member States in implementing the recommendations of the Global Plan by the United Nations and civil society stakeholders.

Technical assistance was provided to a range of Member States by United Nations bodies, funds and programmes and other stakeholders. Assistance ranged from legislative support to strengthening data capture, analysis and use for policymaking and implementing a safe system approach as recommended in the Global Plan.

To ensure adequate, predictable, sustainable and timely international financing, the United Nations Road Safety Fund mobilized a growing and increasingly diverse group of financial contributors from the public and private sectors and philanthropic organizations. Despite this progress, however, the Multilateral Development Banks Road Safety Working Group noted that significantly scaled-up funding is needed to achieve catalytic change in low- and middle-income countries and called upon Governments and the private sector to ramp up funding in line with the global targets of the United Nations.

Advocacy and outreach in support of the global fatality reduction targets and the implementation of the recommendations in the Global Plan among Member States was stepped up by the Special Envoy for Road Safety, United Nations bodies, funds

and programmes and civil society organizations, including the Global Alliance of NGOs for Road Safety.

Looking ahead, the fifth *Global Status Report on Road Safety*, to be launched in late 2023, will provide a strengthened evidence base of fatality statistics for the majority of Member States, as well as relevant legal, regulatory and policy developments. The report will aid in refining the priority countries for assistance throughout the Decade, and in shaping actions and assistance that are needed to achieve the targets in the Global Plan.

The Government of Morocco has proposed to host a ministerial conference on road safety in February 2025, the midpoint of the Decade, and the global network of heads of national road safety agencies will meet again in conjunction with this ministerial conference. Until then, a series of regional activities will be organized by WHO and other stakeholders to advance progress at the national and subnational levels.

I. Background

1. In September 2020, the General Assembly adopted resolution [74/299](#) on improving global road safety, in which it proclaimed the period 2021–2030 as the Second Decade of Action for Road Safety, with the ambitious target of reducing road traffic deaths and injuries by at least 50 per cent by 2030. The Assembly mandated the World Health Organization (WHO) and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration, to prepare a plan of action to achieve the global targets.

2. Launched in October 2021, the Global Plan for the Decade of Action for Road Safety 2021–2030 assists senior policymakers and other stakeholders in developing national and local road safety strategies, while recognizing that each context is unique. The Global Plan calls upon Governments and stakeholders to work towards implementing an integrated safe system approach that recognizes that road transport is a complex system with safety at its core. It positions road safety as a key driver of sustainable development.

3. At a high-level meeting held in June 2022, the General Assembly unanimously adopted a political declaration, entitled “The 2030 horizon for road safety: securing a decade of action and delivery”, which commits Member States to scale up actions to advance road safety in line with the Global Plan. In the declaration, the Assembly welcomed the elaboration of the Global Plan, which recognized that implementation should be advanced through commitment, leadership and partnerships, long-term financing, including from the public and private sectors, appropriate legislation, strengthened institutions, enabling environments at all levels, education and training, capacity-building, knowledge-sharing and advocacy, and should be guided by technology and innovation, data, evidence and best practices.

4. The present first progress report is submitted pursuant to the political declaration of the high-level meeting on improving global road safety, in which the Secretary-General was invited to inform the General Assembly about the implementation of the Second Decade of Action for Road Safety 2021–2030. It outlines the significant progress made in achieving the aims of the Decade between July 2022 and July 2023. It covers key developments at the international, regional and country levels related to the Global Plan and sets out the way forward in the context of the 2030 Agenda for Sustainable Development.

II. Advances in achieving the Global Plan targets

5. A major milestone following the high-level meeting of the General Assembly on improving global road safety, held in June 2022, was the establishment by WHO of a global network of heads of national road safety agencies. The network brings together national road safety leaders who are responsible for implementing the Second Decade of Action for Road Safety 2021–2030. An inaugural meeting was held in 2022 and an in-person meeting was held with representatives from 80 countries and a broad range of stakeholders in June 2023. The network will serve as a platform to identify challenges in achieving the targets, develop solutions to those challenges and share information and best practices to advance progress.

6. Efforts to assist in the development and implementation of regional, national and subnational road safety plans advanced. The African Road Safety Charter, a pan-African political framework for action and collaboration, moved closer to full ratification as two more African countries endorsed the Charter. A communiqué from the Commonwealth Heads of Government Meeting in 2022 highlighted the United

Nations global road safety targets and put road safety firmly on the organization's agenda.

7. A series of regional workshops were held by WHO to develop regional frameworks and targets for the implementation of the Global Plan for the Decade of Action for Road Safety 2021–2030. These included the WHO Eastern Mediterranean Region in March 2023, and the South-East Asia Region in August 2023. In March 2023, 21 African countries adopted a declaration in Dakar that called upon Governments to enhance data capture, data analysis and data coordination to strengthen road safety-related policymaking in line with the Global Plan.

8. In Central and South America, a regional workshop to develop strategies to enhance the delivery of post-crash care was convened by WHO in April 2023. The workshop included participation by eight countries in the region and focused on the application of existing guidance and tools to improve the timeliness and quality of post-crash care.

9. To mobilize support for the implementation of the Global Plan, the Special Envoy of the Secretary-General for Road Safety engaged with stakeholders in 26 Member States and fostered dialogue with over 60 government officials. A global road safety campaign for 80 countries was launched with an international outdoor advertising company. The new “friends of the Special Envoy” network brings together 105 chief executive officers, heads of international agencies, high-level government officials and global celebrities to enhance awareness and collaboration. The Special Envoy hosted the sixth United Nations Partnership Meeting for Road Safety and the inaugural United Nations road safety retreat to share insights and progress and support collaboration across the United Nations system.

10. The Special Envoy, in partnership with WHO and the United Nations Road Safety Fund, hosted the inaugural United Nations road safety retreat, with the participation of over 30 road safety experts representing 22 distinct United Nations agencies and departments. The retreat served as a significant platform for the exchange of knowledge, collaboration and the exploration of synergies, setting forth a pathway for stronger coordination and synergistic action within the United Nations system towards a unified response to the crisis on the roads.

11. Fourteen accessions by Member States to the six key United Nations legal instruments on road safety have been recorded by the United Nations regional commissions since July 2022. Three new United Nations regulations complemented the work on vulnerable road users. Amendments to key United Nations conventions were made to account for the use of automated driving systems.

12. The 164 existing United Nations regulations annexed 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, 21 United Nations Global Technical Regulations associated with the 1998 Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles, and four United Nations rules annexed to the 1997 Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections were updated with 120 amendments and further developed with four new United Nations regulations in 2022.

13. The work on the protection of vulnerable road users by vehicles was complemented by three new United Nations regulations (on vulnerable road users in front and side close proximity, on vulnerable road users direct vision and on reverse

warning), and a new United Nations regulation on studded tyres with regard to their snow performance entered into force in October 2022.

14. A framework document on vehicle whole-life compliance was established; it provides for a compliance regime for vehicles from type-approval by means of periodic technical inspections, roadside technical inspections until end of life and scrapping by applying a holistic approach.

15. In 2022, two new United Nations Global Technical Regulations (No. 22 on in-vehicle battery durability for electrified vehicles and No. 23 on the measurement procedure for two- and three-wheeled vehicles equipped with a combustion engine with regard to durability of pollution-control devices), as well as an amendment to Global Technical Regulation No. 2 (on the worldwide motorcycle emissions test cycle), were established in line with the 1998 Agreement.

16. Several amendments to the Agreement concerning the International Carriage of Dangerous Goods by Road were adopted with a view to enhancing road safety and security. Those amendments entered into force on 1 January 2023 and relate to the transport of dangerous goods, including new provisions to protect tanks and certain vehicles against the risk of fire. A new edition of the Agreement incorporating those amendments was published in 2022.

17. National road safety performance review projects of the Economic Commission for Europe (ECE) were carried out with the United Nations Children's Fund (UNICEF) in Uzbekistan and the United Nations Development Programme in the Republic of Moldova. Those projects aimed to strengthen national road safety systems and reduce road traffic deaths. The two new national road safety performance reviews used a new framework aligned to the Global Plan.

18. Approximately \$8 million has been allocated to fund 20 of 134 eligible proposals submitted to the United Nations Road Safety Fund through its 2022 and 2023 annual calls for proposals. Through these 20 recently approved proposals, the following 50 countries will benefit from direct support in implementing the Global Plan: Antigua and Barbuda, Bangladesh, Belize, Bolivia (Plurinational State of), Bosnia and Herzegovina, Botswana, Brazil, Cambodia, Colombia, Costa Rica, Côte d'Ivoire, Dominican Republic, Egypt, El Salvador, Ethiopia, Ghana, Guatemala, Guinea, Haiti, Honduras, Indonesia, Jamaica, Jordan, Kenya, Kyrgyzstan, Lao People's Democratic Republic, Lebanon, Malaysia, Mauritania, Myanmar, Morocco, Mozambique, Nepal, Nicaragua, Nigeria, Panama, Paraguay, Philippines, Rwanda, Senegal, Serbia, South Africa, Tajikistan, Thailand, Tunisia, Uganda, United Republic of Tanzania, Uzbekistan, Viet Nam and Zambia. Specifically, the Fund's partners deliver capacity-building support to Governments in legislative and regulatory reform; effective traffic enforcement approaches; harmonized vehicle safety standards; effective post-crash care protocols; and road safety management capacity, coordination and data collection.

19. In the past year, the Fund has mobilized a growing and more diverse group of committed financial contributors spanning the public and private sectors, alongside philanthropists, ensuring its ability to create a safer world for road users in more partner countries. With a clear scope to engage new donors, in the past year Fund partners have launched over 47 publications, 27 articles and videos and four online events geared towards enlarging and leveraging the pool of financing within the Fund.

20. A number of organizations, including the FIA Foundation for the Automobile and Society and UNICEF, have been advocating for the greater integration of road safety within the broader child and adolescent health agenda. This has included participation and advocacy at major events such as the Group of 20 event on the theme "Health of youth – wealth of nation", held in New Delhi in June 2023. With road

safety as one of four key themes for the event, the town hall meeting and technical sessions with young people led to a series of recommendations that were included in an outcome document for Group of 20 member States. These same organizations are also working to ensure visibility for road safety and child health at the upcoming Sustainable Development Goals Summit.

21. A range of technical guidance documents and reports have been developed to assist Member States in implementing the recommendations of the Global Plan. They include the series of WHO guidelines on pedestrian safety, powered two- and three-wheeled vehicles, and the use of helmets; technical guidance on child and adolescent road safety by UNICEF; and a series of reports on multimodal transport and decarbonization by the International Transport Forum and the World Resources Institute.

22. Technical assistance has been provided by WHO, the World Bank and regional data observatories to Member States on strengthening data systems and addressing the underreporting of road traffic deaths. Support was also provided to Member States on how to make better use of data to inform decisions and policies for transport and road safety.

23. Through the Bloomberg Philanthropies Initiative for Global Road Safety, legislative support and advocacy at the state and local levels was provided in 15 countries by international and national partners in collaboration with government agencies. The provision of technical assistance is based on existing best practices for road safety legislation and the safe system approach as described in the Global Plan.

24. In the past year, implementation of new programmes under the International Road Assessment Programme, including road risk mapping, star rating and infrastructure investment planning, has been undertaken in 29 countries. Analysis from the Programme shows that 70 national and subnational road safety strategies and policies now include the road infrastructure star rating targets recommended in the Global Plan. In support of the global targets for three-star or better roads for all road users, Member States, partners and private sector toll-road operators have influenced the safety performance of an estimated \$100 billion of road investments.

25. The Global New Car Assessment Programme, a project of the Towards Zero Foundation charity, reached the milestone of 50 models crash-tested for safety in the Indian market in 2022. The Government of India will launch its own new car assessment programme in October 2023 to enhance vehicle safety to reduce crash fatalities in the country.

26. The Towards Zero Foundation charity has established a motorcycle anti-lock braking system partnership that consists of 17 regional and global road safety partners working to increase the fitment rate of motorcycle anti-lock braking systems in the Association of Southeast Asian Nations region and to advocate for a region-wide commitment to mandate motorcycle anti-lock braking systems (in line with ECE regulation No. 78 and United Nations Global Technical Regulation No. 3) on all powered two-wheelers capable of travel speeds greater than 50 kilometres per hour.

27. The Multilateral Development Banks Road Safety Working Group, comprising 10 member institutions, reviewed progress made by the multilateral development banks in financing road safety in low- and middle-income countries between 2018 and 2022. An estimated \$3.6 billion was allocated by multilateral development banks through their respective road safety projects, representing nearly 9 per cent of all road sector lending in the period. The Working Group noted, however, that significantly scaled-up funding is needed to achieve catalytic change in low- and middle-income countries, and called upon Governments and the private sector to ramp up funding in line with the global targets of the United Nations.

28. The Global Alliance of NGOs for Road Safety produced a global call for action and an accountability toolkit to empower non-governmental organizations to advocate for road safety globally. The Global Alliance coordinates with United Nations stakeholders through the WHO-hosted United Nations Road Safety Collaboration.

29. In 2022, the YOURS Academy was launched as an online resource for evidence and practical guidance. In the first part of 2022, the Academy enrolled over 500 participants. A policymakers' toolkit for meaningful youth engagement was also developed and launched. Expansion of the Global Youth Coalition for Road Safety continued during this period; this has facilitated the increased participation of youth in road safety dialogues ranging from small community events to high-level meetings with national policymakers.

30. A global commemoration for the World Day of Remembrance for Road Traffic Victims took place on 18 November 2022 with the theme "Remember, support, act". The event included participation by high-level representatives of the United Nations, including the Special Envoy for Road Safety, as well as the Director General of WHO. National commemorations were also carried out around the world in the weeks leading up to and following the global commemoration. In a number of countries, such as India, the World Day of Remembrance was the kick-off to a road safety week.

III. Way forward

31. The fifth *Global Status Report on Road Safety*, to be launched in late 2023, will provide a strengthened evidence base of fatality statistics for the majority of Member States, as well as relevant legal, regulatory and policy developments. The report will aid in refining the priority countries for assistance throughout the Decade and in shaping actions and assistance that are needed to achieve the targets in the Global Plan.

32. The Government of Morocco has proposed to host a ministerial conference on road safety in February 2025, the midpoint of the Decade, and the global network of heads of national road safety agencies will meet again in conjunction with this ministerial conference. Until then, a series of regional activities will be organized by WHO and other stakeholders to advance progress at the national and subnational levels.

33. In preparation for the next high-level meeting on improving global road safety to be held in New York and based on the progress reflected in the present report, it is recommended that the General Assembly call upon Member States to intensify actions to accelerate the implementation of the established measures outlined in the Global Plan to save lives and achieve the target of a 50 per cent reduction in deaths, including:

(a) **To adopt evidence- and/or science-based good practices for addressing key risk factors, including the non-use of seat belts, child restraints and helmets, medical conditions and medicines that affect safe driving, driving under the influence of alcohol, narcotic drugs and psychotropic and psychoactive substances, inappropriate use of mobile phones and other electronic devices, including texting, while driving, speed driving, driving in low-visibility conditions and driver fatigue, as well as the lack of appropriate infrastructure; and for enforcement efforts, including road policing, coupled with awareness and education initiatives, supported by infrastructure designs that are intuitive and favour compliance with legislation and a robust emergency response and post-crash care system;**

(b) Implement a safe system approach through policies that foster safe urban and rural road infrastructure design and engineering; set safe adequate speed limits supported by appropriate speed management measures; enable multimodal transport and active mobility; and establish, where possible, an optimal mix of motorized and non-motorized transport, with a particular emphasis on public transport, walking and cycling, including bike-sharing services, safe pedestrian infrastructure and level crossings, especially in urban areas;

(c) Ensure that road infrastructure improvements and investments are guided by an integrated road safety approach that, inter alia, takes into account the connections between road safety and the eradication of poverty in all its dimensions, physical health, including visual impairment and mental health issues, the achievement of universal health coverage, economic growth, quality education, reducing inequalities within and among countries, gender equality and women's empowerment, decent work, sustainable cities, environment and climate change, as well as the broader social determinants of road safety and the interdependence between Sustainable Development Goals and targets that are integrated, interlinked and indivisible, and assures minimum safety performance standards for all road users;

(d) Strengthen international cooperation on road safety through the sharing of good practices, successful implementation mechanisms and technical standards; ensuring that used vehicles comply with relevant national safety and emissions standards, striving to ensure that all vehicles produced and sold for every market by 2030 are equipped with appropriate levels of safety performance and that incentives are provided, where possible, for the use of vehicles with enhanced safety performance; encouraging the provision of consumer information on vehicle safety through new car assessment programmes that are independent from vehicle manufacturers and encouraging the sharing of such consumer information with WHO and other countries, in particular developing countries, including the least developed countries; and the harmonization of practices, where appropriate, pertaining to training, driving hours and working conditions, and vehicle registration, certification and licensing;

(e) Promote capacity-building, knowledge-sharing, technical support and technology transfer programmes and initiatives on mutually agreed terms in the area of road safety, especially in developing countries, which confront unique challenges, and, where possible, the integration of such programmes and initiatives into sustainable development assistance programmes through North-South, South-South and triangular cooperation formats, as well as public-private collaboration;

(f) Leverage the full potential of the multilateral system, in particular WHO, the good offices of the Special Envoy of the Secretary-General for Road Safety, the United Nations regional commissions and relevant United Nations entities, as well as other stakeholders, including the Global Road Safety Partnership, to support Member States with dedicated technical assistance and, upon their request, in applying voluntary global performance targets for road safety when appropriate;

(g) Integrate a gender perspective into all policymaking and implementation of transport policies that provide for safe, secure, inclusive, accessible, reliable and sustainable mobility and non-discriminatory participation in transport; and ensure that policies cater to road users who might

be in vulnerable situations, in particular children, youth, older persons and persons with disabilities;

(h) **Contribute to international and national road safety by encouraging research and improving and harmonizing disaggregated data collection on road safety, including data on road traffic crashes, resulting deaths and injuries, and road infrastructure, including those gathered from regional road safety observatories, to better inform policies and actions; strengthen road safety data capacity, including in low- and middle-income countries, and improve the quality of systematic and consolidated data collection and comparability at the international level for effective and evidence-based policymaking and implementation while taking into account privacy and national security considerations; and request WHO to continue to monitor and report progress towards the achievement of the goals of the Second Decade of Action for Road Safety 2021–2030.**
