



# General Assembly

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**Improving global road safety**

## Improving global road safety

### Note by the Secretary-General

The Secretary-General has the honour to transmit herewith a 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 resolutions [76/294](#) and [78/290](#).



## Summary

The present second progress report is submitted pursuant to the political declaration adopted at the high-level meeting of the General Assembly on improving global road safety in June 2022 (Assembly resolution [76/294](#), annex) and Assembly resolution [78/290](#). In the political declaration, Member States committed to scaling up actions in line with the Global Plan for the Decade of Action for Road Safety 2021–2030 and requested the Secretary-General, in consultation with the World Health Organization (WHO) and other relevant agencies, to provide progress reports during the seventy-eighth and eightieth sessions of the Assembly. The present report serves to review progress made since the first report ([A/78/345](#)), highlight developments at the international, regional and national levels and outline the way forward in the context of the 2030 Agenda for Sustainable Development and the global target of halving road traffic deaths and injuries by 2030.

Road traffic injuries remain a major global health and development challenge. The fifth *Global Status Report on Road Safety*, issued in 2023 after the first progress report, provides the most comprehensive and updated evidence base, establishing a baseline for tracking progress towards the 2030 targets. Road crashes are the leading cause of death among children and young people aged 5–29 years and a major source of life-changing injuries, striking during the most productive years of life and causing profound health, social and economic harm.

The sharing of the burden is marked by deep inequities: 92 per cent of fatalities occur in low- and middle-income countries, where the risk of death per capita is up to three times higher than in high-income countries, despite far fewer vehicles and less extensive infrastructure. However, road safety remains a pressing concern in high-income countries also, particularly for vulnerable road users such as pedestrians, cyclists and motorcyclists. No country is immune, and only a minority have adopted comprehensive legislation aligned with WHO good practice. A truly global response is therefore required, with all Member States accountable for halving road traffic deaths by 2030. This evidence and renewed urgency formed the backdrop for the midterm review of the Second Decade of Action for Road Safety by the global road safety community.

The fourth Global Ministerial Conference on Road Safety, held in Marrakech in February 2025, was a critical moment. Over 100 countries endorsed the resulting Marrakech Declaration, in which they reaffirmed road safety as a political and development priority and called for accelerated implementation of the Global Plan.

Road safety must be institutionalized as a long-term priority, with robust agencies, strategic planning and measurable targets in place across all countries, and supported by the private sector, civil society and youth movements regardless of income level.

## I. Background

1. In September 2020, the General Assembly adopted resolution [74/299](#) on improving global road safety, which 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 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 provides guidance to policymakers in developing national and local road safety strategies while recognizing that each context is unique. In the Global Plan, Governments and stakeholders are called upon to work towards implementing an integrated safe system approach in which road transport is acknowledged as 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 on improving global road safety (resolution [76/294](#), annex). In the declaration, Member States committed to scaling up actions in line with the Global Plan. They 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. They further stressed that implementation should be guided by technology and innovation, data, evidence and best practices. In the declaration, the Member States requested the Secretary-General, in consultation with WHO and other relevant agencies, to submit progress reports to the Assembly during its seventy-eighth and eightieth sessions, including recommendations on implementation of the declaration. The reports are intended to inform the high-level meeting to be convened in 2026.

4. The first progress report ([A/78/345](#)), covering the period from July 2022 to July 2023, documented key developments in implementing the Second Decade of Action for Road Safety 2021–2030. These included the establishment of the WHO-led global network of heads of road safety agencies, the expansion of technical assistance to Member States and the strengthening of regional frameworks through workshops and policy dialogues. Progress was noted in accessions to United Nations road safety conventions, the development of new vehicle safety regulations and the mobilization of financing through the United Nations Road Safety Fund, which supported 50 countries. In the report, increased advocacy, youth engagement and the integration of road safety into broader health and development agendas were emphasized.

5. The present second progress report outlines the progress achieved in advancing the aims of the Second Decade of Action for Road Safety. It contains a review of developments at the international, regional and national levels related to the Global Plan and sets out the way forward in the context of the 2030 Agenda for Sustainable Development. It also serves as a follow-up to the commitments adopted in the political declaration of the 2022 high-level meeting on improving global road safety. In the declaration, the Assembly set out 18 priority actions for Member States and partners, including the implementation of the Global Plan, the establishment of national leadership and coordination mechanisms, strengthened financing, data and legal frameworks and the promotion of equity and inclusion in all aspects of road safety. The present report serves to review progress made in these areas and highlight

new political momentum generated through the fourth Global Ministerial Conference on Road Safety.

## **II. Advances in achieving the targets of the Global Plan for the Decade of Action for Road Safety 2021–2030**

6. The *Global Status Report on Road Safety 2023* provides a critical benchmark for assessing progress towards the targets of the Second Decade of Action for Road Safety. While the number of global road traffic deaths declined slightly to 1.19 million per year – a reduction of 5 per cent since 2010 – that modest improvement falls short of the pace required to meet the 2030 target of halving fatalities. In the report, it is noted that more than half of all Member States have reduced the number of deaths, with 10 countries achieving a 50 per cent reduction in the past decade. However, the burden remains unequally distributed: 92 per cent of deaths occur in low- and middle-income countries, and vulnerable road users – particularly motorcyclists, pedestrians and cyclists – account for most fatalities. Road traffic injuries remain the leading cause of death of children and young people aged 5–29 years. These findings underscore the urgency of accelerating the implementation of the Global Plan for the Decade of Action for Road Safety 2021–2030 through evidence-based policies, strengthened institutions and inclusive approaches that prioritize the safety of all road users.

### **A. Political leadership and governance**

7. The fourth Global Ministerial Conference on Road Safety, held in Marrakech in February 2025 under the patronage of King Mohammed VI, marked a pivotal midterm milestone for the Second Decade of Action for Road Safety. More than 100 Member States endorsed the Marrakech Declaration, in which they reaffirmed road safety as an urgent public health and development priority. They underscored that road transport systems should result in zero deaths or serious injuries and that safety must not be compromised. In the Declaration, the Member States emphasized equity, inclusion and leaving no one behind, with particular attention to Africa, and called for strengthened legislation, predictable and sustainable financing, improved data systems and multisectoral coordination across the health, transport, finance, infrastructure, education and environment ministries. Also in the Declaration, Member States were urged to embed road safety within broader sustainable transport and development frameworks.

8. A major innovation of the fourth Global Ministerial Conference was the introduction of voluntary national commitments, formally presented for the first time during the conference. The commitments, welcomed by participants, set out concrete actions that countries intend to undertake – such as establishing or reinforcing lead agencies, adopting safe speed policies and infrastructure measures, aligning vehicle standards with international regulations, strengthening post-crash care, improving data systems and ensuring sustainable domestic financing. Following the conference, the Global Alliance of NGOs for Road Safety initiated a process to monitor these commitments, creating a new mechanism for transparency, accountability and momentum.

9. Transport ministers from the 69 States members of the International Transport Forum adopted a policy recommendation on comprehensive road safety policy in May 2025. It reinforces the Marrakech priorities by urging countries to strengthen data systems, adopt safe system-aligned interventions, improve speed management, accelerate vehicle safety technologies and coordinate decision-making across government.

## **B. Global and regional mobilization and advocacy**

10. The Special Envoy of the Secretary-General for Road Safety played a central role in mobilizing high-level political commitment. Ahead of the fourth Global Ministerial Conference, the Special Envoy engaged with 38 Member States and held dialogues with more than 100 officials. He also hosted the “friends of the Special Envoy” network, bringing together leaders from governments, agencies, business and civil society. In addition, he hosted United Nations partnership events and a second United Nations road safety retreat, providing a platform for coordination across the United Nations system.

11. The global network of heads of national road safety agencies held its second in-person meeting, co-hosted by WHO and the World Bank. Representatives from more than 85 countries shared progress and challenges related to the implementation of the Global Plan, underscoring the importance of strong lead agencies, sustainable financing, robust data systems and effective multisectoral coordination. Countries demonstrating the greatest progress highlighted systemic approaches linking road safety with climate action, urban mobility reform and public health. Through this platform, institutional leadership, peer learning and capacity-building were further strengthened, reinforcing road safety as a global development priority.

12. African Member States strengthened regional leadership by establishing the African Association of Road Safety Lead Agencies, which held its inaugural general assembly in Lusaka in June 2025. The Association will be supported by a permanent secretariat hosted by the Federal Road Safety Corps of Nigeria, providing a regional platform for coordination, capacity-building, and implementation of the Global Plan across the continent.

13. Regional road safety observatories continued to strengthen data systems and regional cooperation, supporting countries in generating more reliable crash data, harmonizing methodologies and monitoring progress on the implementation of the Global Plan. Across regions, observatories advanced initiatives such as developing new digital crash-data tools, publishing updated regional reports and statistical profiles, expanding capacity-building through workshops and webinars and launching regional knowledge hubs and dashboards.

14. The Eastern Alliance for Safe and Sustainable Transport and partners launched the Eastern Partnership Road Safety Observatory, strengthening regional harmonization of indicators. These efforts are helping countries to improve evidence-based decision-making and align national strategies with global road safety targets.

15. In May 2025, the eighth United Nations Global Road Safety Week was organized around the theme of walking and cycling as healthy and sustainable forms of mobility that must be made safe. WHO released a new policy toolkit, and events were hosted in all regions. Activists documented the safety of road infrastructure in Brazil, Ethiopia, the Islamic Republic of Iran, Rwanda and Zambia, and the National Parliament of Australia was illuminated for road traffic victims.

## **C. Data, innovation and evidence for decision-making**

16. Data analytics and innovation continued to underpin progress. The International Transport Forum launched a safe system tool to enable road safety stakeholders to assess and strengthen how their actions contribute to building a safe system, supporting evidence-based decision-making and targeted improvements.

17. WHO and the International Transport Forum launched a global road safety assessment framework for corporate action and reporting to support businesses in integrating robust road safety practices into their operations and value chains.

18. The International Organization for Standardization continues to develop international alignment on road safety through good-practice management standards, harmonizing fleet safety and infrastructure assessment.

19. Extensive research continued, including work led by Johns Hopkins University in producing 60 city-level road safety reports across 30 cities. Sweden convened an international expert group to identify actions for accelerating global road safety, emphasizing integration into occupational health and safety.

#### **D. Capacity development and knowledge exchange**

20. International capacity-building remained a cornerstone of global road safety efforts during the reporting period. Major initiatives brought together experts and participants from across regions to strengthen leadership, technical skills and youth engagement. The global road safety leadership courses, delivered by Johns Hopkins University in conjunction with the **Global Road Safety Partnership**, trained over 1,100 leaders from 84 countries, fostering a global community of practice and enhancing institutional capacity at all levels.

21. Between 2022 and 2025, around 80 individuals from some 30 countries participated in the international courses of the Vision Zero Academy of Sweden. Notably, during the period 2021–2025, approximately 1,200 Brazilian representatives – road safety organizations, and authorities at the local, regional and federal levels involved with infrastructure, public transport and road safety – successfully completed the digital Vision Zero Academy courses to date.

22. The International Road Assessment Programme has trained more than 87,000 practitioners worldwide in safe systems, safe infrastructure and safe speeds. Collectively, these international programmes have reinforced the foundation for sustainable progress, ensuring that capacity-building remains central to achieving the targets of the Global Plan.

23. The Stichting Youth for Road Safety (YOURS) advocacy group trained more than 2,000 young people and mobilized an additional 1,845 youth advocates, equipping the next generation to drive policy change and lead community-based actions.

#### **E. Implementation of safer system interventions**

24. At the national level, several countries advanced or updated their road safety governance frameworks. Progress was reported in the development and implementation of national strategies, institutional reforms and coordination. Several Member States advanced national road safety programmes aligned with the Global Plan. Other countries strengthened lead agencies and enhanced interministerial coordination platforms. The United Kingdom of Great Britain and Northern Ireland announced its first national road safety strategy in more than a decade, with a plan to reduce deaths and serious injuries on its roads by 65 per cent by 2035. The **Global Road Safety Partnership** established multisector coalitions in 15 countries. Moldova adopted a new national strategy with clearly defined institutional mandates and performance targets. In Ukraine, a multisectoral initiative supported by the International Transport Forum and the Swedish Transport Administration advanced the development of a 10-year national road safety strategy grounded in safe system principles and integrated into reconstruction efforts. Youth-led organizations

mobilized more than €1.2 million for local and national initiatives, demonstrating the growing role of youth leadership in advancing road safety action.

25. WHO and partners convened officials and experts to advance laws and policies that strengthen motorcycle safety. Industry actors contributed through the production of a global four-stage strategy addressing inclusive policies, infrastructure, training and harmonized vehicle requirements.

26. Countries continued to integrate road safety into broader transport and development agendas, including urban planning and sustainable mobility. Through the mobility snapshots programme implemented by the Global Alliance of NGOs for Road Safety and the International Road Assessment Programme, cities in Argentina, Ethiopia and Zimbabwe introduced targeted street design improvements such as upgraded crossings, expanded footpaths and traffic-calming measures.

27. While sustainable domestic financing remains the foundation for long-term safer system implementation, international and philanthropic financing plays a catalytic role in enabling reforms and scaling evidence-based interventions. Between 2018 and 2024, multilateral development banks mobilized over \$6 billion for road safety in low- and middle-income countries, with financing projected to reach \$10 billion over the next decade, increasingly through results- and policy-based lending and sustainable financial instruments. These investments are complemented by targeted grant financing from the United Nations Road Safety Fund, which supports priority policy actions and helps to catalyse sustainable domestic financing. In parallel, philanthropic financing represents a distinct and significant source of funding for global road safety, providing flexible, multi-year investments that support large-scale implementation, policy reform, and system-wide approaches at the national and city levels.

28. Within the philanthropic landscape, Bloomberg Philanthropies has been the largest single contributor to global road safety, committing more than \$500 million since 2007 through the Bloomberg Philanthropies Initiative for Global Road Safety and related investments. Since its inception, the Initiative has operated as a multi-partner platform supporting comprehensive safe system implementation across cities, countries and regions, particularly in high-burden settings. In the most recent investment phase of the Initiative (2020–2025), its financing has been focused on supporting the implementation and enforcement of packages of evidence-based interventions in up to 30 cities across 15 countries most affected by road traffic injuries. Cumulatively since 2007, Initiative-supported investments have reached more than 50 cities and provinces and contributed to strengthened national road safety policies and vehicle safety standards across multiple regions. As a result, several partner activities referenced in the present report have been supported wholly or in part through Initiative financing.

29. Progress in road infrastructure safety continued across regions. The application of International Road Assessment Programme methodologies expanded to more than 4.1 million km of roads and designs in 135 countries, guiding safer design standards and investment priorities. In South-East Asia, Viet Nam began implementing safety improvements for 3,300 school zones, while Cambodia established its first national technical working group on safe school zone infrastructure to coordinate multisectoral action. The Eastern Alliance for Safe and Sustainable Transport, together with the International Road Assessment Programme and the International Road Federation, supported the transport design institutions of Kyrgyzstan in the adoption of inclusive street-design guidance incorporating safe system principles.

30. Private sector actors advanced infrastructure safety through innovation and safety management systems. The Abertis Foundation published a road safety policy

implementation guide based on International Organization for Standardization standard 39001:2012 and piloted smart traffic-monitoring solutions through its Future Road Lab to improve safety on concession networks. The International Road Assessment Programme has contributed to ensuring that road infrastructure safety targets in 95 national and regional policies result in three-star or better designs. The star ratings for road safety in school zones have expanded to 2,337 such zones across 80 countries.

31. Vehicle safety saw notable progress through regulatory alignment, consumer information programmes and industry partnerships. The Global New Car Assessment Programme supported the launch of the Bharat New Car Assessment Programme, now the tenth such programme worldwide, advanced a global campaign for mandatory safety labelling and contributed to the Shanghai declaration to democratize vehicle safety. The Swedish Transport Administration funded research underpinning the decision of the European New Car Assessment Programme to introduce heavy truck crash-compatibility testing by 2031 and advance energy-absorbing front structures.

32. Countries strengthened legal frameworks and enforcement capacity to address key behavioural risks together with different stakeholders. The Special Envoy for Road Safety expanded the global road safety awareness campaign with an international advertising company, which has now reached 50 of the 80 targeted locations expected by 2026. The revised Law of Roads and Law of Road Traffic Order and Safety of Viet Nam introduced mandatory child restraints, reinforced helmet requirements and adopted zero tolerance for alcohol-impaired driving. The Abertis Foundation implemented awareness campaigns and school-based programmes.

33. Stichting Youth for Road Safety (YOURS) supported legislative reforms in Colombia and Mexico and enabled the Road Safety in Primary Schools programme of Rwanda. More than €1.2 million was mobilized for youth-led initiatives. The Global Alliance of NGOs for Road Safety advanced global advocacy on protective equipment, publishing a white paper on helmet standards and undertaking helmet testing in 10 countries to promote safer helmets for all, including children.

34. Countries continued prioritizing speed management. Spain reported ongoing benefits of its nationwide 30 km/h urban speed limit and standardized 90 km/h maximum speed limit, including reductions in deaths and increased compliance. Spain also expanded automated enforcement with 108 point-to-point cameras and additional speed monitoring systems.

35. Georgia expanded 30 km/h limits to over 300 school zones. AIP Foundation supported Cambodia in developing national 30 km/h school zone guidelines and facilitated community-based safety efforts in Viet Nam. Civil society coalitions contributed to speed limit reforms in several countries. Uganda instituted 30 km/h limits in school and hospital zones, informed by community monitoring using the accountability toolkit developed by the Global Alliance.

36. Post-crash response systems saw notable improvements through strengthened trauma care, enhanced emergency response and expanded victim support services. The Johns Hopkins International Injury Research Unit, with funding from the Asian Development Bank, developed an investment case for strengthening trauma systems in Asia and the Pacific.

37. Road policing capacity progressed globally, including through the **Global Road Safety Partnership**, which delivered specialized training for police and emergency responders across Latin America, Africa and Asia, focusing on crash investigation and coordinated emergency response. The Abertis Foundation improved post-crash capacity on concession roads through targeted training programmes. The Federación Iberoamericana de Asociaciones de Víctimas Contra la Violencia Vial and Fundación

MAPFRE contributed to the expansion of victim assistance units in Latin American countries.

### III. Way forward

38. The next United Nations high-level meeting, to be convened in 2026, marks a decisive opportunity for Heads of State and Government to renew political leadership, strengthen financing and institutionalize road safety as a core development priority. The global target of halving the number of road traffic deaths and injuries by 2030 must be reaffirmed, supported by governments, the private sector, civil society and young people.

39. The need for a comprehensive safe system approach is well established, and knowledge of effective measures is widely available. There are signs of progress: more countries have established lead agencies, strengthened governance frameworks and improved delivery mechanisms. However, understanding of the urgency remains limited. For many decision makers, road traffic injury is still perceived as a technical or transport issue rather than as a leading cause of premature death, serious injury and long-term disability, and a barrier to sustainable development. Accelerating these institutional trends, while broadening awareness and political prioritization, is essential.

40. The high-level meeting should mark a decisive milestone at the midpoint of the Second Decade of Action for Road Safety. The meeting is an opportunity to generate concrete commitments from Heads of State and Government. Building on precedents from other health and development agendas, such as HIV/AIDS and universal health coverage, the meeting could be used to secure measurable national pledges, scaled-up financing and stronger institutional leadership. It also provides an opportunity to adopt a unifying political and ethical principle, affirming that no death or serious injury on the roads is acceptable. The commitments made should serve as a road map for the remainder of the Second Decade of Action.

41. **At the 2026 high-level meeting, Member States may wish to:**

(a) **Reaffirm the global target of halving the number of deaths and injuries by 2030;**

(b) **Adopt a unifying political and ethical principle, such as Vision Zero, by which they affirm that no death or serious injury is acceptable on the world's roads;**

(c) **Institutionalize road safety by strengthening lead agencies, strategies and accountability frameworks in every Member State;**

(d) **Secure renewed national pledges from Heads of State and Government, including measurable targets for both fatalities and serious injuries;**

(e) **Ensure sustainable financing through domestic budgets, international support and integration with health, education, climate and infrastructure investments;**

(f) **Promote a whole-of-society approach, where governments lead but private industry, civil society and youth movements play critical roles as both implementers and demanders of accountability;**

(g) **Leverage the high-level meeting and other forums to advance work in firmly embedding road safety into related sustainable development agendas, policies and plans, including climate action, urban planning and mobility reform.**