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Improving global road safety

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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 of the United Nations Road Safety Collaboration.

* [A/74/150](#).



Summary

The present report was prepared by the World Health Organization (WHO) in collaboration with the United Nations regional commissions and other partners of the United Nations Road Safety Collaboration. The report provides an update on the implementation of the recommendations contained in General Assembly resolution [72/271](#) and includes an account of activities undertaken by the global road safety community since the issuance of the previous report ([A/72/359](#)), in pursuance of the objectives of the Decade of Action for Road Safety 2011–2020 and of the relevant Sustainable Development Goals. The following developments in the intervening period are noted: the approval, by consensus, by Member States of a set of 12 voluntary global road safety targets to guide action and ensure measurement of progress at the national and global levels; the establishment of the United Nations road safety trust fund to support progress towards achieving road safety-related Goals and targets; the offer by the Government of Sweden to host the third Global Ministerial Conference on Road Safety, in 2020; the adoption of World Health Assembly resolution 72.16 on emergency and trauma care; and the release of the *Global Status Report on Road Safety 2018*, the fourth of its kind published by WHO, highlighting the scope of the road traffic injury burden and describing the interventions in place to address it. Initiatives have been developed at the regional level to facilitate policy dialogue, including through the establishment of regional networks of road safety legislators, strengthen data collection, including through the establishment of regional road safety observatories, improve infrastructure and vehicle safety and build capacity. The report concludes with a number of recommendations to the General Assembly to guide action among Member States that is necessary to achieve the goals of the Decade of Action and targets 3.6 and 11.2 of the Sustainable Development Goals.

I. Introduction

1. Road traffic crashes are responsible for over 1.35 million deaths per year. Pedestrians, cyclists and motorcyclists represent 54 per cent of all road traffic deaths globally. Low- and middle-income countries, which represent 85 per cent of the total population and 60 per cent of all vehicles, account for 93 per cent of all traffic-related deaths.

2. The General Assembly, in its resolution [58/289](#), gave the World Health Organization (WHO) the mandate to act as the coordinator on road safety issues within the United Nations system, and, in that role, WHO continues to cooperate closely with the United Nations regional commissions.

3. Since 2004, the General Assembly has repeatedly called attention to the global road safety crisis and the need for improvement. Most recently, in its resolution [72/271](#), the Assembly decided on several steps to accelerate progress towards achievement of the Sustainable Development Goals and targets linked to road safety, including target 3.6, which is aimed at halving the number of global deaths and injuries from road traffic accidents by 2020, and target 11.2, the aim of which is to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, by 2030. It also welcomed the offer of the Government of Sweden to host the third Global Ministerial Conference on Road Safety,¹ in 2020, as well as the consensus gained on 12 global road safety performance targets and the establishment of the United Nations road safety trust fund. In the resolution, the Assembly also requested WHO to continue to monitor progress, through its global status reports on road safety, and invited WHO and the United Nations regional commissions to facilitate the organization of activities for the fifth United Nations Global Road Safety Week, in 2019.

4. The present report is the fifth to be submitted pursuant to General Assembly resolution [64/255](#). The report, which covers the period from September 2017 to July 2019, provides a description of the activities undertaken by United Nations entities, global road safety agencies and governmental, civil society and private sector organizations since the issuance of the previous report.

II. Progress on the Decade of Action for Road Safety

5. The goal of the Decade of Action for Road Safety, proclaimed for the period 2011–2020, is to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels. The objective of the Decade of Action was strengthened by the adoption of global road safety targets under the 2030 Agenda for Sustainable Development, including targets 3.6 and 11.2.

6. To complement the road safety-related targets of the Sustainable Development Goals, Member States agreed, in November 2017, on a set of 12 voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.² The targets were developed to assist interested countries in adjusting their focus and scaling up national road safety activities, as needed, and to provide a means to monitor the extent of progress.

¹ The title of the Conference was changed from the third high-level global conference on road safety (see General Assembly resolution [72/271](#)) to the third Global Ministerial Conference on Road Safety.

² See: www.who.int/violence_injury_prevention/road_traffic/12GlobalRoadSafetyTargets.pdf?ua=1.

7. As noted in the *Global Status Report on Road Safety 2018*, published by WHO, the number of road traffic fatalities has stabilized in recent years relative to the size of the world's population, while the rate of deaths relative to the number of vehicles has declined.

8. The number of activities, actors and sectors involved in road traffic injury prevention has grown since the start of the Decade of Action. The United Nations Road Safety Collaboration, facilitated by WHO, has continued to serve as an informal platform for information exchange and the coordination of activities at the global level, including planning of the fifth United Nations Global Road Safety Week, preparations for the third Global Ministerial Conference on Road Safety and coordination of the development of guidance documents on road safety. The level of political engagement afforded to road safety has also grown. For example, the Special Envoy for Road Safety, appointed by the Secretary-General in April 2015, has continued to mobilize political commitment at the highest levels.

9. Road safety is further addressed as an essential component of broader agendas, including child and adolescent health, physical activity, development and sustainable mobility. For example, the Child Health Initiative, Sustainable Mobility for All, the Partnership for Healthy Cities and the WHO global action plan on physical activity 2018–2030 all include a road safety component.

10. To review progress in achieving the goals of the Decade of Action and the relevant targets of the Sustainable Development Goals and provide an opportunity for Member States to further discuss ways to achieve the Goals by 2030, the General Assembly, in its resolution [72/271](#), welcomed the offer by the Government of Sweden to host the third Global Ministerial Conference on Road Safety, to be held on 19 and 20 February 2020 in Stockholm. To prepare for the Conference, planning bodies, composed of representatives of Governments, international organizations, non-governmental organizations (NGOs), academic institutions and the private sector, have been convened to develop the Conference programme and outcome document.

III. International legal instruments, resolutions and policy instruments

11. The Economic Commission for Europe (ECE), through the Global Forum for Road Traffic Safety, continued its work on reviewing both the 1968 Convention on Road Traffic and the 1968 Convention on Road Signs and Signals, to which there are 79 and 67 contracting parties, respectively. Specifically, the Global Forum examined the consistency between the Convention on Road Traffic and the provisions of the vehicle technical regulations on driving permits and automated driving. The Global Forum also discussed the implications of automated driving on the concept of a driver operating the vehicle, from inside and outside the vehicle, and adopted a resolution on the deployment of highly and fully automated vehicles in road traffic in September 2018.

12. The Global Forum continued to update its policy instruments, such as the Consolidated Resolution on Road Traffic, by introducing changes to reflect the “safe system approach” to road safety. Further updates were proposed on distracted driving, the safety of powered two-wheelers and vulnerable road users.

13. The Global Forum prepared an advance version of a report of the Group of Experts on Road Signs and Signals. In the final report, expected to be adopted in September 2019, inconsistencies between the Convention on Road Signs and Signals and the 1971 European Agreement supplementing the Convention are highlighted,

and amendments to annexes I, II and III to the Convention, to the provisions of the European Agreement and to the Protocol on Road Markings are proposed. Conclusions and recommendations on the implementation of the Convention and the European Agreement are also provided for the contracting parties.

14. Through the World Forum for the Harmonization of Vehicle Regulations, ECE continued to produce international technical regulations for the certification of vehicles, as well as their subsystems and parts. The World Forum also reviewed the legal instruments under its purview that provide the framework for the technical work. The number of countries, including those with a major automotive industry, that are contracting parties to the two main United Nations international agreements³ increased to 64. A mutual resolution was developed to ensure consistency between the two agreements.

15. In May 2019, the World Health Assembly, at its seventy-second session, adopted resolution 72.16 on emergency and trauma care, aimed at helping countries to ensure timely care for the acutely ill and injured. The resolution, introduced by the Governments of Eswatini and Ethiopia and co-sponsored by over 30 member States, seeks to overcome some of the main challenges that countries face in providing timely emergency care, including the poor coordination of pre-hospital and facility-based care, the shortage of fixed staff assigned to emergency units and a lack of standards for clinical management and documentation. In his report to the World Health Assembly on emergency care systems, the Director General of WHO highlighted that all member States, regardless of available resources, could take steps towards strengthening their emergency care systems. The Assembly called for additional efforts to be undertaken globally in the near future to strengthen the provision of emergency care in the context of universal health coverage, and urged member States to act through several approaches, such as creating policies to ensure universal access to emergency care for all, conducting a WHO emergency care system assessment to identify gaps and priorities for action, and providing emergency care training for all relevant health providers. The Assembly also invited the WHO secretariat to expand its technical support for member States. In support of the resolution, five member States came together, in collaboration with WHO, to hold an official side event on emergency care systems for universal health coverage.

IV. Technical support and collaboration

A. Pillar 1: road safety management

16. WHO, in collaboration with the regional commissions and other United Nations entities, as mandated by the General Assembly in its resolution 70/260, established a process to facilitate the development of voluntary global targets on key risk factors and service delivery mechanisms. In November 2017, Member States finalized a comprehensive set of 12 road safety targets covering the five pillars of the Decade of Action. To complete that work, an informal consultation of Member States on road safety indicators was convened in February 2018; at its conclusion a set of indicators covering processes and outcomes for each of the 12 targets was identified. These indicators, along with the global targets, were developed to guide action and ensure measurement of progress at the national and global levels. Through the United

³ The 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts and the 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or Be Used on Wheeled Vehicles.

Nations Road Safety Collaboration, work has been initiated towards the development of a guidance document for Member States on addressing the 12 targets.

17. In May 2018, the European Commission adopted a new strategic action plan on road safety, outlining the actions planned until 2030 and including a target to cut deaths and serious injuries by 50 per cent by 2030 and the development of key performance indicators. The plan also contained two new legislative proposals that have already been agreed by the European Council and the European Parliament to revise the regulation on general vehicle safety, which includes the mandating of 16 new safety technologies for all vehicles by 2024, and to revise the directive on road infrastructure safety management, which includes new procedures for road safety impact assessments, audits and inspections, introduces proactive risk mapping and expands the scope of the directive to include all motorways and primary roads.

18. The United Nations Road Safety Strategy for the Organization and its personnel was launched in February 2019 to establish a coordinated approach for preventing road traffic crashes, which are a leading cause of death for United Nations personnel. To spearhead implementation of the policy among United Nations entities, WHO launched a new policy on fleet management and road safety during the fifth United Nations Global Road Safety Week, in May 2019.

19. In September 2017, the Economic and Social Commission for Asia and the Pacific (ESCAP) organized a subregional workshop in Cambodia on the theme “Updated regional road safety goals and targets for Asia and the Pacific 2016–2020”. The goals and targets were previously adopted by ministers of transport at the Ministerial Conference on Transport held in Moscow in December 2016 and serve as a guideline for policy formulation and implementation, as well as an assessment tool to determine progress in improving road safety at the national and regional levels.

20. In December 2017, at the eighteenth session of the Committee on Transport and Logistics of the Economic and Social Commission for Western Asia (ESCWA), a parliamentary document was presented on road safety in the Arab States and the challenges of implementing the Decade of Action. The Committee recommended a special workshop dedicated to road safety in the Arab region, which was subsequently organized by ESCWA in Beirut in November 2018 as part of the nineteenth session of the Committee, with support from the Special Envoy and with the cooperation of ECE and the World Bank. The regional workshop on road safety management in the Arab countries specified a set of regional priorities for road safety management for 2019/20.

21. Road safety performance reviews were conducted to assist countries in strengthening their national road safety management capacity and improving their national road safety performance. Results of the reviews conducted for Albania, the Dominican Republic, Georgia and Viet Nam by ECE, ESCAP and the Economic and Social Commission for Latin America and the Caribbean (ECLAC) were released in June 2018. Performance reviews were also conducted in Cameroon and Uganda, with the support of the Special Envoy, ECE and the Economic Commission for Africa (ECA).

22. Tools continued to be developed to assist countries in selecting and implementing the most appropriate strategies, including the SafetyCube (Safety Causation, Benefits and Efficiency) tool funded by the European Commission under the Horizon 2020 programme and the SafeFITS (Safe Future Inland Transport Systems) tool being developed by ECE with support from the International Road Transport Union.

23. The World Road Association continued to regularly update its online road safety manual, with the collaboration of international partners. The manual is intended to

increase knowledge and understanding of the principles of safe systems by providing a step-by-step process to facilitate implementation by countries of enhanced road safety practices.

24. Johns Hopkins University and the Global Road Safety Partnership delivered three global road safety leadership courses, in Nairobi, Baltimore (United States of America) and Buenos Aires, reaching 195 participants from 30 low- and middle-income countries representing stakeholders from civil society, government agencies, academic institutions and the media.

25. A road safety leadership programme organized by the Africa Transport Policy Programme, an international partnership hosted by the World Bank, in collaboration with the African Development Bank, was provided in May 2018 and February 2019 to develop leadership capabilities in road safety planning, implementation, management and operations.

B. Pillar 2: safer roads and mobility

26. In December 2017, ESCAP, in collaboration with the Korea Expressway Corporation and the International Road Assessment Programme, completed a three-year project on road safety, which resulted in the development of a new annex to the Intergovernmental Agreement on the Asian Highway Network. The new annex, numbered II bis and entitled “Asian highway design standards for road safety”, was adopted by the States members of the Asian Highway Network at the seventh meeting of the Working Group on the Asian Highway, held in Bangkok in December 2017. Under the same project, funded by the Korea Expressway Corporation, ESCAP developed model intelligent transport systems deployments for the Asian Highway Network, which could be used to improve road safety along the routes of the Asian Highway.

27. ECE continued to make progress on the development of a web-based platform to simplify the application of the 1968 Convention on Road Signs and Signals and the correct use of road signs by contracting parties.

28. Safety rating assessments were conducted by the International Road Assessment Programme, in collaboration with the FIA Foundation for the Automobile and Society, the World Bank, regional development banks and national Governments on more than 1 million km of road worldwide. The analysis identified that 88 per cent of travel has only a one-star or two-star rating for pedestrians, and 44 per cent of travel for vehicle occupants is on one-star or two-star roads, five stars representing the safest roads. It was highlighted that 85 per cent of roads with high-speed traffic and pedestrians have no sidewalks and 81 per cent of high-speed roads are undivided, entailing a risk of head-on crashes.

29. National road assessment programmes were developed and now extend to over 100 countries worldwide. They include the India Road Assessment Programme, hosted by the Asian Institute of Transport Development; the China Road Assessment Programme, led by the Ministry of Transport, in which over 100,000 km of roads have been upgraded as part of the Highway Safety to Cherish Life initiative; the Risk Assessment on Danube Area Roads project, supported by the European Union, to build national capacity and undertake risk mapping, star rating and investment planning for 14 countries in the Danube region; and the partnership with the National Highways Authority in Pakistan, supported by the Asian Development Bank, to establish the Pakistan Road Assessment Programme and finance the upgrading of roads, with mentoring support from the China Road Assessment Programme team.

30. The road safety organization Amend implemented the School Area Road Safety Assessments and Improvements programme in Botswana, Namibia and Zambia. The programme involves the assessment of school areas where children are at high risk of road traffic injury, collaboration with communities and Governments, and the implementation of infrastructure measures to separate children from traffic and slow down vehicles.

31. Safe Kids Worldwide continued the implementation of the Walk this Way programme to improve child pedestrian safety through awareness-raising and advocacy activities, infrastructure improvements and research and education programmes. The programme has reached 566 cities in 10 countries: Brazil, Canada, China, India, the Philippines, the Republic of Korea, South Africa, Thailand, the United States and Viet Nam. In Viet Nam, the programme, implemented by the AIP Foundation using the Star Rating for Schools application, resulted in a commitment by the Government to improve the infrastructure of 37 school zones along the bus rapid transit corridor in Ho Chi Minh City. As at May 2019, infrastructure improvements had been made in four of the schools.

32. Youth for Road Safety and the International Road Assessment Programme established a three-year 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.

33. Resources were developed to build capacity and knowledge relating to safer road infrastructure, including a series of fact sheets developed by the International Road Federation, Brake and the World Road Association and made available on the global transport knowledge practice website. Other resources developed included the International Road Assessment Programme training and accreditation scheme to support nationally led road assessment programmes worldwide and the training modules on road design and road safety audit of the International Road Federation. A web application, Star Rating for Designs, to assess the road safety of a design and improve its safety star rating before construction, was developed by the International Road Assessment Programme and the World Bank.

34. Working with the European Bank for Reconstruction and Development and the Safer Roads Foundation, the Eastern Alliance for Safe and Sustainable Transport trained road engineers to conduct non-motorized road user safety audits and identify pedestrian black spots, re-engineering them to be safer. The International Road Federation, together with the Tanzania Roads Association, the Tanzania Transportation Technology Transfer Centre and the Tanzania National Roads Agency, organized an international course on road safety engineering and audits in Dar es Salaam, United Republic of Tanzania, in August 2018. Together with the Qatar Transportation and Traffic Safety Centre and Qatar University, the Federation organized an international course on safe urban street design for vulnerable road users in Doha in December 2018.

C. Pillar 3: safer vehicles

35. The World Forum for Harmonization of Vehicle Regulations continued to prescribe performance-based requirements for conventional as well as connected and automated vehicle systems and to incorporate them into the United Nations regulations annexed to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts and into the global technical regulations developed within the framework of the 1998 Agreement. New United Nations regulations pertain to the safety-related performance of quiet road vehicles, brake-assist systems, electronic

stability control, tyre installation and tyre pressure monitoring systems, pedestrian safety, electric vehicle safety, pole side impact, enhanced child restraint systems and ISOFIX anchorage systems, among others.

36. In October 2017, in collaboration with ECLAC and ECE, the Special Envoy supported a subregional workshop in Montevideo, in response to a technical assistance request from the Government of Uruguay. The workshop was attended by over 40 representatives from Argentina, Brazil, Chile, Colombia, Mexico, Paraguay and Uruguay and covered the 1958 and 1998 Agreements with regard to the harmonization of motor vehicle regulations in the region, as well as road safety governance in Latin America, inspiring a stronger regional dialogue.

37. Regarding intelligent transport systems, ECE and the International Telecommunication Union organized symposiums on the theme “The future networked car” in 2017 and 2018. In March 2017, the World Forum for Harmonization of Vehicle Regulations adopted the first United Nations regulation covering automated driving functionalities, as well as guidelines on cybersecurity and data protection.

38. ECLAC, jointly with the Latin New Car Assessment Programme and the University of Chicago, collaborated with the Inter-American Development Bank to support the Governments of Argentina, Brazil, Colombia, Ecuador, Mexico and Uruguay to consider adopting the United Nations regulations within the scope of the World Forum for Harmonization of Vehicle Regulations. ECLAC oversaw the economic implications of adopting the regulations at the national level and in regional trade. The project also included two high-level policy dialogues, in Mexico City and Washington, D.C., where public officers of 15 countries in Latin America and the Caribbean reflected on the need for safer vehicles and better road safety policy in the region.

39. The Global New Car Assessment Programme held its inaugural world congress in Delhi, India, in September 2018. The congress brought together representatives of the nine new car assessment programmes working around the world to promote consumer safety ratings. Participants attending the congress highlighted the progress made by the Government of India in mandating new vehicle safety standards, which will require front and side crash tests for all new cars in production from October 2019 and pedestrian protection for all new cars from October 2020. The Stop the Crash partnership organized several vehicle safety demonstrations to highlight leading crash avoidance technologies at the world congress, as well as in Shanghai, China (October 2017), at the International Transport Forum summit held in Leipzig, Germany (May 2018), in Buenos Aires (June 2018), in Chania, Greece (April 2019), and in Johannesburg, South Africa (May 2019).

40. The Global New Car Assessment Programme launched the Safer Cars for Africa project, carrying out the continent’s first independent crash ratings. Since November 2017, results have been released for 12 new cars sold in South Africa. The ratings range from four stars (good) to zero stars (poor), highlighting the need for African countries to apply minimum United Nations crash test regulations and require safety rating labels for all new and used cars.

41. The International Automobile Federation, in conjunction with ECE and the Special Envoy, engaged with global automobile manufacturers to explore the feasibility of a voluntary agreement on minimum safety standards for manufacturers. The proposed standards reflect the core set of safety standards presented in the *Global Status Report on Road Safety 2018*.

42. During the 2019 summit of the International Transport Forum, the International Motorcycle Manufacturing Association launched a set of detailed policy recommendations, with best practices from the regions on safer motorcycling.

D. Pillar 4: safer road users

43. As noted in the *Global Status Report on Road Safety 2018*, the following legislative improvements were enacted between December 2014 and December 2017: 10 countries improved their drink-driving laws to bring them in line with best practices; 3 countries brought their seat belt laws in line with best practices; 5 countries brought their helmet laws in line with best practices; and 4 countries brought their child restraint laws in line with best practices.

44. WHO has continued to implement the legal development programme, a capacity-building programme for lawyers and advocates in China, India, the Philippines, Thailand and the United Republic of Tanzania. Annual workshops on improving road safety legislation attended by members of the legal development programme were organized by WHO, and the most recent workshop addressed the topic of the safe system approach.

45. The Global Road Safety Partnership administered 38 grants to civil society and government organizations to advocate the introduction and implementation of evidence-based road user policies in five countries and vehicle safety standards in two countries. It also provided capacity-building workshops to enforcement agencies in nine countries, reaching a total of 3,267 police officers, on topics such as deterrence-based enforcement of drink-driving, speeding and the non-use of helmets and seat belts, as well as road policing leadership and data-led enforcement. It also provided 14 grants to consortium groups in six countries (India, Mexico, Romania, South Africa, Tunisia and Viet Nam) to implement multidisciplinary projects focused on improving child road safety.

46. Since 2017, the Partnership for Healthy Cities has supported 10 cities in improving road safety. The interventions include reducing drink-driving and speeding and increasing seat belt and helmet use, each city choosing its own specific objective. For example, in Bangkok, efforts were made to reduce speeding by installing speed camera systems at three high-crash sites in the city, while in León, Mexico, policy changes were adopted in local transit regulation to increase fines for drink-driving.

47. Safe Kids Worldwide continued to implement the Safe Kids Buckle Up programme, which included the distribution and inspection of child restraints. The organization hosted a blue ribbon panel to discuss children in autonomous vehicles and issued, in October 2018, a report providing five calls to action for developers and eight recommendations for developers, legislators and regulators. It continued to provide its international child passenger safety technician certification course, including in Mexico and the United Arab Emirates.

48. The AIP Foundation addressed the safety of young and novice motorcycle riders through public awareness campaigns, education programmes and helmet distributions in Cambodia, Myanmar, Thailand and Viet Nam. It also distributed, as part of the Helmets for Kids programme, over 10,000 helmets to students and teachers in Viet Nam. AIP Foundation extended the Walk Wise programme to Nanba, in the Sichuan Province of China.

49. The UPS Foundation continued to support efforts to train novice drivers using the UPS Road Code. A decision was made in 2018 to evaluate the curriculum. The evaluation was entrusted to the CDC Foundation.

50. The Fundación Gonzalo Rodriguez continued to promote child safety in Latin America through research, advocacy and training. In 2018, it released a report on child transport to school and on safety in school zones. The organization supported the enactment and improvement of laws on child restraints in Argentina, Chile and Colombia and organized the third International Child Road Safety Forum in Argentina in 2018.

51. In May 2018, the International Road Federation and Motoring Club Morocco launched the project entitled “Safe Roads, Safe Kids!” to improve safety around schools in Casablanca, Morocco, by involving various actors and initiatives, including data collection and analysis, safety audits and education, to maximize their impact.

52. The Eastern Alliance for Safe and Sustainable Transport developed a free education pack on road safety aimed at low- and middle-income countries, available in 10 languages. The pack is age-appropriate, child-centred and adaptable to local needs. It serves as the basis for the road safety educational curriculum in the Republic of Moldova.

53. The United Nations Institute for Training and Research organized training workshops to discuss enforcement campaigns on alcohol use while driving and hosted educational programmes and delivered campaigns to raise awareness among young people on safe behaviour. The Global Road Safety Partnership facilitated a series of engagement and training workshops in Namibia, working with the National Road Safety Council to build and strengthen partnerships between key road safety stakeholders. The AIP Foundation, in collaboration with the Monash University Accident Research Centre, the National Social Security Fund and the Government of Cambodia, trained workers of major garment and footwear factories and subsequently observed increases in helmet-wearing rates and noted decreases in self-reported use of alcohol while driving.

E. Pillar 5: post-crash response

54. In December 2018, WHO launched the Global Emergency and Trauma Care Initiative, which is aimed at rapidly increasing capacities to provide quality emergency care in countries around the world and at fostering awareness through a global advocacy campaign about its potential to save lives. WHO and its partners will support low- and middle-income countries in assessing their national emergency care systems and addressing key implementation challenges. The initiative will support systematic hospital-based data collection on clinical conditions and outcomes, including through the WHO international registry for trauma and emergency care.

55. WHO convened the Global Alliance for Care of the Injured in May 2018, with participants from all regions and many international organizations, to discuss a range of initiatives to strengthen care for the injured. Upcoming areas of focus include the dissemination of the WHO emergency care systems framework and the associated emergency care system assessment tool. Assessments have been conducted in approximately 30 countries, mostly in Africa and the Eastern Mediterranean region. Other initiatives include the implementation of the WHO course on basic emergency care and an integrated set of triage tools for use in pre-hospital and facility settings. WHO provided post-crash support to countries by means of direct technical assistance, as well as the publication of various normative documents, including a manual for participants and slide decks on basic emergency care and a manual on essential resources for emergency care. WHO also supported small-scale piloting of those tools at select facilities, demonstrating substantial reductions in deaths from road traffic injuries.

56. Fire AID continued to train emergency rescuers in post-crash skills, including first aid, scene management, technical rescue techniques and inter-agency coordination. The work continued to have an impact in 53 countries, with the training of trainers who pass on their skills to improve post-crash rescue.

57. The Vias Institute and the European Federation of Road Traffic Victims released a study in April 2018 entitled *My Life after the Crash – MyLAC: An International Study on Medical, Psychosocial and Economic Consequences of Road Injuries*, the objective of which was to gain a better understanding of the consequences of road crashes for injured victims in 20 States members of the European Union. The considerable effects of road traffic crashes on all aspects of victims' lives, and those of their relatives, were shown in the report.

58. In collaboration with the Zurich Insurance Group, Nestlé and Thatcham Research, the Global Road Safety Partnership conducted two workshops for the insurance industry as part of the Insurance for Safer Roads initiative, which is focused on promoting and strengthening the role that the insurance industry plays in supporting positive road safety outcomes.

59. The Ibero-American Federation of Associations of Victims against Road Violence organized, in November 2018, the first Ibero-American forum on road safety justice, in collaboration with the National Road Safety Unit of Uruguay, which resulted in specific recommendations for a more effective criminal justice system response. The Federation worked with public authorities to create victim care units in Costa Rica, Ecuador and Panama. As a result of the Federation's efforts, Argentina launched the first assistance network for traffic victims and their families in February 2019.

60. The International Road Victims' Partnership held the first global conference for road traffic victims in Ireland in March 2018, which resulted in the Mullingar Manifesto, which contains calls for collision investigation, justice response and medical response for crash victims. It later released the *Road Death Investigation Survey Report*, in 2018, and the *Victims' Rights Global Survey Report 2019*.

V. Advocacy

61. The fifth United Nations Global Road Safety Week and its related campaign, entitled "Save Lives: #SpeakUp", were celebrated in May 2019. Articulated around the theme of leadership, the event acknowledged the crucial role of strong leadership in advancing road safety and catalysed demands for specific interventions proven to save lives. Events were organized worldwide by a variety of road safety stakeholders from academic institutions, the private sector and NGOs. For example, the Towards Zero Foundation and the European Bank for Reconstruction and Development jointly hosted a workshop to discuss the role of casualty reduction targets. ESCWA cooperated with the Lebanese Youth Association for Social Awareness in the implementation of an advocacy workshop on leadership for safer mobility in cities.

62. The World Day of Remembrance for Road Traffic Victims, initiated by the European Federation of Road Traffic Victims in 1993, continues to be commemorated every year. In November 2017, its focus was on road safety management issues and the theme was "Target 2020: reduce fatalities and serious injuries by 50 per cent". In November 2018, the focus was on safer roads and the theme was "Roads have stories". It was followed by an international road safety conference held in Malta, hosted by the Office of the Deputy Prime Minister, the Ministry of Health and WHO, to raise awareness about road safety and the actions that can be taken to save lives and prevent injuries on the roads.

63. The Special Envoy has actively continued to mobilize international high-level political support and investment for road safety. His activities to this end include: meeting with 81 high-level government officials representing 46 countries; facilitating regional and national capacity-building workshops on the United Nations road safety conventions in Nigeria, in collaboration with ECE and ECA, and in Nepal, in collaboration with ESCAP, ECE and the Ministry of Physical Infrastructure and Transport; advocating road safety within a human rights context alongside the United Nations High Commissioner for Human Rights and the Mayor of Paris during the seventieth anniversary of the Universal Declaration of Human Rights; launching an informal Geneva Friends of Road Safety Network, with the goal of mobilizing funding for road safety and encouraging development cooperation among ambassadors, international officials and relevant organizations accredited in Geneva; and hosting a coordination meeting with 21 United Nations entities to discuss road safety-related efforts within those entities.

64. On 25 March 2019, the Global Forum for Road Traffic Safety commemorated the fiftieth anniversary of the 1968 Convention on Road Traffic and the 1968 Convention on Road Signs and Signals, with a special address by the Special Envoy, a Road Safety Ambassador of the International Automobile Federation and a Formula 1 driver, who provided first-hand experience of the importance of helmets in saving lives and preventing injury.

65. The Global Network for Road Safety Legislators continued to operate as a platform for parliamentarians to exchange best practices in road safety legislation and to encourage countries to adopt comprehensive and effective road safety policies. Recognizing the different regional contexts, parliamentarians agreed to spearhead the formation of regional chapters to highlight the road safety challenges specific to each region and share best practices. As a result, two regional chapters were formed, one in the WHO Africa region in June 2018, in collaboration with the World Bank, and the other in the WHO Eastern Mediterranean region in September 2018. In March 2019, a planning meeting was held on a network for the countries in the region that covers parts of the WHO South-East Asia and Western Pacific regions. A launch is planned for August 2019. The creation of the Americas chapter is planned for September 2019, during the fifth congress of Health Committees of the Parliaments of the Americas.

66. In May 2019, under the patronage of Prince Michael of Kent, the Towards Zero Foundation launched the Commonwealth Road Safety Initiative, bringing together a panel of experts to develop a shared framework for Commonwealth road injury prevention. An expert report will be published in December 2019 and will contain recommendations on halving road deaths and serious injuries in Commonwealth countries by 2030, for consideration at the next Commonwealth Heads of Government meeting, to be held in Rwanda in June 2020.

67. Funded by the European Commission, the SaferAfrica Project created a dialogue platform between Africa and Europe, convening 16 partners from various European and African countries to provide policy recommendations to support the implementation of the African road safety action plan. The platform operates through several working groups addressing road safety knowledge and data, road safety and traffic management capacity reviews, capacity-building and training and the sharing of good practices. Road safety management capacity reviews were completed for Burkina Faso, Cameroon, Kenya, South Africa and Tunisia and led to the development of road safety strategies.

68. A forum of ministers of transport organized by the International Road Federation in Delhi, India, in November 2017 was attended by ministers from eight countries. The meeting culminated in the signing of the Delhi Declaration, in which

key road safety measures, including the importance of United Nations legal instruments, capacity-building, minimum vehicle and road infrastructure safety standards and the need to mobilize funding, were stressed.

69. The International Automobile Federation continued to support global advocacy through its high-level panel on road safety, which was established with the goal of engaging both the public and private sectors to build momentum for road safety actions, especially in low- and middle-income countries. The work supported targeted projects and activities, mainly in capacity-building, funding and the fostering of partnerships.

70. The engagement of NGOs in promoting road safety continued to grow. The Global Alliance of NGOs for Road Safety offered capacity-building activities to its member organizations. The global meetings organized in 2017 in Kuala Lumpur with the support of the Ministry of Transport and the meeting organized in 2019 in Crete, Greece, with the support of the municipality of Chania were key events to increase the capacity of more than 300 NGO representatives from 76 countries.

71. The Africa chapter of the Global Alliance of NGOs for Road Safety was launched in November 2018 to harness the growing momentum among NGOs, civil society and Governments in Africa to address the urgent crisis on the continent's roads and mobilize NGOs for more effective advocacy. It will serve as a pilot to be scaled up in other regions. In January 2019, the International Road Federation and the Global Alliance started a project entitled "Leveraging education to advance road safety now!", with the aim of enhancing the knowledge, skills and actions of a selected group of road safety professionals and stakeholders through hands-on training on data in Kenya and Senegal.

72. Regional initiatives were undertaken to raise the visibility of road safety and support improvements in a number of countries. A network of locally based road safety organizations in 15 countries in Eastern Europe, the South Caucasus region and Central Asia, supported by the Eastern Alliance for Safe and Sustainable Transport, contributed to supporting improvements in road safety management.

73. WHO continued to implement the media fellowship programme on road safety, a capacity-building programme for journalists in China, India, the Philippines, Thailand and the United Republic of Tanzania. It is aimed at establishing a mechanism for the long-term engagement of a selected group of reporters trained in road safety reporting. Training sessions for journalists were also conducted at key global events, such as the Safety 2018 conference. The Global Road Safety Partnership provided training on road safety policy advocacy campaigns to 205 participants from civil society, the media and government agencies.

74. In May 2019, the International Road Federation and the Total Foundation initiated a private sector road safety coalition in the United Republic of Tanzania. The aim of the coalition is to bring private sector stakeholders together, in close collaboration with international institutions, NGOs and local authorities, to improve road safety.

75. The International Automobile Federation, in cooperation with the global advertising agency JCDecaux and the FIA Foundation for the Automobile and Society, continued to promote the #3500LIVES campaign, which has been displayed in more than 80 countries.

76. Several conferences were organized by partners: "Every journey, every child", organized by the Child Health Initiative and the FIA Foundation for the Automobile and Society in London in October 2017; Safety 2018, held in Bangkok in November 2018; the international conference on the theme "From vision zero to goal zero", held in Spain in December 2018 at the initiative of Fundación MAPFRE; the summit on

road safety travel and tourism, organized by the Association for Safe International Road Travel in May 2019; and the Childhood Injury Prevention Convention, organized by Safe Kids Worldwide in Washington, D.C., in July 2019. Various seminars were organized by the technical committees of the World Road Association in the Islamic Republic of Iran on the safe system approach and in China and Malaysia on the topic of safer roads.

VI. Data collection and research, and monitoring of the Decade of Action

77. WHO published the *Global Status Report on Road Safety 2018*, which highlighted that road traffic crashes account for 1.35 million deaths per year and that road traffic injuries are now the leading killer of people between the ages of 5 and 29 years. It was also shown in the report that the majority of the burden is borne by pedestrians, cyclists and motorcyclists, especially those living in developing countries. Reductions were observed in the number of road traffic deaths in 48 countries, and increases in 104 countries. The report contained calls for a more integrated approach to road traffic injury prevention and enhanced implementation of effective interventions to achieve targets 3.6 and 11.2 of the Sustainable Development Goals.

78. The Global Forum for Road Traffic Safety commenced discussion on the definition of a serious injury, which is based on the maximum abbreviated injury scale and the abbreviated injury scale, in combination with the concept of the risk of permanent medical impairment used in Sweden.

79. In November 2018, WHO organized a workshop as part of the first African forum on road safety on strengthening civil registration and vital statistics systems in countries to improve mortality data from road traffic crashes. The importance of this was captured in the Marrakesh Declaration, which was endorsed by participating Member States. Based on the success of the first forum and continuing interest and commitment in the African region in seeking support to improve data systems, WHO, in collaboration with international partners such as the International Automobile Federation, the World Bank and the International Transport Forum, organized the second multi-country workshop in Tunis in April 2019.

80. Efforts to improve the quality of road safety data at the regional level continued through the establishment and strengthening of regional road safety observatories. Building on the success of the Ibero-American Road Safety Observatory in raising road safety on the political agenda and fostering regional cooperation, the International Transport Forum, the World Bank and the International Automobile Federation worked on the development of other regional road safety observatories. The creation of an African road safety observatory was endorsed by ministers of transport of African countries in April 2019 and its first general assembly was held in June 2019 in South Africa, under the auspices of the African Union and the Africa Transport Policy Programme, with funding from the Global Road Safety Facility, supported by UKAid. In March 2019, the creation of an Asian road safety observatory was discussed in Singapore in a workshop hosted by the World Bank, the International Automobile Federation, the Asian Development Bank and the International Transport Forum, with the participation of ESCAP, and it is expected to be established in 2020.

81. The International Road Federation developed its global road data warehouse as a contribution to regional road safety observatories. The platform includes the comprehensive data sets compiled annually by the Federation, as well as various data aggregation and visualization tools (dashboards) to facilitate data analysis.

82. ESCWA conducted a survey on the collection and processing of road crash data in Arab countries between July and October 2018. The findings reinforced the necessity of the development of a regional road safety observatory to improve the accuracy, reliability and homogeneity of road safety data and information in the Arab region.

83. The International Road Federation group on international traffic safety data and its analysis published its 2019 annual report on road safety, in which it analysed road safety performance for 33 mainly high-income countries. It was shown in the report that, despite some progress, improvements were too slow to meet a 50 per cent reduction target by 2020.

84. Through the Safer City Streets programme, the International Road Federation continued to support cities in monitoring progress in improving urban road safety. The report *Global Benchmarking for Urban Road Safety*, published in November 2018, presents traffic safety indicators collected in 31 cities to facilitate the evaluation, monitoring and benchmarking of road safety outcomes.

85. The E-Survey of Road Users' Attitudes is a global initiative of the Vias Institute and coordinated by 12 road safety organizations around the world. Its objective is to collect, in a systematic way, national data on road safety performance, with a view to establishing road safety performance indicators and facilitating international comparison and benchmarking. Already over 50 countries have joined the initiative. A symposium presenting the first results of the second stage of the survey was held in Brussels in June 2019 and attended by experts from 19 countries.

86. A report by the International Road Federation group on international traffic safety data and its analysis investigated the relationship between speed and the risk of crashes. The International Road Assessment Programme released the fourth edition of *Vaccines for Roads*, highlighting the current condition of the world's roads. ESCAP conducted studies on speeding and drink-driving in 2018, with funding from the Russian Federation. The Global Road Safety Facility and the World Resources Institute published a report entitled *Sustainable and Safe: A Vision and Guidance for Zero Road Deaths*, providing guidance for all stakeholders involved in transport decisions. The Facility also completed a study on the evaluation of the economic impact of road traffic injuries, *The High Toll of Traffic Injuries*, highlighting the long-term effects of sustained reductions in road traffic injuries on national income and welfare benefits. Fundación MAPFRE and Bosch España conducted a study on the lack of perception of cyclists by drivers.

VII. Financial support

87. Pursuant to General Assembly resolution [72/271](#), the United Nations road safety trust fund was launched in New York in April 2018 with the aim of assisting Member States in substantially curbing the number of fatalities and injuries from road traffic crashes and reducing economic losses resulting from such crashes. Since its launch, the fund has secured nearly \$20 million in pledges and has launched its first five pilot projects. Its secretariat, hosted by ECE, organized two meetings of its governing bodies in 2018 and is planning the next round of meetings in late 2019, followed by the first formal call for proposals.

88. The Global Road Safety Facility managed a portfolio of 22 grants, awarded and under implementation, in partnership with World Bank lending operations. The grants reached a value of over \$4 million, spanning over 30 countries through either bilateral or regional engagements, and all included research and development activities. In

addition, following the 2018 call for proposals, financing for at least 12 grants will be assured, and implementation will begin in the second half of 2019.

89. The European Union invested more than €170 million in road safety under the sixth and seventh framework programmes and the Horizon 2020 programme. In April 2019, the European Commission launched the Safer Transport platform jointly with the European Investment Bank. It also made a financial contribution to the United Nations road safety trust fund and is now represented on the Board. The European Investment Bank is increasing its global focus on road safety, providing financing and technical assistance for infrastructure and research and development to public and private sector projects.

90. With the support of the World Bank, regional development banks, national Governments and private road operators, roads have been made safer through improved road safety management following over \$70 billion in investment. Infrastructure upgrades for safety and speed management were implemented in Australia, Belize, Brazil, China, Colombia, Dominica, Ethiopia, Ghana, India, Malaysia, Nepal, New Zealand, the Philippines, Portugal, Samoa, Saudi Arabia, Spain, Saint Lucia, the United Kingdom of Great Britain and Northern Ireland, the United Republic of Tanzania and Viet Nam.

91. Several foundations and private sector entities have funded road safety activities linked to the five pillars of the Decade of Action, including Abertis Foundation, AO Foundation, Bloomberg Philanthropies, FedEx, FIA Foundation, International Automobile Federation, Fondation Botnar, Fundación MAPFRE, General Motors, Johnson and Johnson, Michelin Corporate Foundation, Michelin, Shell, Total Foundation, Total, Trafigura Foundation and UPS Foundation.

VIII. Conclusions and recommendations

92. **Since the submission of the previous report to the General Assembly, several high-level national, regional and global initiatives have been undertaken by Member States and the international community.**

93. **Activities have been reported for the five pillars of the global plan for the Decade of Action for Road Safety. Child safety is at the core of many of the initiatives.**

94. **While the number of road traffic deaths has stabilized, as indicated in the *Global Status Report on Road Safety 2018*, published by WHO, significant reductions have not been observed, and road traffic injuries are now the leading cause of death for children and young adults between the ages of 5 and 29 years.**

95. **More action is needed to eliminate road traffic deaths and injuries and sustain safe road environments.**

96. **In that regard, the General Assembly may wish to reflect on how best to respond to the fact that the deadline for achieving target 3.6 of the Sustainable Development Goals is 2020. Since the target will not be reached on the basis of current projections, it may be worth considering extending the target date to 2030 through the appropriate forum. That deadline reflects a more realistic time frame in which to halve road traffic fatalities and injuries. It is aligned with regional targets that have been adopted or are currently being considered and takes into account the available knowledge and need for system-level changes.**

97. **In addition, it is recommended that the General Assembly call upon Member States:**

- (a) To provide political leadership at the highest level of Government, 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 prioritize system changes that are supportive of safe walking, cycling and public transport at the national and subnational levels;
- (c) To promote a safe system approach in all decisions, including in land use and transport planning, in the specification of safety in the procurement of fleet vehicles and transport services, in key performance indicators for safety in road infrastructure investments, and in policies that incentivize the safe operation of public transit and commercial vehicles;
- (d) To eliminate the sale of new vehicles that do not meet minimum United Nations safety requirements or equivalent national standards and to support the mandatory use of rating labels to give consumers reliable information about the safety of vehicles;
- (e) To allocate sufficient resources to build capacity for road safety assessments and, where needed, to upgrade road infrastructure to incorporate safe system principles;
- (f) To accede to the United Nations international legal instruments on road safety and promote and implement those conventions;
- (g) To improve the quality of data, including by strengthening data-collection efforts on road safety management and on the cost-effectiveness of interventions, as well as on the health, social and economic impacts of crashes;
- (h) To participate actively in compiling the fifth *Global Status Report on Road Safety*;
- (i) To contribute financially to the United Nations road safety trust fund or other funding mechanisms;
- (j) To participate actively in the third Global Ministerial Conference on Road Safety in order to review progress on achieving the goals of the Decade of Action and the relevant targets of the Sustainable Development Goals, and provide an opportunity for Member States to further discuss ways to achieve the Goals by 2030, including, as appropriate, through the mobilization of resources from the public and private sectors, such as philanthropies, to support action on road safety;
- (k) To request that a report be submitted to the General Assembly at its seventy-sixth session on these matters.