The Global Plan for the Decade of Action for Road Safety (2021-2030)
Several global initiatives have been undertaken to improve the global road safety situation in the last two decades.

- Global Ministerial Declarations
- General Assembly Resolutions
- Political Declaration of the HL Meeting
- World Health Assembly Declarations
- UN Road Safety Collaboration (UNRSC)
- UN Road Safety Fund
Global Ministerial Declarations

Moscow Declaration

On 19–20 November 2009 the First Global Ministerial Conference on Road Safety took place in Moscow. The convocation of this international forum reflected the acknowledgement by the international community of the seriousness of road safety problem.
Background of the Global Plan

Global Ministerial Declaration-2

Brasilia Declaration

Through the Brasilia Declaration countries planned to achieve the Sustainable Development Goal 3.6 - halve the number of global deaths and injuries from road traffic accidents by 2030.
In November 2017 the global community finalized a comprehensive set of 12 voluntary global road safety performance targets.
Background of the Global Plan

General Assembly Resolutions

Since 2004, a total of 11 resolutions have been adopted by the General Assembly.

Examples:
Resolution 64/255 proclaimed the period 2011-2020 as the Decade of Action for Road Safety.
Resolution 70/1 “Transforming our world: the 2030 Agenda for Sustainable Development”.
General Assembly Resolutions
Examples (continued):
Pursuant to the GA resolution 70/260 of April 2016, with the support of the Secretary-General, the United Nations Road Safety Fund (UNRSF) was established in 2018 as a UN Multi-Partner Trust Fund.
The Recommendations of the Academic Expert Group for the 3rd Global Ministerial Conference on Road Safety.

The Academic Expert Group lent its combined experience, expertise and understanding of global road safety issues, problems and solutions to create a set of recommendations.
## Background of the Global Plan

### Saving Lives Beyond 2020: The Next Steps

<table>
<thead>
<tr>
<th>SUSTAINABLE PRACTICES AND REPORTING:</th>
<th>SAFE VEHICLES ACROSS THE GLOBE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>including road safety interventions across sectors as part of SDG contributions.</td>
<td>adopting a minimum set of safety standards for motor vehicles.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>PROCUREMENT:</th>
<th>ZERO SPEEDING:</th>
</tr>
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<td>utilizing the buying power of public and private organizations across their value chains.</td>
<td>protecting road users from crash forces beyond the limits of human injury tolerance.</td>
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</table>
### Background of the Global Plan

**Saving Lives Beyond 2020: The Next Steps (continued)**

<table>
<thead>
<tr>
<th>MODAL SHIFT:</th>
<th>30 KM/H:</th>
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<tbody>
<tr>
<td>moving from personal motor vehicles toward safer and more active forms of mobility.</td>
<td>mandating a 30 km/h speed limit in urban areas to prevent serious injuries and deaths to vulnerable road users when human errors occur.</td>
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<th>CHILD AND YOUTH HEALTH:</th>
<th>TECHNOLOGY:</th>
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<td>encouraging active mobility by building safer roads and walkways.</td>
<td>bringing the benefits of safer vehicles and infrastructure to low- and middle-income countries.</td>
</tr>
</tbody>
</table>

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<th>INFRASTRUCTURE:</th>
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<td>realizing the value of Safe System design as quickly as possible.</td>
</tr>
</tbody>
</table>
Background of the Global Plan

Stockholm Declaration of 2020

The Global Ministerial Conference proposed a renewed global road safety vision. Member countries were called upon to contribute to reducing road traffic deaths by at least 50 per cent from 2020 to 2030.
The Stockholm Declaration formed an important basis for the work on the annual General Assembly Resolution on Road Safety.
A book published in 2020 by the Special Envoy of the UN Secretary-General on Road Safety urges-

We need a “Revolution on the Roads”
“At the end of every day, when the sun sets, the future of five hundred children who were there to see it rise, has been wiped out. This can’t be seen as business as usual. We are facing a road safety emergency.”
General Assembly Resolution 74/299 31 August 2020

Proclaimed the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic fatalities and injuries by at least 50 per cent between 2021 and 2030.

Called upon member countries to continue action through 2030 on all the road safety-related targets of the Sustainable Development Goals, including target 3.6.
Background of the Global Plan

General Assembly Resolution 74/299 of 31 August 2020

Proclaimed the period 2021–2030 as the Second Decade of Action for Road Safety

Called upon member countries to continue action through 2030 on all the road safety-related SDGs.
General Assembly Resolution 74/299 (continued-1)

Encourages Member States to ensure political commitment and responsibility at the highest possible level for improving road safety.

Requests the UN system, including the regional commissions, the WHO and other relevant UN agencies, to support MSs, upon their request.
Background of the Global Plan

General Assembly Resolution 74/299 (continued-2)

Encourages to develop and/or implement road safety strategies and plans.

Requests WHO and the UN regional commissions, as well as other relevant UN agencies, to continue the activities aimed at supporting the implementation of the road safety-related targets in the 2030 Agenda, while ensuring system-wide coherence.
Background of the Global Plan

General Assembly Resolution 74/299 (continued-3)

The Resolution requested WHO and the UN regional commissions to prepare a global plan of action of the Second Decade.

The ESCAP Transport Division joined the Global Task Force led by WHO to develop a global plan of action.
Decade of Action for Road Safety 2021-2030” was finalized and launched by the global community on 28 October 2021
The Global Plan

GLOBAL PLAN
DECADE OF ACTION FOR ROAD SAFETY
2021–2030

The Global Plan describes what is needed to achieve that target, and calls on governments & partners to implement an integrated
SAFE SYSTEM APPROACH

HOW TO DO IT?

WHO TO DO IT?

UN General Assembly Resolution 74/299 declared a Decade of Action for Road Safety 2021-2030, with the target to reduce road traffic deaths & injuries
BY AT LEAST 50% during that period

WHAT TO DO?

- Multimodal transport & land-use planning
- Safe road infrastructure
- Safe road use
- Safe vehicles
- Post-crash response

- Legal frameworks
- Speed management
- Gender
- Technologies
- Focus on low- and middle-income countries

- Financing
- Government
- Academia
- NGOs, youth
- Civil society
- Private sector
- Funders
- UN agencies

For further information, visit:
The Global Plan

What to do?

a) Multimodal transport and Land Use Planning
b) Safe Road Infrastructure
c) Vehicle Safety
d) Safe Road Use
e) Post-crash Response
The Global Plan

How to do?

- a) Financing
- b) Legal Frameworks
- c) Speed Management
- d) Capacity Development
- e) Ensure a Gender Perspective in Transport Planning
- f) Adapting Technologies to the Safe System
- g) Focus on Low-and-Middle-Income Countries
23 The Global Plan

Who to do it?

Shared responsibility for road safety

a) Role of government
b) Role of academia, civil society and youth
c) Role of the private sector
d) Role of funders
e) Role of the United Nations
The way forward

a) Governments need to redouble their efforts

b) Ensure political commitment and responsibility at the highest level

c) Take a new path— one that emphasizes safety as a core value
THANK YOU