

GENERAL ASSEMBLY PLENARY
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WIMUN NEW YORK 2026

ANNOTATED BIBLIOGRAPHY

IMPROVING GLOBAL ROAD SAFETY

Simulation: General Assembly Plenary

Welcome to WIMUN New York 2026,

We are very pleased to introduce you to the most authentic simulation of the General Assembly in the world; and hope to contribute to your understanding of the organisation, its mandate, and its critical role in global affairs.

Through a series of pre-conference webinars that will be offered and documents – like this resource guide – we aim to educate you not only about the global issues on the UN agenda, but also about the ways and means through which those topics are discussed, debated and negotiated by real UN diplomats.

This resource guide will provide you with a head start in doing research to gain a deeper understanding of the global issue that you will be discussing and the actions that the government you have been assigned recommends that the international community should take to address this issue. To make the research process a bit easier, the resource guide has been divided into sections and sub-sections to assist you in researching these two components. We strongly recommend you to give a careful look through the sources listed below so that the interaction with your peers is as exciting as possible.

We wish you all the very best in this journey of learning!

TOPIC DESCRIPTION

Today's young people—over 1.2 billion worldwide—make up the largest youth generation in history. They also face some of the toughest challenges of the 21st century: high unemployment, mental health struggles, climate change, political and economic instability, and social inequality. Many young people feel uncertain about their future, yet they are also leading movements for change in their communities and across the globe.

The Third Committee of the UN General Assembly (UNGA) deals with humanitarian, social, and human rights issues. One of its most important responsibilities is ensuring that Member States create policies and take actions that directly address the needs and challenges of youth.

The UN has developed several major initiatives to strengthen youth participation:

UN Security Council Resolution 2250 (2015): A landmark resolution recognizing the role of youth in peacebuilding and political participation. It called for young people to be included in decision-making at all levels.

Youth, Peace, and Security Agenda: Established by UNSC resolution 2250, this agenda focuses on empowering young people to contribute to peace and conflict resolution.

Inter-Agency Network on Youth Development: Formally established in 2010, the IANYD is a UN-wide effort to encourage collaboration among organizations working on youth issues.

Youth Delegate Programme: Member States select youth delegates to join their official delegation. This programme empowers young people to represent their country's youth perspectives at the United Nations and other high-level forums. advocate for youth-related issues, such as climate action, gender equality, and education.

Beyond the UN, regional organizations and NGOs—such as the World Youth Forum and the European Youth Forum—create platforms where young people can raise their voices, share ideas, and propose solutions. Many of these initiatives are youth-led and have become vital platforms for empowering young people, showing how young people are not just the future but also leaders in the present. These spaces enable youth to express their views openly and propose actionable solutions to the challenges they face on both local and international stages.

Moving forward it will be critical to build on the collaboration between official UN bodies and grassroots youth-led movements in order to further develop effective strategies to address the unique challenges confronting young people.

TOPIC DESCRIPTION

New global problems driven by technological change and environmental crises are constantly emerging. To meet them, governments and the UN must continue to expand opportunities for young people to influence decisions that affect their lives and shape the future of their local communities, countries, and the world at large.

Key Points and Main Issues

The delegates of the GA Plenary should keep in mind two essential aspects of the debate: the mandate of the UNGA and the holistic approach adopted in regards to global road safety. Concerning the former, the UNGA plays a unique role in global road safety by setting international norms, fostering high-level political commitment, and coordinating voluntary action. However, its resolutions are non-binding and solutions must fit a diversity of countries and contexts. In view of the latter consideration, addressing global road safety demands a truly holistic view: not only preventing road traffic crashes, but also closing equity gaps, adapting to technological shifts, and recognizing the broader development, health, and social implications of safe mobility. Delegates must approach the issue as one of sustainable, fair, and system-level transformation benefiting all segments of society.

The following bullet points represent key issues that can guide the simulation:

- **Achievement of the 2030 Goals of Reducing Deaths and Injuries by 50%**
 - **Slow Progress and Target Gaps** - Most countries are not reducing road fatalities quickly enough. Global declines remain at about 2–3% annually, far short of the 6–7% needed to meet 2030 commitments. Efforts must be rapidly scaled up and prioritized for the highest-burden regions and vulnerable groups.
 - **Political Commitment vs. Implementation** - While political awareness has grown, there is often a lack of follow-through in aligning national policies, funding, and enforcement with international priorities.
- **Disproportionate Impact and Equity**
 - **High-Burden Countries and Inequalities** - Over 90% of road traffic deaths occur in low- and middle-income countries, despite these countries having about half of the world's vehicles. This reflects gaps in infrastructure, enforcement, vehicle safety, and emergency care.
 - **Vulnerable Road Users** - Children, young adults, pedestrians, cyclists, motorcyclists, women, people with disabilities, and the elderly are at significantly higher risk, yet often receive the least protection and investment.
 - **Access to Opportunity** - Road safety is interconnected with access to education, employment, healthcare, and poverty reduction. Unsafe roads can entrench social and economic disadvantage.
- **Integration of Technological Developments**
 - **Emerging Risks** - The uptake of electric vehicles, e-scooters, ride-hailing, and automated vehicle technologies is creating new safety challenges that outpace current regulations.
 - **Opportunities for Innovation** - Advanced data analytics, AI, and improved vehicle safety standards offer powerful tools for identifying risks and reducing fatalities, but require investment and international coordination for effective deployment.

Key Points and Main Issues (cont.)

- **Systemic Approach and Policy Gaps**

- Safe System Approach Not Fully Adopted - Many Member States still focus narrowly on user behavior, neglecting broader reforms in road design, vehicle standards, speed management, and post-crash response that could reduce overall risk.
- Lack of Intersectoral Coordination - Road safety frequently remains siloed, rather than integrated with health, urban planning, education, and social policy, limiting its effectiveness and reach.

- **Insufficient Protection for Vulnerable and Marginalized Groups**

- Incomplete Ratification of Key Agreements - Charters like the African Road Safety Charter remain below the threshold for full implementation, highlighting the persistent gap between political intent and enacted change.
 - Translation of Global Goals to Local Action - Implementation of international safety standards and frameworks is inconsistent, with local adaptation and capacity-building still lagging behind global ambitions.
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Marrakech Declaration

2025

Summary: At the 4th Global Ministerial Conference, leaders agreed on a declaration to guide the middle years of the Decade of Action. It calls for strong political support, more funding, and practical steps to cut global road deaths by half. It also gives advice on reducing inequalities and using new technologies in road safety plans.

Pan American Health Organization (PAHO) Report 'Saving lives by promoting a safe approach to road systems in the Americas'

2025

Summary: The 2025 PAHO report reveals that, despite some improvements, road traffic deaths in the Americas reached over 145,000 in 2021, with progress slowing and uneven across countries. Vulnerable users, especially motorcyclists, are increasingly impacted. PAHO urges comprehensive, coordinated national policies, improved infrastructure, safer vehicles, effective regulations, and stronger post-crash responses.

UN Global Road Safety Week

2025

Summary: This annual campaign mobilizes international awareness, multi-sectoral campaigns, and policy debates, highlighting concrete actions around priority themes such as active mobility, safe school zones, or vulnerable road user protection. It's a touchstone for public engagement each year.

UNGA Resolution A/RES/78/L.78 – Improving Global Road Safety

2024

Summary: The declaration urges countries to act faster on the Global Plan. It highlights road safety as an important part of the Sustainable Development Goals and global development. It calls on governments to adopt strong road safety laws, improve coordination between ministries, collect better data, and make road safety a political priority. It also welcomes Morocco's 2025 ministerial meeting and reminds countries of the urgent 2030 targets.

[UN Road Safety Fund Annual Report](#)

2024

Summary: The report explains how road safety funds are used around the world and what impact they have. It shares updates on funded projects, examples of successful programs, and information about donor support. It also tracks progress toward key goals, providing a transparent record of global progress.

[UNECE Road Safety Performance Review - Moldova](#)

2024

Summary: UNECE's reviews target road safety challenges in Eastern Europe (including Moldova), providing official diagnostics, action recommendations, and benchmarking against international norms. The reports serve as key tools for national policy modernization and implementation of Decade of Action objectives.

[UN Road Safety Fund: Safer And Cleaner Used Vehicles For Latin America And The Caribbean](#)

2024

Summary: From 2024 to 2026, this project aims to improve road safety, public health, and reduce emissions in selected Latin American and Caribbean countries by enforcing strict regulations on imported used vehicles. It focuses on implementing better standards, inspections, and data-sharing for lasting impact on road safety.

[WHO South-East Asia Regional Status Report on Road Safety 'Towards Safer and Sustainable Mobility'](#)

2023

Summary: The report shows that about 330,000 people died in road crashes in 2021. It calls for urgent action to cut this number in half by 2030. It focuses on protecting vulnerable road users, improving leadership and law enforcement, using technology, providing better care after crashes, and collecting stronger data to guide policies and research.

[Safe Roads for a Sustainable World. The Brochure of the United Nations Secretary General's Envoy for Road Safety](#)

2023

Summary: An up-to-date and accessible guide for policymakers and practitioners, this brochure lists conventions, current best practices, recommended targets, and technical solutions, highlighting the most recent developments and priorities in the UN road safety agenda.

[WHO Report 'Road safety in the WHO African Region 2023'](#)

2023

Summary: The WHO Regional Office for Africa publishes regular reports on road safety within the African Region. According to the latest edition, fatalities of road accidents rose 17% since 2010, making it the deadliest region, though 17 countries have achieved significant reductions.

[Legal Framework for Road Safety](#)

2021

Summary: This all-in-one reference document helps policymakers construct or reform national legal frameworks in alignment with UN treaties, providing practical advice, regulatory language, and a guide to leveraging international instruments in domestic law.

[World Health Organization Road Safety Programme](#)

2021

Summary: WHO leads coordination of global road safety efforts within the UN, managing the Decade of Action and producing technical support for countries. The program includes the Global Plan, authoritative guidelines on laws and injury prevention, country-level projects, annual global reports, and surveillance of trends. WHO acts as the main convener for research, best practices, and progress accountability.

Global Plan for the Decade of Action for Road Safety 2021–2030

2021

Summary: The Global Plan acts as the main roadmap for governments and partners to meet SDG 3.6, emphasizing comprehensive change—including system design, safer roads and vehicles, effective enforcement, education, data, and equity. It gives direction for national action plans and calls for multistakeholder partnerships to accelerate measurable progress.

UNESCAP Regional Road Safety Goals (2021-2030)

2021

Summary: ESCAP, the UN’s arm for Asia-Pacific, coordinates regional action plans, capacity building, and policy harmonization for road safety goals. Resources include the Decade of Action Regional Plan, frameworks for data improvement, and technical studies tailored for Asia-Pacific nations’ diverse needs and challenges.

WHO Report ‘European Regional Status Report on Road Safety 2019’

2020

Summary: A comprehensive regional report providing country-by-country data, policy analysis, and specific recommendations for all Western European states, covering legal minimums, post-crash care, speed management, and safe urban mobility frameworks.

Stockholm Declaration

2020

Summary: Adopted at the 3rd Global Ministerial Conference, this statement connects road safety to broader sustainable development, climate, and public health goals. It urges a shift to a safe system ethos, commits to action on active mobility, and expands the framing of road safety to include justice, healthy cities, and planetary boundaries.

UNGA Resolution A/RES/74/299 – Improving Global Road Safety

2020

Summary: Launching the Second Decade of Action (2021–2030), this resolution reaffirms the 50% reduction target in road fatalities and injuries, mandates periodical global progress reports, and encourages national and regional implementation of best practices through joint UN/WHO leadership. It is the basis for new policies and the framework for interagency global cooperation.

UN Road Safety Strategy

2019

Summary: This strategy provides a UN system-wide blueprint for reducing road traffic fatalities and injuries among UN personnel, host communities, and the general public, aiming for a 50% reduction by 2030. It sets out five pillars: management, vehicles, users, environment, and post-crash care. It thus offers a unified approach to road safety policy and operational practice, as well as promotes leadership by example among UN organizations.

UN Road Safety Fund

2018

Summary: The UN Road Safety Fund was created to boost global investment in road safety. It supports projects in low- and middle-income countries that improve roads, update laws, strengthen data systems, and enhance care after crashes. The Fund brings together governments, businesses, and donors to close funding gaps and speed up progress toward the 2030 goal.

UNITAR Road Safety Global Training Initiative

2017

Summary: UNITAR provides tailored training programs (online and in-person) to develop the capacity of government officials, safety experts, and civil society in evidence-based road safety measures, breaking down complex policies for practical local implementation and advocacy.

[UNGA Resolution A/RES/70/1 - Transforming our World: The 2030 Agenda for Sustainable Development](#) **2015**

Summary: This foundational resolution adopted the 2030 Agenda, which includes SDG 3.6 (halve global road deaths and injuries by 2020, since extended to 2030) and SDG 11.2 (safe and sustainable transport for all by 2030 as well as improved road safety). It also provides the universal framework anchoring road safety action in health and development.

[Special Envoy for Road Safety](#) **2015**

Summary: Established to elevate global political attention on road safety, this office, currently headed by Jean Todt, builds high-level partnerships, advocates for ratification of UN safety conventions, mobilizes resources, and represents road safety priorities in international forums. The envoy's work is central to keeping road safety on the global agenda and coordinating public-private-civil society action.

[WHO Global Status Reports on Road Safety](#) **2009**

Summary: These biennial flagship reports serve as the world's primary evidence base on global and national road safety. They offer country-by-country statistics, evaluate the implementation of laws, identify trends, gaps, and emerging risks, and provide recommendations for future progress toward 2030 targets.

[UN Road Safety Collaboration](#) **2004**

Summary: A WHO-hosted partnership with over 70 entities, the UNRSC coordinates technical guidance, advocacy, major events (e.g. World Day of Remembrance), and monitoring efforts, helping drive and harmonize global and regional road safety progress.

Global Road Safety Partnership

1999

Summary: This partnership, hosted by the Red Cross, links the UN with global partners. It provides advocacy tools, legal advice, local projects, and technical training. It also supports law reform and works with many countries to create real change in communities and shape global policy.

1998 Agreement on Global Technical Regulations **1998**

Summary: This agreement helps set global technical standards for vehicles. It supports innovation and the quick sharing of new safety features. It also creates common rules for things like child seats, electric cars, and self-driving vehicle technology.

1997 Agreement on Periodic Technical Inspections **1997**

Summary: This agreement sets rules for regular vehicle inspections to make sure they meet safety and environmental standards. It helps countries run mandatory inspection programs that keep vehicles safe and reduce pollution over time.

1968 Convention on Road Traffic

1968

Summary: This treaty aligns traffic laws and promotes safe travel between countries. It defines key terms, sets rules for road users, and includes insurance requirements. It forms the legal base for many national road safety laws and supports safe international travel and trade.

1968 Convention on Road Signs and Signals

1968

Summary: This treaty sets international standards for road signs, traffic signals, and markings so they are the same everywhere. It helps make roads clearer, reduces confusion, and improves safety for travelers on local and international roads.

1958 Agreement on Technical Vehicle Regulations

1958

Summary: Coordinated by UNECE, this agreement applies to the technical requirements and approval of vehicles. Regular updates ensure that vehicle design, construction, and performance standards meet the latest safety and emissions benchmarks, promoting safer and cleaner cars worldwide.

Agreement ADR – International Carriage of Dangerous Goods by Road

1957

Summary: This treaty sets global rules for safely transporting hazardous goods. It covers labeling, vehicle equipment, and how to respond to emergencies. It helps reduce risks in cross-border transport and commercial trucking.

UNECE Global Forum on Road Traffic Safety (WP.1)

1950

Summary: The UNECE WP.1 is the only international body focused on road safety. It oversees global agreements like the Vienna Conventions and vehicle regulations. It works to align traffic rules and safety standards and brings together experts to create new rules for emerging risks and technologies.

Statement of Morocco at the 4th Global Ministerial Conference on Road Safety, Marrakech

2025

Summary: Morocco, host of the Marrakech Ministerial Conference, called for road safety to be a main political and development priority worldwide. It urged stronger leadership and more resources for action. Morocco pledged to improve care after crashes, invest in safer roads, and lead advocacy efforts in Africa. It also supported the Marrakech Declaration, which calls for new funding, major reforms, and better protection for vulnerable road users.

Statement by Lilian Greenwood, UK Minister for the Future of Roads, at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: The UK Minister for the Future of Roads highlighted the country's key role in the Global Road Safety Facility. The UK supported the Marrakech Road Safety Declaration, calling road safety an urgent public health issue. The country noted its ongoing reforms, including updates to The Highway Code and new investments in high-risk roads, and pledged to launch a new national road safety strategy soon.

Statement by Fernando Grande-Marlaska, Spanish Minister for Home Affairs, at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: Spain highlighted its success in cutting traffic deaths to 37 per million people. Minister Grande-Marlaska shared Spain's road safety model, which connects with mobility, environment, education, and health policies. He emphasized Spain's focus on education, ongoing driver training, public awareness, and international cooperation, including EU-supported road safety projects in Africa.

Statement by Colonel Pham Quang Huy, Deputy Director of the Traffic Police Department, Ministry of Public Security, Vietnam, at the 4th Global Ministerial Conference on Road Safety in Marrakesh **2025**

Summary: Vietnam named traffic safety as a top national priority, focusing on reducing crashes and protecting citizens, especially children and people with disabilities. The country has strengthened traffic laws, improved road infrastructure, and introduced AI-based enforcement systems while working to fix high-risk areas.

Statement by Vassiliki Danelli-Mylona, President of the Greek Road Safety Institute, at the UN Global Road Safety Week Scouting for Global Road Safety Workshop **2025**

Summary: Greece highlighted the global influence of the Scouting movement and its role in promoting safer road behavior. It called for a full approach that considers human behavior, road design, and vehicle safety, noting that behavior causes about 65% of crashes. Greece also stressed the importance of hands-on learning, youth involvement, and international cooperation to make road safety a shared duty and a basic human right.

Statement by Peng Ponea, Minister of Public Works and Transport of Cambodia, at the 4th Global Ministerial Conference on Road Safety in Marrakesh **2025**

Summary: Cambodia pledged to create safe zones around schools by 2027 to protect children and young people. It also plans to adopt more UN road safety agreements by 2030 and cut injuries and deaths from speeding by at least half by 2030.

Statement by Prince Abdulaziz bin Saud bin Nayef bin Abdulaziz, Saudi Minister of Interior, at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: Saudi Arabia identified road safety as a key public health, security, and economic issue. Under Vision 2030, the country reduced traffic deaths by more than 50% in seven years through new safety measures and strong coordination between ministries. The Prince highlighted the role of technology, including AI and smart systems, in improving traffic management and road safety in line with global goals and the UN Decade of Action for Road Safety 2021–2030.

Statement by Ajay Tamta, Union Minister of State for Road Transport and Highways, India, at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: India shared key actions such as adding road safety to transport planning and vehicle design, using AI for better traffic management, and improving emergency care. Tamta called on global partners to work together and find new solutions, saying that India aims to build a future where road safety is essential and every life saved is a shared success.

Statement by Martin Kupka, Minister of Transport of the Czech Republic, at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: Czechia shared the success of its new L17 driving license, which lets 17-year-olds drive with a mentor. In its first year, these young drivers had far fewer crashes and no deaths compared to 18-year-old drivers. Czechia also pledged to keep improving driver safety with probationary licenses and training that helps new drivers recognize road hazards.

Statement by Gen. Edward Katumba Wamala, Minister of Works and Transport, Uganda, at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: Uganda's Minister of Works and Transport pledged to strengthen vehicle laws, improve data collection and inspections, and work more closely with partners. The government will raise funding and promote corporate responsibility to make roads safer and meet global road safety goals.

Statement by Andreja Knez, Director General of Roads and Road Transport, Slovenia, at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: Slovenia's Director General of Roads and Road Transport highlighted the country's major drop in road deaths. Slovenia is on track to meet the 2030 goal of cutting fatalities by half but stressed that the effort must continue, guided by personal commitment, political will, and dedication.

Statement by Thailand at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: Thailand aims to cut road deaths to below 12 per 100,000 people by 2027 through stronger law enforcement, early traffic education, and better vehicle standards. Learning from Japan and the U.S., Thailand focuses on prevention, lasting behavior change, and working with the private sector to improve road safety.

**Statement by Hon. Eng. Museba Frank Tayali,
Minister of Transport and Logistics, Republic
of Zambia, at the 4th Global Ministerial
Conference on Road Safety in Marrakesh**

2025

Summary: Zambia shared its road safety plan focused on better data collection, detailed safety checks, and studying risky behaviors such as speeding and drunk driving. The country proposed creating a Motor Vehicle Accident Fund for the SADC region, funded by small levies, to support prevention, safer roads, and help for crash victims. Zambia also urged member states to provide enough funding to strengthen road safety programs and promote safe, sustainable transport.

**Statement by President Ferdinand R. Marcos
Jr., Republic of the Philippines, on
Participation in the 4th Global Ministerial
Conference on Road Safety in Marrakesh**

2025

Summary: President Marcos stressed the urgent need to reduce the high number of motorcycle crashes among 15 million Filipino riders. He agreed to create a national task force with UN support. The Philippines aims to cut road deaths by half by 2030, using the UN Sustainable Development Cooperation Framework to help reach its road safety goals.

**Statement by Hon'ble Lyonpo at the 4th
Global Ministerial Conference on Road Safety
in Marrakesh**

2025

Summary: Bhutan highlighted progress under the Global Road Safety Master Plan 2021–2030, noting fewer road deaths and stronger, coordinated safety measures. The country plans to update its Road Safety and Transport Act by 2027 to match the “safe system” approach, helping meet global goals and ensure safe, sustainable transport for everyone.

France Sectoral Policy Document on Road Safety 2025

Summary: This document presents the government's road safety plan across different sectors. It explains the main goals, how the plan will be carried out, how progress will be measured, and the funding provided by the State for 2023–2025.

Statement by Lotte Brøndum, Executive Director of the Global Alliance of NGOs for Road Safety, at the Closing of the 4th Global Ministerial Conference on Road Safety in Marrakesh 2025

Summary: Lotte Brøndum looked back on ten years of NGO advocacy since 2015, expressing concern that many warnings about road safety—such as fake helmets, speeding, and car-focused planning—have been ignored. She urged ministers to build public trust through accountability and strong action, including enforcing helmet standards, lowering speed limits, and designing cities that put people first to cut road deaths by half by 2030.

Statement by the European Federation of Road Traffic Victims (FEVR) on Road Traffic Victims' Role and Unity at the 4th Global Ministerial Conference on Road Safety in Marrakesh 2025

Summary: FEVR highlighted the vital role of organizations supporting road traffic victims and successfully advocated for their inclusion in the Marrakech Declaration. The group stressed stronger cooperation, respect for diversity, and a shared commitment to a joint Manifesto that promotes victims' rights and visibility as key partners in improving global road safety and post-crash care.

Statement by the International Road Transport Union (IRU) on Road Safety at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: The IRU reaffirmed its commitment to road safety, calling for the global commercial transport sector to become more formal, professional, and certified. Supporting the Marrakech Declaration, it urged governments to include safety features in vehicles, adopt UN road safety conventions, and better protect pedestrians and cyclists.

Colombia Road Safety Law

2022

Summary: Colombia's national strategy sets legal speed limits, improves high-risk roads, and prioritizes the safety of pedestrians and cyclists. It includes stronger law enforcement, education programs, and partnerships between national and local authorities. Progress is tracked through yearly reports.

Statement by Dr. Etienne Krug, WHO Director of the Department for the Social Determinants of Health, at the 4th Global Ministerial Conference on Road Safety in Marrakesh **2025**

Summary: The WHO stressed that road deaths can be prevented and that safer roads are possible through urgent, collective action. It shared examples showing that strong policies and better city design can reduce crashes, especially when protecting pedestrians and cyclists. The WHO called on governments, youth, researchers, and businesses to work together using a safe systems approach to meet global road safety goals and build fair, sustainable mobility for all.

Statement by Guangzhe Chen, Vice President for Infrastructure, World Bank, at the 4th Global Ministerial Conference on Road Safety in Marrakesh **2025**

Summary: The World Bank Vice President for Infrastructure stressed that sustainable financing is key to improving global road safety, especially in low- and middle-income countries. Chen called for more investment through new funding tools like sustainable bonds and blended finance to close the global road safety funding gap.

Statement by the Multilateral Development Banks' Road Safety Working Group at the 4th Global Ministerial Conference on Road Safety in Marrakesh **2025**

Summary: The Multilateral Development Banks' Road Safety Working Group reaffirmed its goal to cut global road deaths and injuries by half by 2030. Supporting the Marrakech Declaration, the group called for more funding, better coordination of projects, and wider use of sustainable bonds and loans to close the \$400 billion road safety gap.

Statement by Global Youth at the 4th Global Ministerial Conference on Road Safety in Marrakesh **2025**

Summary: Youth from over 130 countries gathered in Marrakech and demanded urgent action to create safer, inclusive transport systems designed for people. They highlighted that road crashes were the leading cause of death among ages 15-29 and called for affordable mobility, youth-led education, and accountability to help halve road deaths by 2030.

Statement by H.E. Dr. Amani Abou-Zeid, African Union Commissioner for Infrastructure and Energy, at the Focus on Africa High-Level Plenary, Ahead of the 4th Global Ministerial Conference on Road Safety in Marrakesh **2025**

Summary: Dr. Amani Abou-Zeid called on African countries to speed up approval of the African Road Safety Charter to align policies, strengthen cross-border cooperation, and include road safety in transport planning. She praised nations that banned second-hand car imports and highlighted the African Road Safety Observatory's role. She urged governments, the private sector, and civil society to work together for safer roads.

African Union Road Safety Charter **2016**

Summary: This Charter is the foundational legal and technical document driving road safety harmonization across the continent. It provides a comprehensive framework for legislation, best practice exchange, coordination between member states, monitoring, and resource mobilization to halve traffic fatalities by 2030.

FIA Foundation highlights road safety at World 2025 **Conference on Injury Prevention and Safety Promotion** **FIA Foundation addresses 'Challenge 2030' at Morocco** **Global Ministerial Conference on Road Safety**

Summary: The FIA Foundation brought together key partners before the 4th Global Ministerial Conference on Road Safety to highlight the need for more investment, shared knowledge, and stronger capacity building to cut road deaths by half by 2030. It released reports on financing, youth safety, and school zone assessments, showing progress such as iRAP's Star Rating for Schools program, which improves children's safety worldwide.

Global Voice of Road Traffic Victims. One Voice 2025 **Joint Manifesto**

Summary: FEVR and its partners released a joint manifesto at the 4th Marrakech Ministerial Conference calling for stronger road traffic victim rights, fair law enforcement, and justice. It urges governments to include victims' voices in policymaking and highlights the need for survivor support and the active role of victim organizations in improving global road safety.

World Youth Assembly for Road Safety 2025

Summary: The Youth for Road Safety initiative is a direct follow-up of the United Nations World Youth Assembly for Road Safety in 2007. Their website documents youth-led advocacy, the launch of the Global Youth Statement, and endorsements from global leaders, showcasing the role of sustained engagement, training, and multi-stakeholder partnerships in advancing youth-centered road safety solutions.

Global Road Safety Facility (GRSF) Highlights Key Contributions at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: GRSF played a central role at the 2025 Marrakech conference, leading high-level sessions, coordinating multilateral development banks, and promoting sustainable road safety financing. It co-hosted the Network of Heads of National Road Safety Agencies meeting to strengthen institutional leadership, launched critical reports on financing and Africa's status, and advanced motorcycle safety initiatives.

Statement by Emma MacLennan, Director General of EASST, at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: EASST emphasized the essential role of data in advancing road safety. The organization highlighted successful pedestrian infrastructure pilot projects with local partners that reduced crashes significantly. It launched practical design guides for road engineers to adopt safer standards, aiming to make life-saving, data-driven road design the norm globally.

Statement by the Automobile Club of Moldova at the 4th Global Ministerial Conference on Road Safety in Marrakesh

2025

Summary: The Automobile Club of Moldova highlighted its leadership in advocating for 30 km/h school zone limits, data-driven policies, and the need for dedicated funding and enforcement. Contributing to the FIA Foundation's financing report, ACM supports the Eastern Partnership Road Safety Observatory and remains committed to advancing Moldova's road safety through collaboration and advocacy.

Life Support: Advancing the Global Agenda for Financing & Action on Road Safety **2024**

Summary: Outlines urgent actions and increased financing needed to halve road deaths by 2030, including government funding, integrated approaches, and innovative finance mechanisms.

IRU Annual Report 2024 **2024**

Summary: IRU's report outlines the transport industry's progress in road safety, stressing the importance of certified professional drivers, clear rules, and shared international standards. It shows how safety investments and partnerships can reduce crashes, improve infrastructure, and make the transport sector stronger and more reliable.

Making Roads Safe: Active Philanthropy for Global Road Safety **2023**

Summary: Launched at a previous Ministerial Conference and expanded since, this initiative has assessed nearly 2,000 schools in 76 countries, improving speed management, crossings, and sidewalks for 460,000+ children. The brochure shares international best practices and advocacy for 30km/h limits and evidence-based engineering to protect child pedestrians worldwide.

Pedestrian Mobility for Urban Growth. Walking and its Links to Transportation. Practical Guidance and Good Practice Examples **2018**

Summary: This World Bank and EASST guide offers practical advice and global examples for city officials and engineers. It focuses on improving pedestrian safety and shares tested projects, design standards, planning methods, and funding options to help cities create and maintain safe, people-friendly streets.
