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STUDY GUIDE

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Improving Global Road Safety



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Improving global road safety

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

Note by the **Secretary-General**

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



0

Something to Think About

Why do you think road safety has persisted on the GA agenda for so many years, and how does this long-term attention support implementation at the country level?

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Definition

The Secretary-General acts as the chief administrative officer of the United Nations. In road safety initiatives, the Secretary-General's role includes collecting inputs from agencies like the WHO and regional commissions and delivering comprehensive progress reports to Member States. This "secretarial" function ensures ongoing monitoring, transparency, and that Member States receive timely updates needed for informed policymaking and course correction.

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Interesting Facts

In public policy science, policies like the Decade of Action for Road Safety are part of a dynamic cycle: implementation is regularly assessed and feedback from real-world developments is used to adapt future plans. This ongoing policy approach has helped countries refine national action plans, and enhances the overall effectiveness of the policy.

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Did You Know That

In 2024, the WHO expanded support for its Global Network of Road Safety Leaders, bringing in new focus areas like e-mobility safety, digital enforcement, and vulnerable road user protection.

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Definition

Resolution 76/294 is a 2022 General Assembly resolution that calls for reduction of deaths and injuries related to road crashes by 50% by 2030. The resolution aims to accelerate efforts for safer roads worldwide, promote a "safe system" approach, and ensure better data collection and financing.

Summary

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

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

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

1 Definition

Road safety refers to the methods, policies and measures used to prevent road users, including pedestrians, cyclists and vehicle occupants, from being killed or seriously injured. This entails a comprehensive set of strategies such as safer roads, speed management, vehicle standards, road user behavior, and post-crash response.

1 Interesting Facts

In addition to the WHO, several key UN bodies contribute to global road safety. These include the UN Department of Safety and Security (UNDSS), the United Nations Economic Commission for Europe (UNECE) which manages legal instruments, the United Nations Road Safety Collaboration (UNRSC), the UN Road Safety Fund, and agencies like UNHCR and UNICEF.

1 Did You Know That

While progress has been made, current trends indicate the world is not on track to meet SDG 3.6 (halving global road deaths and injuries by 2030). As of 2024, road traffic kills approximately 1.19 million people each year and injures up to 50 million, with minimal decline in fatality rates worldwide, even as some countries show improvement. The official SDG Progress Report 2024 stresses the need to increase efforts to reach the targets.

1 Definition

The 2030 Agenda is the global plan adopted by all UN Member States to promote prosperity while protecting the planet. It includes 17 Sustainable Development Goals (SDGs) and 169 targets addressing poverty, health, education, gender equality, and environmental protection. These are to be achieved by 2030 and the Agenda is universal: all Member States are accountable and the SDGs are designed to be "integrated and indivisible".

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3 Did You Know That

Road safety is directly linked to SDG 3.6 (halving deaths and injuries from road traffic crashes by 2030), and SDG 11.2 (providing safe, affordable, and accessible transport systems for all, especially for the vulnerable).

3 Definition

The Special Envoy was created in 2015 to build political support, raise awareness, promote the UN's road safety conventions, and encourage partnerships. The current envoy is Jean Todt, former head of Ferrari's F1 team and ex-president of the FIA. Todt's background in motor sports has helped strengthen ties between the UN, the motorsport community, and the private sector. His advocacy helped launch the UN Road Safety Fund and drive global awareness for vulnerable users.

3 Interesting Facts

In May 2023, the Special Envoy visited Djibouti and Kenya to encourage implementation of the Global Plan, support the African Road Safety Charter, and rally political commitment. These visits are part of ongoing efforts to accelerate ratification and implementation of the Charter across Africa.

3 Did You Know That

As of July 2023, only 14 African Union members had ratified the African Road Safety Charter, still short of the 15 required for it to fully enter into force. Countries that have ratified include Sierra Leone, Benin, Central African Republic, Eswatini, Ethiopia, Mali, Morocco, Namibia, Nigeria, Niger, Togo, Senegal, Uganda, and Zambia.

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

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

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

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

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

Looking ahead, the *10th Global Status Report on Road Safety* to be launched in late 2023, will provide a strengthened evidence base of safety outcomes for the majority of Member States, as well as relevant legal, regulatory and policy developments. The report will aid in refining the priority countries for assistance throughout the Decade, and in shaping actions and assistance that are needed to achieve the targets in the Global Plan.

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

1 Interesting Facts

Notable technical documents guiding Member States include the WHO Global Road Safety Status Reports (annual), Safe System Approach Manual, regional safety observatory toolkits, WHO pedestrian and helmet use guidelines, and the UN Road Safety Fund's 'Good Practice Manuals' (e.g. Safe School Zones, Motorcycle Helmet Use, Data Improvement).

1 Definition

The Global Plan for the Decade of Action for Road Safety 2021–2030 is the UN's blueprint for reducing road deaths and injuries by 50%. It prioritizes system-level changes: safer urban design, effective legislation and enforcement, equitable access, technology, and strong governance. The Plan guides national strategies worldwide and is periodically updated based on new evidence.

1 Interesting Facts

The Second Decade of Action for Road Safety (2021–2030) is shaped by a holistic approach: governments, NGOs, the private sector, youth groups, and academia all have defined roles, ranging from awareness campaigns to technical input and advocacy. Engagement by non-state actors has increased, especially in data monitoring and community-led solutions.

2 Definition

The Safe System approach aims for a road system designed to account for human error, using safer roads, vehicles, speeds, and user behavior—so that crashes do not lead to fatal or serious outcomes. It shifts the focus from blaming individual road users to making the system itself as 'forgiving' as possible.

3 Something to Think About

Predictability in legislation means rules and their enforcement are clear, stable and expected. This helps road users adapt and comply, increasing effectiveness and public trust. Lack of predictability or inconsistent rules often undermines road safety outcomes.

3 Did You Know That

Over 90% of road traffic deaths occur in low- and middle-income countries, which own approximately 34% of the world's vehicles.

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Definition

The Fifth Global Status Report on Road Safety (2023) is a comprehensive assessment published by the WHO that tracks global progress on road safety. It provides data on the scale and trends of road traffic deaths worldwide, evaluates the implementation of road safety laws and policies, and establishes a baseline for tracking the United Nations Decade of Action for Road Safety 2021–2030 goals. The report highlights the urgent need to accelerate interventions to halve road traffic fatalities and injuries by 2030.

5

Did You Know That

The 2023 Global Status Report found that annual global road traffic deaths slightly declined to approximately 1.19 million, showing modest progress with a 5% reduction since 2010. However, despite this, the global burden remains unacceptably high, and many countries are still far from meeting the 2030 target for reducing fatalities.

6

Interesting Facts

The Fourth Global Ministerial Conference on Road Safety took place in Marrakech, Morocco, from 18 to 20 February 2025. Hosted by the Moroccan government in partnership with WHO, the conference brought together over 100 countries, as well as experts and stakeholders, under the theme 'Commit to Life'. The conference culminated in the unanimous adoption of the Marrakech Declaration.

I. Background

1. In September 2020, the General Assembly adopted resolution 74/299 on improving global road safety, in which it proclaimed the period 2021–2030 as the Second Decade of Action for Road Safety, with the ambitious target of reducing road traffic deaths and injuries by at least 50 per cent by 2030. The Assembly mandated the World Health Organization (WHO) and the United Nations regional commissions, in cooperation with other partners in the **United Nations Road Safety Collaboration**, to prepare a plan of action to achieve the global targets.
2. Launched in October 2021, the Global Plan for the Decade of Action for Road Safety 2021–2030 assists senior policymakers and other stakeholders in developing national and **local road safety strategies**, while recognizing that **each context** is unique. The Global Plan calls upon Governments and stakeholders to work towards implementing an integrated safe system approach that recognizes that road transport is a complex system with safety at its core. It positions road safety as a key driver of **sustainable development**.
3. At a high-level meeting held in June 2022, the General Assembly unanimously adopted a political declaration, entitled “The 2030 horizon for road safety: securing a decade of action and delivery”, which commits Member States to scale up actions to advance road safety in line with the Global Plan. In the declaration, the Assembly welcomed the elaboration of the Global Plan, which recognized that implementation should be advanced through commitment, leadership and partnerships, long-term financing, including from the public and private sectors, appropriate legislation, strengthened institutions, enabling environments at all levels, education and training, capacity-building, knowledge-sharing and advocacy, and should be guided by technology and innovation, data, evidence and best practices.
4. The present first progress report is submitted pursuant to the political declaration of the high-level meeting on improving global road safety, in which the Secretary-General was invited to inform the General Assembly about the implementation of the Second Decade of Action for Road Safety 2021–2030. It outlines the significant progress made in achieving the aims of the Decade between July 2022 and July 2023. It covers key developments at the international, regional and country levels related to the Global Plan and sets out the way forward in the context of the 2030 Agenda for Sustainable Development.

II. Advances in achieving the Global Plan targets

5. A major milestone following the high-level meeting of the General Assembly on improving global road safety, held in June 2022, was the establishment by WHO of a global network of heads of national road safety agencies. The network brings together national road safety leaders who are responsible for implementing the Second Decade of Action for Road Safety 2021–2030. An inaugural meeting was held in 2022 and an in-person meeting was held with representatives from 80 countries and a broad range of stakeholders in June 2023. The network will serve as a platform to identify challenges in achieving the targets, develop solutions to those challenges and share information and best practices to advance progress.
6. Efforts to assist in the development and implementation of regional, national and subnational road safety plans advanced. **The African Road Safety Charter, a pan-African political framework**, for action and collaboration, moved closer to full ratification as two more African countries endorsed the Charter. A communiqué from the Commonwealth Heads of Government Meeting in 2022 highlighted the United

1 Definition

The United Nations Road Safety Collaboration (UNRSC) is an informal consultative platform coordinated by the WHO. Its mission is to facilitate international cooperation and strengthen global and regional coordination on road safety. The UNRSC brings together more than 70 members, including UN agencies, governments, NGOs, academic institutions, and private companies, to harmonize best practices, support the implementation of UN General Assembly Resolutions, and provide technical guidance, policy advice, and campaign coordination (like the UN Global Road Safety Week and the World Day of Remembrance for Road Traffic Victims).

2 Definition

Local Road Safety Plans (LRSPs) are guides made by cities or regions to find and fix local road safety problems. These plans use local data, resources, and risks to set priorities and choose actions. Communities, local leaders, and experts often work together to create them. Actions can include improving roads or running safety awareness campaigns. A good LRSP is updated often to keep up with local changes and needs.

2 Something to Think About

Why is it important for road safety policies to be designed with local involvement and data-driven flexibility? Consider how one-size-fits-all solutions might overlook unique risks or underrepresented groups within a country.

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Definition

Sustainable development has been defined in the 1987 Brundtland Report as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It strikes a balance between economic growth, environmental protection, and social well-being. Road safety supports sustainable development by reducing preventable deaths, promoting healthier cities, and supporting economic productivity and equality.

6

Something to Think About

The African Union Commission, in line with the Marrakech Declaration adopted in February 2025, pledged to build partnerships with governments, private sector, and NGOs to focus on eliminating high-risk roads and mobilizing action throughout the continent. However, out of 22 signatories, only 14 have ratified the Charter. Why do you think this is?

6

Interesting Facts

In public policy science, policies like the Decade of Action for Road Safety are part of a dynamic cycle: implementation is regularly assessed and feedback from real-world developments is used to adapt future plans. This ongoing policy approach has helped countries refine national action plans, and enhances the overall effectiveness of the policy.

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

7. A series of regional workshops were held by WHO to develop regional frameworks and targets for the implementation of the Global Plan for the Decade of Action for Road Safety 2021–2030. These included the WHO Eastern Mediterranean Region in March 2023, and the South-East Asia Region in August 2023. In March 2023, 21 African countries adopted a declaration in Dakar that called upon Governments to enhance data capture, data analysis and data coordination to strengthen road safety-related policymaking in line with the Global Plan.
8. In Central and South America, a regional workshop to develop strategies to enhance the delivery of **post-crash care** was convened by WHO in April 2023. The workshop included participation by eight countries in the region and focused on the application of existing guidance and tools to improve the timeliness and quality of post-crash care.
9. To mobilize support for the implementation of the Global Plan, the Special Envoy of the Secretary-General for Road Safety engaged with stakeholders in 26 Member States and fostered dialogue with over 60 government officials. A global road safety campaign for 80 countries was launched with an international outdoor advertising company. The new “friends of the Special Envoy” network brings together 105 chief executive officers, heads of international agencies, high-level government officials and global celebrities to enhance awareness and collaboration. The Special Envoy hosted the sixth United Nations Partnership Meeting for Road Safety and the inaugural United Nations road safety retreat to share insights and progress and support collaboration across the United Nations system.
10. The Special Envoy, in partnership with WHO and the United Nations Road Safety Fund, hosted the inaugural United Nations road safety retreat, with the participation of over 30 road safety experts representing 22 distinct United Nations agencies and departments. The retreat served as a significant platform for the exchange of knowledge, collaboration and the exploration of synergies, setting forth a pathway for stronger coordination and synergistic action within the United Nations system towards a unified response to the crisis on the roads.
11. Fourteen accessions by Member States to the **six key United Nations legal instruments on road safety** have been recorded by the United Nations regional commissions since July 2022. Three new United Nations regulations complemented the work on **vulnerable road users**. Amendments to key United Nations conventions were made to account for the use of automated driving systems.
12. The 164 existing United Nations regulations annexed to the 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations, 21 United Nations Global Technical Regulations associated with the 1998 Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles, and four United Nations rules annexed to the **1997 Agreement** concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections were updated with 120 amendments and further developed with four new United Nations regulations in 2022.
13. The work on the protection of vulnerable road users by vehicles was complemented by three new United Nations regulations (on vulnerable road users in front and side close proximity, on vulnerable road users direct vision and on reverse

6

Definition

Global road safety targets are agreed benchmarks set by the international community to guide and measure road safety improvement. The central target for the Decade of Action (2021–2030) is to halve global deaths and serious injuries from road traffic accidents by 2030. The UN and WHO have also defined 12 voluntary global performance targets, including:

- Having national road safety strategies;
- Reducing speed-related fatalities;
- Increasing seatbelt and helmet use;
- Improving emergency post-crash care;
- Establishing safe road infrastructure standards.

8

Definition

Post-crash care involves all actions taken after a road crash to minimize injury and maximize survival. This includes quick emergency response at the scene, safe and rapid transport of the injured to adequate care facilities, trauma treatment, rehabilitation, and support for victims and families. Research shows that reducing response time for emergency services can decrease preventable deaths by up to one third.

Vulnerable road users targets and put road safety firmly on the organization's agenda.

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11 Interesting Facts

The core international legal instruments for road safety are:

- 1968 Convention on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1958 Agreement on Harmonized Technical UN Regulations for Vehicles
- 1997 Agreement on Periodic Technical Inspections of Vehicles
- 1998 Agreement on Global Technical Regulations for Vehicles
- 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

11 Something to Think About

Vulnerable road users are at much higher risk in crashes, often accounting for the majority of fatalities in urban areas. What measures should cities prioritize to make roads safer for these groups, and how can these solutions be adapted for both high- and low-income settings?

12 Interesting Facts

This paragraph underscores the central role of UNECE, which administers the 1958, 1997, and 1998 vehicle agreements that harmonize global vehicle safety standards. UNECE's specialized working parties keep these rules up to date, reflecting new challenges like automated vehicles, battery standards for electric cars, and regulations to protect vulnerable users in front, side, and rear collisions.

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

14. A framework document on **vehicle whole-life compliance** was established; it provides for a compliance regime for vehicles from type-approval by means of periodic technical inspections, roadside technical inspections until end of life and scrapping by applying a holistic approach.
15. In 2022, two new United Nations Global Technical Regulations (No. 22 on in-vehicle battery durability for **electrified vehicles** and No. 23 on the measurement procedure for two- and three-wheeled vehicles equipped with a combustion engine with regard to durability of **pollution-control devices**), as well as an amendment to Global Technical Regulation No. 2 (on the worldwide motorcycle emissions test cycle), were established in line with the 1998 Agreement.
16. Several amendments to the Agreement concerning the International Carriage of Dangerous Goods by Road were adopted with a view to enhancing road safety and security. Those amendments entered into force on 1 January 2023 and relate to the **transport of dangerous goods**, including new provisions to protect tanks and certain vehicles against the risk of fire. A new edition of the Agreement incorporating those amendments was published in 2022.
17. National road safety performance review projects of the Economic Commission for Europe (ECE) were carried out with the United Nations Children's Fund (UNICEF) in Uzbekistan and the United Nations Development Programme in the Republic of Moldova. Those projects aimed to strengthen national road safety systems and reduce road traffic deaths. The two new national road safety performance reviews used a new framework aligned to the Global Plan.
18. Approximately \$8 million has been allocated to fund 20 of 134 eligible proposals submitted to the United Nations Road Safety Fund through its 2022 and 2023 annual calls for proposals. Through these 20 recently approved proposals, the following 50 countries will benefit from direct support in implementing the Global Plan: Antigua and Barbuda, Bangladesh, Belize, Bolivia (Plurinational State of), Bosnia and Herzegovina, Botswana, Brazil, Cambodia, Colombia, Costa Rica, Côte d'Ivoire, Dominican Republic, Egypt, El Salvador, Ethiopia, Ghana, Guatemala, Guinea, Haiti, Honduras, Indonesia, Jamaica, Jordan, Kenya, Kyrgyzstan, Lao People's Democratic Republic, Lebanon, Malaysia, Mauritania, Myanmar, Morocco, Mozambique, Nepal, Nicaragua, Nigeria, Panama, Paraguay, Philippines, Rwanda, Senegal, Serbia, South Africa, Tajikistan, Thailand, Tunisia, Uganda, United Republic of Tanzania, Uzbekistan, Viet Nam and Zambia. Specifically, the Fund's partners deliver capacity-building support to Governments in legislative and regulatory reform; effective traffic enforcement approaches; harmonized vehicle safety standards; effective post-crash care protocols; and road safety management capacity, coordination and data collection.
19. In the past year, the Fund has mobilized a growing and more diverse group of committed financial contributors spanning the public and private sectors, alongside philanthropists, ensuring its ability to create a safer world for road users in more partner countries. With a clear scope to engage new donors, in the past year Fund partners have launched over 47 publications, 27 articles and videos and four online events geared towards enlarging and leveraging the pool of financing within the Fund.
20. A number of organizations, including the FIA Foundation for the Automobile and Society and UNICEF, have been advocating for the greater integration of road safety within the broader child and adolescent health agenda. This has included participation and advocacy at major events such as the Group of 20 event on the theme "Health of youth – wealth of nation", held in New Delhi in June 2023. With road

13 Interesting Facts

Since 2023, the UN has introduced several high-impact vehicle regulations. For instance, in January 2024, a new regulation enhanced child seat safety in buses and coaches, mandating advanced restraint systems for children. Additionally, the UNECE updated regulations to support automated vehicle technologies, such as driver control assistance for safer navigation and requirements for cybersecurity—making it compulsory for all new vehicles sold in UNECE countries to meet cybersecurity standards by July 2024.

14 Definition

"Whole-life compliance" means vehicles are required to meet global safety and environmental standards not just at initial approval, but through their entire operational life. New UN and EU regulations now require regular technical inspections that check safety-critical systems, emissions, battery health (for EVs), and even cybersecurity features, reflecting a shift toward lifetime roadworthiness and safe environmental performance.

15 Interesting Facts

Global electric vehicle (EV) sales topped 17 million in 2024—a 25% jump from the previous year. In leading markets like China, more than one in ten cars on the road is now electric. However, EVs face a paradox: while they help reduce urban air pollution and cut over 1 million barrels of oil consumption per day, their full climate impact depends on electricity generation methods and the environmental cost of battery production.

15 Definition

Pollution-control devices are components fitted to vehicles to reduce emissions of harmful gases and particulates produced by engines. Examples include catalytic converters, particulate filters, and systems for measuring and controlling exhaust emissions. Regulations now require periodic testing of the durability of these devices, especially on motorcycles and electric vehicles whose pollution profiles differ from conventional cars.

16 Interesting Facts

The transport of dangerous goods, such as chemicals, gases, and explosives, is governed by strict UN and regional regulations. Shipments must be packaged, labeled, and documented to prevent accidents. Critical infrastructure, like specialized marshalling yards and emergency response services, is designed to minimize risks during loading, transit, and unloading.

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

14. A framework document on [safer vehicle life expectancy](#) was established; it provides for a compliance regime for vehicles from type-approval by means of periodic technical inspections, roadside technical inspections until end of life and scrapping by applying a holistic approach.
15. In 2022, two new United Nations Global Technical Regulations (No. 22 on in-vehicle battery durability for [electric vehicles](#) and No. 23 on the measurement procedure for two- and three-wheeled vehicles equipped with a combustion engine with regard to durability of [pollution-control devices](#)), as well as an amendment to Global Technical Regulation No. 2 (on the worldwide motorcycle emissions test cycle), were established in line with the 1998 Agreement.
16. Several amendments to the Agreement concerning the International Carriage of Dangerous Goods by Road were adopted with a view to enhancing road safety and security. Those amendments entered into force on 1 January 2023 and relate to the [transport of dangerous goods](#), including new provisions to protect tanks and certain vehicles against the risk of fire. A new edition of the Agreement incorporating those amendments was published in 2022.
17. National road safety performance review projects of the Economic Commission for Europe (ECE) were carried out with the United Nations Children's Fund (UNICEF) in Uzbekistan and the United Nations Development Programme in the Republic of Moldova. Those projects aimed to strengthen national road safety systems and reduce road traffic deaths. The two new national road safety performance reviews used a new framework aligned to the Global Plan.
18. [Approximately \\$8 million has been allocated to fund 20 of 134 eligible proposals submitted to the United Nations Road Safety Fund through its 2022 and 2023 annual calls for proposals.](#) Through these 20 recently approved proposals, the following 50 countries will benefit from direct support in implementing the Global Plan: Antigua and Barbuda, Bangladesh, Belize, Bolivia (Plurinational State of), Bosnia and Herzegovina, Botswana, Brazil, Cambodia, Colombia, Costa Rica, Côte d'Ivoire, Dominican Republic, Egypt, El Salvador, Ethiopia, Ghana, Guatemala, Guinea, Haiti, Honduras, Indonesia, Jamaica, Jordan, Kenya, Kyrgyzstan, Lao People's Democratic Republic, Lebanon, Malaysia, Mauritania, Myanmar, Morocco, Mozambique, Nepal, Nicaragua, Nigeria, Panama, Paraguay, Philippines, Rwanda, Senegal, Serbia, South Africa, Tajikistan, Thailand, Tunisia, Uganda, United Republic of Tanzania, Uzbekistan, Viet Nam and Zambia. Specifically, the Fund's partners deliver capacity-building support to Governments in legislative and regulatory reform; effective traffic enforcement approaches; harmonized vehicle safety standards; effective post-crash care protocols; and road safety management capacity, coordination and data collection.
19. In the past year, the Fund has mobilized a growing and more diverse group of committed financial contributors spanning the public and private sectors, alongside philanthropists, ensuring its ability to create a safer world for road users in more partner countries. With a clear scope to engage new donors, in the past year Fund partners have launched over 47 publications, 27 articles and videos and four online events geared towards enlarging and leveraging the pool of financing within the Fund.
20. A number of organizations, including the [FIA Foundation](#) for the Automobile and Society and UNICEF, have been advocating for the greater integration of road safety within the [broader child and adolescent health agenda](#). This has included participation and advocacy at major events such as the Group of 20 event on the theme "Health of youth – wealth of nation", held in New Delhi in June 2023. With road

17 Something to Think About

According to a 2025 UNICEF report, 500 children die every day in road traffic crashes. With UNICEF's involvement and growing recognition of safe mobility as integral to children's rights, what more could be done to ensure that road safety is prioritized alongside other health and protection issues for children around the world?

18 Interesting Facts

Many of the 50 countries benefiting from new road safety funding in 2024, such as Uganda, Bangladesh, Brazil, and Ukraine, have launched national pilot programs to upgrade traffic enforcement, modernize post-crash care, and collect better crash data. Several nations, like Moldova, have made notable advances in road safety for children by redesigning school zones and introducing compulsory helmet and seatbelt use for young passengers.

20 Interesting Facts

While advocating aggressively for Vision Zero (no deaths or serious injuries on roads), the FIA Foundation also funds international "Clean Air" and "Safe Roads" campaigns targeting gross-polluting vehicles. Yet, Formula 1 races and other professional motorsport series under the FIA are among the highest-profile users of fossil fuels, with a single F1 season producing up to 256,000 metric tons of CO₂ emissions (pre-carbon offsetting). New sustainability commitments (like introducing synthetic fuels and tighter emissions standards in racing) have been announced in 2024, but full decarbonization remains a challenge.

20 Interesting Facts

Road safety is closely linked to achieving broader development outcomes. In many countries, safe roads are a gateway to food security, health care, and quality education. Evidence shows that improving road safety can dramatically increase children's access to schools, reduce poverty, and help fulfill the SDGs by breaking cycles of isolation and inequality.

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

21. A range of technical guidance documents and reports have been developed to assist Member States in implementing the recommendations of the Global Plan. They include the series of WHO guidelines on pedestrian safety, powered two- and three-wheeled vehicles, and the use of helmets; technical guidance on child and adolescent road safety by UNICEF; and a series of reports on multimodal transport and decarbonization by the International Transport Forum and the World Resources Institute.
22. Technical assistance has been provided by WHO, the World Bank and regional data observatories to Member States on strengthening data systems and addressing the underreporting of road traffic deaths. Support was also provided to Member States on how to [make better use of data](#) to inform decisions and policies for transport and road safety.
23. Through the Bloomberg Philanthropies Initiative for Global Road Safety, legislative support and advocacy at the state and local levels was provided in 15 countries by international and national partners in collaboration with government agencies. The provision of technical assistance is based on existing best practices for road safety legislation and the safe system approach as described in the Global Plan.
24. In the past year, implementation of new programmes under the International Road Assessment Programme, including road risk mapping, star rating and infrastructure investment planning, has been undertaken in 29 countries. Analysis from the Programme shows that 70 national and subnational road safety strategies and policies now include the road infrastructure star rating targets recommended in the Global Plan. In support of the global targets for three-star or better roads for all road users, Member States, partners and private sector toll-road operators have influenced the safety performance of an estimated \$100 billion of road investments.
25. The Global New Car Assessment Programme, a project of the Towards Zero Foundation charity, reached the milestone of 50 models crash-tested for safety in the Indian market in 2022. [The Government of India](#) will launch its own new car assessment programme in October 2023 to enhance vehicle safety to reduce crash fatalities in the country.
26. [The Towards Zero](#) Foundation charity has established a motorcycle anti-lock braking system partnership that consists of 17 regional and global road safety partners working to increase the fitment rate of [motorcycle anti-lock braking systems](#) in the Association of Southeast Asian Nations region and to advocate for a region-wide commitment to mandate motorcycle anti-lock braking systems (in line with ECE regulation No. 78 and United Nations Global Technical Regulation No. 3) on all powered two-wheelers capable of travel speeds greater than 50 kilometres per hour.
27. The Multilateral Development Banks Road Safety Working Group, comprising 10 member institutions, reviewed progress made by the multilateral development banks in financing road safety in low- and middle-income countries between 2018 and 2022. An estimated \$3.6 billion was allocated by multilateral development banks through their respective road safety projects, representing nearly 9 per cent of all road sector lending in the period. The Working Group noted, however, that significantly scaled-up funding is needed to achieve catalytic change in low- and middle-income countries, and called upon Governments and the private sector to ramp up funding in line with the global targets of the United Nations.

22 Did You Know That

In 2024, the International Road Traffic and Accident Database (IRTAD) found that countries using real-time crash data, AI tools, and maps to track road risks improved their road safety actions and emergency responses by about 5 to 10 percent.

25 Did You Know That

India remains one of the world's most affected countries by road injuries and deaths. In 2024, road accidents claimed approximately 178,000 lives across the country, about 474 deaths per day. A staggering 60% of those killed were aged 18–34. Cities like Delhi saw over 1,450 deaths in a single year.

26 Definition

Vision Zero is a global movement and policy framework aiming to eliminate all road traffic fatalities and serious injuries. Developed in Sweden in 1997, Vision Zero shifts responsibility from blaming individual road users to designing a 'Safe System' that tolerates human error. More than 20 countries and numerous cities now adopt Vision Zero strategies. They focus on safer road design, better speed control, and planning cities that protect everyone who uses the roads.

26 Did You Know That

Motorcycles remain one of the most dangerous vehicle categories worldwide. In 2024, motorcyclists accounted for up to 80% of road deaths in countries like Thailand, and globally, though motorcycles represent only about 3% of all vehicles, they make up 15–20% of road traffic fatalities. Riders are 28–50 times more likely to die in a crash than car occupants.

28. The Global Alliance of NGOs for Road Safety produced a global call for action and an accountability toolkit to empower non-governmental organizations to advocate for road safety globally. The Global Alliance coordinates with United Nations stakeholders through the WHO-hosted United Nations Road Safety Collaboration.
29. In 2022, the YOURS Academy was launched as an online resource for evidence and practical guidance. In the first part of 2022, the Academy enrolled over 500 participants. A policymakers' toolkit for meaningful youth engagement was also developed and launched. Expansion of the **Global Youth Coalition for Road Safety** continued during this period; this has facilitated the increased participation of youth in road safety dialogues ranging from small community events to high-level meetings with national policymakers.
30. A global commemoration for the World Day of Remembrance for Road Traffic Victims took place on 18 November 2022 with the theme "Remember, support, act". The event included participation by high-level representatives of the United Nations, including the Special Envoy for Road Safety, as well as the Director General of WHO. National commemorations were also carried out around the world in the weeks leading up to and following the global commemoration. In a number of countries, such as India, the World Day of Remembrance was the kick-off to a road safety week.

III. Way forward

31. The fifth *Global Status Report on Road Safety*, to be launched in late 2023, will provide a **strengthened evidence base of fatality statistics** for the majority of Member States, as well as relevant legal, regulatory and policy developments. The report will aid in refining the priority countries for assistance throughout the Decade and in shaping actions and assistance that are needed to achieve the targets in the Global Plan.
32. The Government of Morocco has proposed to host a ministerial conference on road safety in February 2025, the midpoint of the Decade, and the global network of heads of national road safety agencies will meet again in conjunction with this ministerial conference. Until then, a series of regional activities will be organized by WHO and other stakeholders to advance progress at the national and subnational levels.
33. **In preparation for the next high-level meeting on improving global road safety to be held in New York and based on the progress reflected in the present report, it is recommended that the General Assembly call upon Member States to intensify actions to accelerate the implementation of the established measures outlined in the Global Plan to save lives and achieve the target of a 50 per cent reduction in deaths, including:**
- (a) **To adopt evidence- and/or science-based good practices for addressing key risk factors, including the non-use of seat belts, child restraints and helmets, medical conditions and medicines that affect safe driving, driving under the influence of alcohol, narcotic drugs and psychotropic and psychoactive substances, inappropriate use of mobile phones and other electronic devices, including texting, while driving, speed driving, driving in low-visibility conditions and driver fatigue, as well as the lack of appropriate infrastructure; and for enforcement efforts, including road policing, coupled with awareness and education initiatives, supported by infrastructure designs that are intuitive and favour compliance with legislation and a robust emergency response and post-crash care system;**

29 Did You Know That

The Global Youth Coalition for Road Safety has grown into a worldwide movement, engaging youth-led projects in over 30 countries in 2025. At the 3rd World Youth Assembly in Marrakech, over 150 young leaders from 130+ countries launched the renewed Global Youth Statement for Road Safety. This bold declaration calls on policymakers to double investment in youth-led mobility initiatives, ensure youth voices are central to policy, and create robust accountability mechanisms for road safety.

31 Did You Know That

Preliminary data for 2024 shows an average 2% decrease in road deaths across 26 reporting countries compared to 2023. Still, fatalities remain high: approximately 1.19 million people die each year on the world's roads. In the EU, about 15,800 people died in 2024, a 3% decrease from 2023, but progress is still too slow to reach the target of halving deaths by 2030.

33 Did You Know That

According to the International Transport Forum and the European Commission, the current rate of progress (a 2-3% annual decline in fatalities) is well below the 6-7% yearly reduction required to achieve the global target of halving road deaths by 2030. This means efforts need to intensify at least two- or threefold to get on track for the SDG goal.

33a Something to Think About

How can governments balance investments in infrastructure with urgent behavioral and enforcement interventions to maximize short-term and long-term reductions in road trauma?

- (b) Implement a safe system approach through policies that foster safe urban and rural road infrastructure design and engineering; set safe adequate speed limits supported by appropriate speed management measures; enable multimodal transport and active mobility; and establish, where possible, an optimal mix of motorized and non-motorized transport, with a particular emphasis on public transport, walking and cycling, including bike-sharing services, safe pedestrian infrastructure and level crossings, especially in urban areas;
- (c) Ensure that road infrastructure improvements and investments are guided by an integrated road safety approach that, inter alia, takes into account the connections between road safety and the eradication of poverty in all its dimensions, physical health, including visual impairment and mental health issues, the achievement of universal health coverage, economic growth, quality education, reducing inequalities within and among countries, gender equality and women's empowerment, decent work, sustainable cities, environment and climate change, as well as the broader social determinants of road safety and the interdependence between Sustainable Development Goals and targets that are integrated, interlinked and indivisible, and assures minimum safety performance standards for all road users;
- (d) Strengthen international cooperation on road safety through the sharing of good practices, successful implementation mechanisms and technical standards; ensuring that used vehicles comply with relevant national safety and emissions standards, striving to ensure that all vehicles produced and sold for every market by 2030 are equipped with appropriate levels of safety performance and that incentives are provided, where possible, for the use of vehicles with enhanced safety performance; encouraging the provision of consumer information on vehicle safety through new car assessment programmes that are independent from vehicle manufacturers and encouraging the sharing of such consumer information with WHO and other countries, in particular developing countries, including the least developed countries; and the harmonization of practices, where appropriate, pertaining to training, driving hours and working conditions, and vehicle registration, certification and licensing;
- (e) Promote capacity-building, knowledge-sharing, technical support and technology transfer programmes and initiatives on mutually agreed terms in the area of road safety, especially in developing countries, which confront unique challenges, and, where possible, the integration of such programmes and initiatives into sustainable development assistance programmes through North-South, South-South and triangular cooperation formats, as well as public-private collaboration;
- (f) Leverage the full potential of the multilateral system, in particular WHO, the good offices of the Special Envoy of the Secretary-General for Road Safety, the United Nations regional commissions and relevant United Nations entities, as well as other stakeholders, including the Global Road Safety Partnership, to support Member States with dedicated technical assistance and, upon their request, in applying voluntary global performance targets for road safety when appropriate;
- (g) Integrate a gender perspective into all policymaking and implementation of transport policies that provide for safe, secure, inclusive, accessible, reliable and sustainable mobility and non-discriminatory participation in transport; and ensure that policies cater to road users who might

33b Did You Know That

Speeding continues to play an outsized role in fatal crashes. According to 2024 data, a 10% increase in mean speed results in a 40% higher risk of fatal crash injury. Regions that systematically lowered urban speed limits saw up to a 25% reduction in injury rates.

33b Interesting Facts

Increased investment in walking, cycling, and public transport does not just advance road safety, but also climate goals, health, and equity. Studies from 2024 show that cities prioritizing safe cycling infrastructure report 60% fewer cyclist deaths than those lagging behind, and see major co-benefits in pollution reduction and improved public health.

33b Did You Know That

Every \$1 invested in road infrastructure safety improvements (like separation barriers, crosswalks, and lighting) can yield up to \$8 in societal benefit by reducing deaths, injuries, and traffic delays. Yet, only 18% of new road projects in low-income countries met international safety audit standards in 2024.

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33g Did You Know That

In many countries, data disaggregation by gender and age revealed women and girls are more likely to be killed as pedestrians and public transport users, especially in poorly lit, high-traffic zones. New gender-focused infrastructure audits are being piloted in Latin America, aiming to reduce disparities by 2030.

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

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

33h Did You Know That

The next scheduled high-level review for the UN Decade of Action For Road Safety is set for September 2025, during the 80th General Assembly session. For the first time, countries will need to present national progress "scorecards," showing changes in fatalities, injuries, investments, and gaps since 2021.