

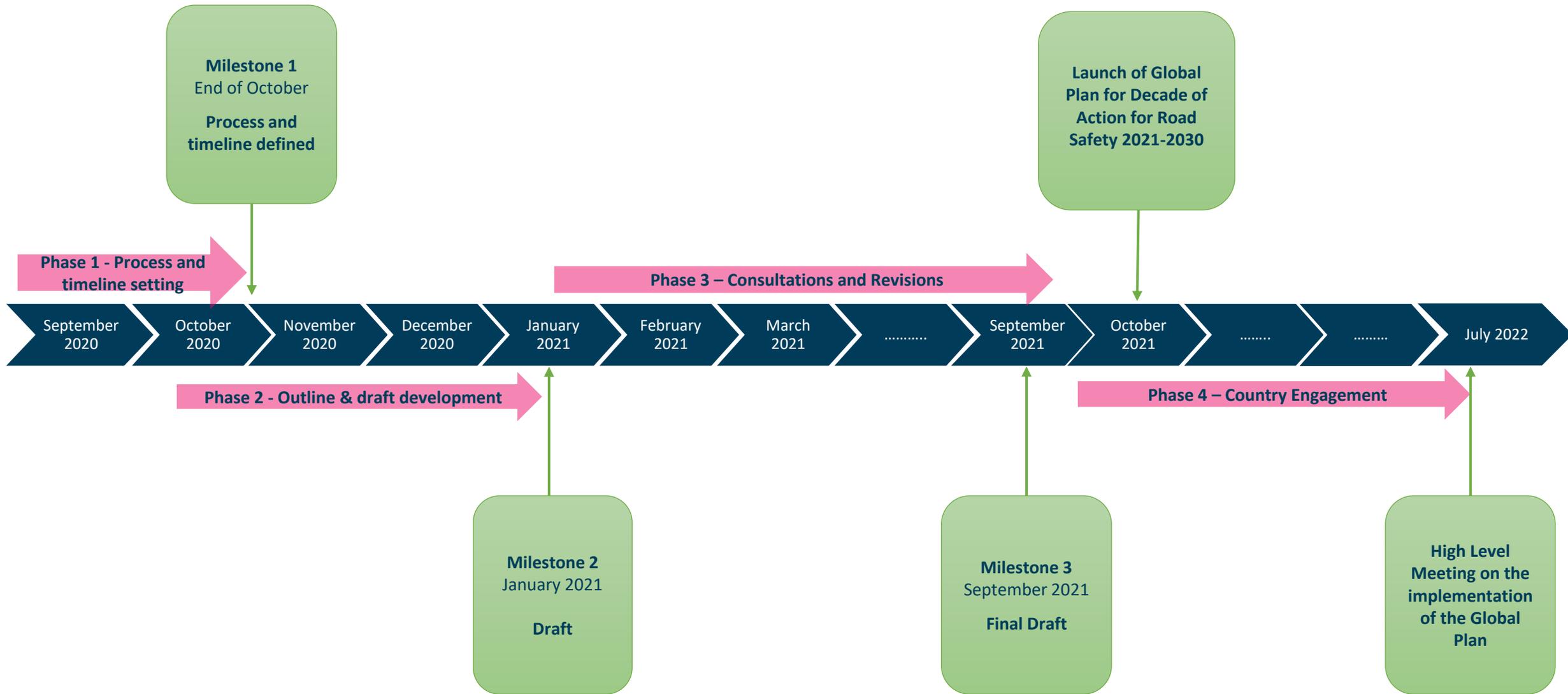
Global Plan for the Decade of Action for Road Safety 2021- 2030

Background

Resolution 74/299 adopted by the UN General Assembly on August 31, 2020:

- Proclaimed a Decade of Action for Road Safety 2021 – 2030;
- With a target to reduce road deaths and injuries by 50% by 2030; and
- Mandated WHO and the UN Regional Commissions in collaboration with the UN Road Safety Collaboration to prepare a plan of action.





Purpose of Plan

Achieve at least 50% reduction in deaths and injuries

- Call for all countries to act, highlighting urgency for action and emphasizing that *action is possible*
- Inspire and guide countries to develop and implement plans that are adapted to local contexts

DECADE OF ACTION FOR ROAD SAFETY
2021-2030

TARGET

reduce road traffic
deaths & injuries

BY AT
LEAST **50%**

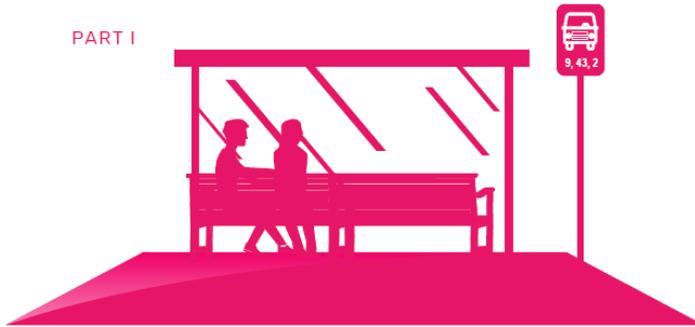
Key Principles of Plan

- Safe system designs should not only be forgiving of human error but also equitable and responsive to the needs of the users/population.
- Road safety as a shared responsibility, recognizing the role of government as well as a range of non-state actors.
- Mobility and transport are constantly evolving and improving safety is not a one-time event but on-going process.



Elements of the Plan

PART I



Vision for the Global Plan

PART II



Recommended actions

PART III



Requirements for implementation

PART IV



Shared responsibility for road safety

PART V



Monitoring and evaluation

What to do: areas for action



Multimodal transport & land-use planning



Safe road infrastructure



Safe vehicles



Safe road use



Post-crash response



Multimodal Transport and Land-use Planning



Multimodal transport &
land-use planning

- 70% of the population is expected to live in urban settings by 2030, demand for mobility will exceed the capacity of systems that rely on cars and motorcycles.
- Multimodal transport and land-use planning establishes the optimal mix of motorized and non-motorized transport modes to ensure safety and equitable access.
- Infrastructural investments and policies that improve safety, both from traffic and crime, and especially those that address gender safety concerns, are important prerequisites to encouraging multimodal transport and active mobility.

Safe Road Infrastructure



Safe road infrastructure

- Road infrastructure must be planned, designed, built and maintained to enable multimodal mobility and eliminate or minimize risks for all road users.
- Minimum technical infrastructure standards are required, covering the safety of pedestrians, cyclists, motorcyclists, vehicle occupants, public transport users, freight operators and other mobility users.
- Logical and intuitive infrastructure design should be used for speed management to ensure the safety of all road users (e.g. town entry treatments, roadworks).

Safe Vehicles



Safe vehicles

- To improve vehicle safety, different features can be integrated into vehicle design either to avoid crashes or to reduce the injury risk for occupants and other road users when a crash occurs.
- Governments should provide, through legislation, a minimum set of safety standards for vehicles, considering all “traditional” categories of vehicles, but also “informal” modes prevalent in many countries.
- In parallel to regulatory action, governments should encourage the provision of consumer information on vehicle safety through new car assessment programmes that are independent of vehicle manufacturers.



Safe Road Use



Safe road use

- Road traffic laws are an essential part of ensuring safe road user behaviours; however, they must be enforced, and appropriate penalties issued to deter road traffic violations.
- Road user behaviours are influenced by vehicle safety features and road infrastructure design, which should be implemented in a way that is intuitive and easy to understand, so that that the easiest, most obvious actions are the safest.
- Safe road use can also be incentivized through performance-based insurance pricing as well as employment practices such as limiting driving hours and use of speed limiters.



Post-crash Response



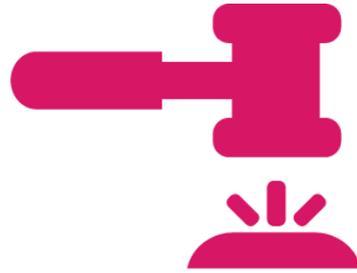
Post-crash response

- Appropriate, integrated and coordinated care should be provided as soon as possible after a crash occurs.
- Community first-responder training should be promoted to greatly expand timely access to simple lifesaving interventions, especially in areas where pre-hospital services are limited and/or response times are long.
- Comprehensive support systems for victims and their families should also be put in place; governments should develop mechanisms to provide multidisciplinary crash investigation and ensure justice.

How to do it: implementation



Financing



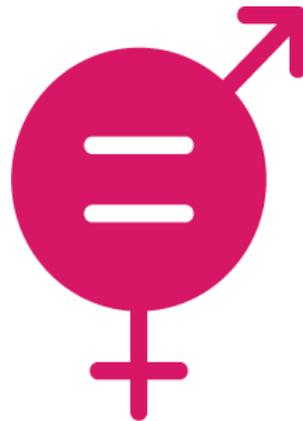
Legal Frameworks



Speed Management



Capacity Development



Gender Perspectives



Technologies



Focus on Low- and Middle-Income Countries



Financing

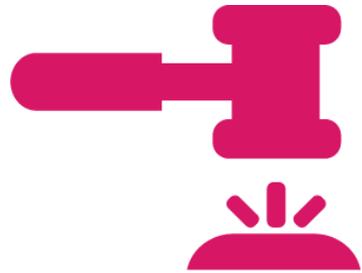


Financing

- Long-term, sustainable investment is required for the development of safe road infrastructure as well as for interventions that can improve road safety.
- Sources of sustainable funding include central government allocations; local government allocations; road user charges; levies on private sector insurance; surplus from government insurance; use of traffic fines; and social impact bonds.
- Short-term bridging funds can come from multilateral lending institutions; private sector sponsorship; merchandise fundraising; international funding agencies; and philanthropic contributions from foundations and individuals.



Legal Frameworks



Legal Frameworks

- United Nations (UN) road safety legal instruments provide a strong foundation for countries to build domestic legal frameworks and systems that contribute to road safety and facilitate international road traffic.
- Key conventions include the: 1968 Convention on Road Traffic, 1968 Convention on Road Signs and Signals, 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles, 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts, and the 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)
- Following accession, conventions should be transposed into national or regional legislation and systems to ensure their effective application, and thereafter be enforced through traffic police and inspection bodies.



Speed Management



Speed Management

- Managing speed is critical to the effective implementation of the Safe System approach.
- Appropriate speed management not only directly impacts crash likelihood and severity, it also affects the effectiveness of other safety interventions.
- Speed management interventions are possible across a range of road safety arenas, including road design and engineering; vehicle interventions; and behaviour change.

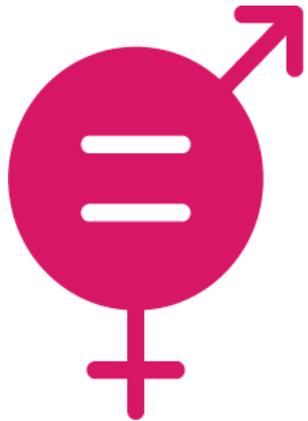
Capacity Development



Capacity Development

- The lack of specialist knowledge of creating safer roads, vehicles and road user behaviour, and for designing and operating a well-functioning post-crash systems is a major barrier in many countries.
- The accreditation of road safety as a field of study within institutions of higher learning and professional development would be an important element in ensuring the development of well-rounded road safety managers and practitioners.
- Short-term courses and continuing education activities can also help provide competencies such as programme management and implementation while professional networks and communities of practice are also important platforms to provide continued support and knowledge enhancement.

Gender Perspectives



Gender Perspectives

- The issues of road safety apply differently to men and women for a variety of physical, behavioural and social reasons.
- Transport policy frameworks must provide an enabling environment for both men and women to share safe, secure, accessible, reliable and sustainable mobility, and non-discriminatory participation in transport.
- A greater focus is needed on gender differences in relation to the design and construction of all aspects of transport infrastructure. For example, vehicle design needs to be modified to accommodate the differences in ergonomics between genders – EvaRID dummy is a good example of how this might be achieved when it has been successfully validated for regulatory testing.



Technologies



Technologies

- Automotive technology is changing at an unprecedented rate and while there is debate about the potential of emerging technologies, advanced driver assistance systems, including electronic stability control, lane-change warnings and automatic emergency braking are already saving lives in many countries.
- Vehicle-to-vehicle and vehicle-to-infrastructure communications can also contribute to safer and more sustainable mobility.
- Increasing connectivity and other mobile technologies create new opportunities as well as challenges that require assessment and updating of policies, regulations, and traffic laws.



Focus on Low- and Middle-Income Countries



Focus on Low- and
Middle-Income Countries

- Low- and middle-income countries account for more than 90% of all road traffic deaths despite having less than 60% of the world's motor vehicles.
- High-income countries can share lessons learned and technical support, as well as ensure provisions for road safety as part of their development support.
- Low- and middle-income countries can leapfrog traditional, standalone interventions to address road safety and adopt an integrated approach to safe and sustainable transport.



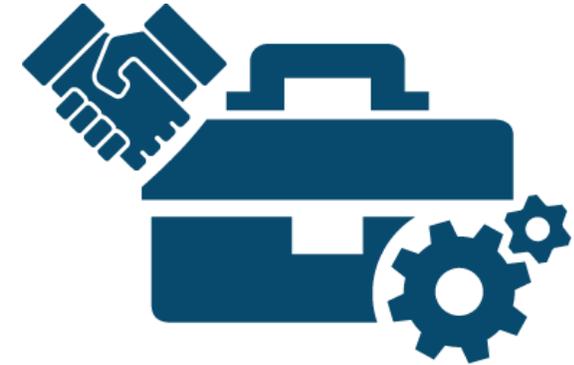
Who should do it: sharing responsibility



Government



Civil Society



Private Sector



Funders



UN Agencies

Government



Government

- Provide a legislative framework for road safety and legal mandate for the work of different agencies within and outside government.
- Develop a plan of action with targets and monitoring the road safety activity of different actors and ensuring adequate funding to support its implementation.
- Encourage compliance with standards such as procurement practices by transport providers and users.
- Ensure overall coordination for these activities.



Academia, Civil Society, Youth

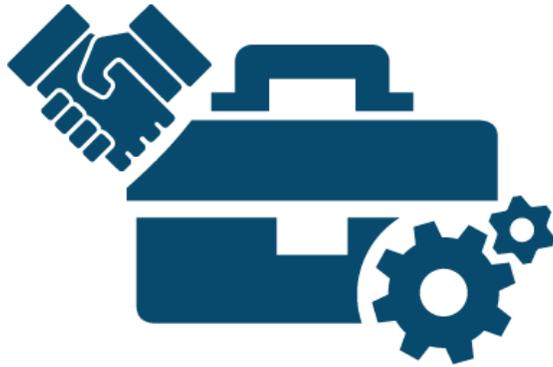


Civil Society

- Be an important source of road safety information for the community and governments.
- Help ensure government accountability by empowering communities on road safety issues and ensuring good governance.
- Foster greater ownership of the road safety issue as well as develop a new cohort of road safety advocates with a fresh perspective on the future of mobility.



Private Sector



Private Sector

- Specify vehicle safety levels (including for powered two-wheelers) for vehicle fleets that are used in carrying out procured services.
- Require that transport drivers, including those using powered two-wheelers and other motorized personal mobility devices, have undergone user training.
- Set standards for scheduling and planning procured driving operations and practices to manage driver fatigue, use of low-risk roads, use of lower risk vehicles, and improved times for travel.

Funders



Funders

- Private donors play an important role in filling short-term gaps in investments and can provide resources such as seed funding to carry out immediate road safety improvements while stimulating country-wide and longer-term investments by government.
- Support from private funders also helps to fill critical gaps in capacity development, research, and advocacy in many countries.
- External funders, including international organizations, bilateral and multilateral development agencies and development banks, can also contribute to road safety efforts by ensuring the integration of road safety in development activities, especially for infrastructure development initiatives that impact transport and mobility.

International Organizations



UN Agencies

- Secure high-level political commitment for road safety and financing from domestic and international sources.
- Support Member States in the implementation of the Global Plan by raising awareness, establishing targets, providing policy guidance, and supporting the development of capacity among governments.
- Monitor progress towards the goal of 50% reduction and provide feedback and technical assistance

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021-2030

**a blueprint for
national & local
road safety plans**

- A plan for every country and every city
- With defined targets, roles and responsibilities
- Supported by financing and reporting to ensure accountability