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Improving global road safety

Antigua and Barbuda, Cameroon, Morocco and Turkmenistan:* **draft resolution**

Improving global road safety

The General Assembly,

Recalling its resolutions [57/309](#) of 22 May 2003, [58/9](#) of 5 November 2003, [58/289](#) of 14 April 2004, [60/5](#) of 26 October 2005, [62/244](#) of 31 March 2008, [64/255](#) of 2 March 2010, [66/260](#) of 19 April 2012, [68/269](#) of 10 April 2014, [70/260](#) of 15 April 2016, [72/271](#) of 12 April 2018 and [74/299](#) of 31 August 2020, on improving global road safety, and the recommendations contained therein,

Reaffirming its resolution [70/1](#) of 25 September 2015, entitled “Transforming our world: the 2030 Agenda for Sustainable Development”, in which it adopted a comprehensive, far-reaching and people-centred set of universal and transformative Sustainable Development Goals and targets, its commitment to working tirelessly for the full implementation of the Agenda by 2030 ensuring that no one is left behind, its recognition that eradicating poverty in all its forms and dimensions, including extreme poverty, is the greatest global challenge and an indispensable requirement for sustainable development, its commitment to achieving sustainable development in its three dimensions – economic, social and environmental – in a balanced and integrated manner, and to building upon the achievements of the Millennium Development Goals and seeking to address their unfinished business,

Reaffirming also its resolution [69/313](#) of 27 July 2015 on the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, which is an integral part of the 2030 Agenda for Sustainable Development, supports and complements it, helps to contextualize its means of implementation targets with concrete policies and actions, and reaffirms the strong political commitment to address the challenge of financing and creating an enabling environment at all levels for sustainable development in the spirit of global partnership and solidarity,

Recalling the New Urban Agenda adopted at the United Nations Conference on Housing and Sustainable Urban Development (Habitat III),¹ which, taking into account that the majority of road traffic deaths and serious injuries take place in urban

* Any changes to the list of sponsors will be reflected in the official record of the meeting.

¹ Resolution [71/256](#), annex.



areas, gives appropriate consideration to road safety and access to safe, affordable, accessible and sustainable public transport and non-motorized modes of transport,

Recalling also the Global Plan for the Decade of Action for Road Safety 2021–2030, which provides a set of options and strategies for use by Governments and other relevant stakeholders to guide policies and actions to improve road safety,

Reaffirming its commitment to the political declaration of the high-level meeting on improving global road safety of 30 June 2022,² in which road safety was recognized as a major public health concern and an urgent development challenge that requires commitment at all levels of government,

Recalling its resolution [78/148](#), entitled “Strengthening the links between all modes of transport to achieve the Sustainable Development Goals”, adopted on 19 December 2023, by which it proclaimed the United Nations Decade of Sustainable Transport, beginning in 2026,

Acknowledging the importance of the Moscow Declaration adopted at the first Global Ministerial Conference on Road Safety in 2009,³ the Brasilia Declaration adopted at the second Global High-level Conference on Road Safety in 2015 and the Stockholm Declaration adopted at the third Global Ministerial Conference on Road Safety in 2020,

Reaffirming the importance of continued action through 2030 on all road safety-related targets of the 2030 Agenda, such as targets 3.6 and 11.2, and recognizing their importance in enabling the achievement of Sustainable Development Goals 3 and 11 and in catalysing action on other Goals, including on poverty eradication, gender equality, climate change, decent jobs, innovation and transport,

Acknowledging the fifth *Global Status Report on Road Safety*, released by the World Health Organization in December 2023, which provided an assessment of progress made by Member States during the Decade of Action for Road Safety 2011–2020,

Noting that, while globally there has been a reduction of 5 per cent in the number of deaths between 2010 and 2021, the overall target of a 50 per cent reduction of global deaths and injuries from road traffic accidents, as included in Sustainable Development Goal target 3.6, was not achieved by 2020,

Acknowledging that, despite the slow progress between 2010 and 2021, 35 Member States achieved reductions of 30 to 49 per cent in the number of deaths due to road traffic crashes and 10 Member States⁴ commendably reached the 50 per cent target reduction in road traffic deaths during that period,

Noting with concern that, despite the strong evidence demonstrating the effectiveness of legislation, only 7 countries have legislation related to road safety that align with best practice criteria for all five key risk factors as defined by the World Health Organization (drink driving, speeding, non-use of motorcycle helmets, non-use of seat belts, and non-use of child-restraint systems) and only 16 have acceded to all seven of the core road safety-related United Nations legal instruments,

Recognizing the tremendous global burden that road traffic crashes continue to place on society in terms of both human suffering, with nearly 1.2 million preventable deaths and an estimated 50 million injuries each year, and average costs

² Resolution [76/294](#), annex.

³ [A/64/540](#), annex.

⁴ Belarus, Brunei Darussalam, Denmark, Japan, Lithuania, Norway, Russian Federation, Trinidad and Tobago, United Arab Emirates and Venezuela (Bolivarian Republic of).

to countries of 3 to 5 per cent of their gross domestic product, which makes road safety an urgent public health and development priority,

Expressing concern that road safety remains severely underfunded through both public and private financing, and that, despite the existence of a national strategy for road safety in a majority of Member States, most of these are unfunded and are not implemented,

Taking into account the evolving nature of transport, and noting with concern the challenges brought about by these changes, including an increasing number of deaths among riders of powered two- and three-wheelers, electric bicycles and micromobility devices,

Taking into account also the needs of non-motorized transport, while recognizing the impact of road traffic crashes on children and youth, and emphasizing the importance of taking into account their needs and those of road users who are in vulnerable situations, including older persons and persons with disabilities,

Taking into account further the emerging safety challenges and increased demands put on existing transport infrastructure by the growth of Internet-based transport services, including ride share companies and delivery platforms,

Recognizing the important role that national and local government authorities play in ensuring the implementation of the safe system approach to road safety, particularly in land-use planning and enforcement,

Emphasizing the importance of road policing and the enforcement of traffic laws, particularly in low- and middle-income countries, where almost 90 per cent of global road casualties occur, by means of strengthening global and regional road policing cooperation initiatives, to leverage the capacities of traffic police by information exchange on training, capacity-building and enforcement activities,

Emphasizing also the need for multisectoral approaches and engagement of diverse actors, including businesses and industries, which can make important contributions to improving road safety globally by managing road safety throughout their value chain,

Commending the World Health Organization for its leadership role in preventing road traffic injury and for its role in implementing the mandate conferred upon it by the General Assembly to act, in close cooperation with the United Nations regional commissions, as a coordinator on road safety issues within the United Nations system,

Welcoming the efforts of the Special Envoy of the Secretary-General for Road Safety, with secretariat support from the Economic Commission for Europe, in effectively mobilizing sustained high-level commitment to road safety by advocating adherence to and raising awareness of the United Nations legal instruments on road safety, sharing good practices, including through participation in global and regional conferences, and advocating for increased funds for global road safety,

Commending the United Nations regional commissions for their work in increasing road safety activities and advocating increased political commitment to road safety, and in working towards setting regional and national road traffic casualty reduction targets, in particular the work of the Economic Commission for Europe in elaborating global road safety-related legal instruments, including international conventions and agreements, technical standards, resolutions and good practice recommendations, as well as in servicing 59 global and regional legal instruments that provide a commonly accepted legal and technical framework for the development of international road, rail, inland water and combined transport,

Noting with approval the road safety performance review projects of the Economic Commission for Europe, carried out in collaboration with the Economic and Social Commission for Asia and the Pacific and the Economic Commission for Latin America and the Caribbean under the United Nations Development Account and with the Economic Commission for Africa with support from the Special Envoy of the Secretary-General for Road Safety, as well as the work of the Economic and Social Commission for Western Asia on prioritizing road safety to strengthen the national road safety management capacity of selected countries, and commending the development and implementation of road traffic safety management systems for different types of organizations, such as the extensive work of the International Organization for Standardization in developing the requirements for road traffic safety management systems,

Recalling the midterm milestone of the Decade of Action for Road Safety 2021–2030 in 2026 and the timeline to achieve the 2030 target of a 50 per cent reduction in deaths and injuries,

1. *Urges* Member States and relevant actors to accelerate and scale up efforts to implement the Global Plan for the Decade of Action for Road Safety 2021–2030, making road safety a political priority and ensuring its relevance in the broader sustainable development agenda;

2. *Welcomes* the offer of the Kingdom of Morocco to host the Fourth Global Ministerial Conference on Road Safety, to be held from 18 to 20 February 2025 in Marrakech, which will serve to facilitate the scale-up of effective measures to address road safety, identify emerging challenges and opportunities in the coming years, and to strengthen the links with other development challenges in order to realize co-benefits and achieve greater efficiency;

3. *Encourages* Member States to establish mechanisms for interministerial coordination, notably among the health, transport, education, infrastructure, interior and environment ministries, in order to address cross-cutting issues that have an impact on all the sectors involved in matters addressing road safety;

4. *Also encourages* Member States to take steps to ensure that safety features are built in at the stages of design, manufacture, usage, operation and maintenance of both motorized and non-motorized vehicles in line with international standards and practices in order to minimize adverse safety and environmental effects of vehicle operation on road users, including pedestrians and bicyclists, and infrastructure;

5. *Calls upon* Member States to 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; establish, where possible, an optimal mix of motorized and non-motorized transport, with particular emphasis on public transport, walking and cycling, including bike-sharing services, safe pedestrian infrastructure and level crossings, especially in urban areas;

6. *Invites* Member States and relevant stakeholders to leverage the recently proclaimed United Nations Decade of Sustainable Transport that will begin in 2026 as an opportunity to embed road safety as an integral part of the agenda for sustainable transport, especially beyond the current Sustainable Development Goals deadline of 2030;

7. *Invites* Member States that have not already done so to consider adopting comprehensive legislation on key risk factors, including the non-use of seat belts, child restraints and helmets, the drinking of alcohol and driving, and speeding, and

to consider implementing appropriate, effective and evidence- and/or science-based legislation on other risk factors related to distracted or impaired driving;

8. *Encourages* Member States that have not yet done so to consider becoming contracting parties to the United Nations legal instruments on road safety and, beyond accession, applying, implementing and promoting their provisions or safety regulations;

9. *Invites* Member States and relevant stakeholders, in particular civil society, to engage with local governments and authorities to implement context-specific interventions and prevention strategies that include massive awareness campaigns on road safety, safe habits and behaviours, aimed at all road stakeholders, that respond to the road safety needs and challenges of communities;

10. *Encourages* businesses and industries to monitor and report on the road safety impact, or footprint, of operations throughout their value chain;

11. *Calls upon* international bodies to develop guidelines for impact investments for road safety as a means of stimulating large-scale financing for road safety, in particular among private investors and donors;

12. *Encourages* Member States and relevant stakeholders to support the United Nations Road Safety Fund, for which a pledging conference will be held alongside the Fourth Global Ministerial Conference on Road Safety, in 2025, and the replenishment, as appropriate, of the World Bank Global Road Safety Facility;

13. *Acknowledges* the importance of adequate, predictable, sustainable and timely international financing without conditionalities in complementing the efforts of countries in mobilizing resources domestically, especially in low- and middle-income countries; and encourages support for the demands of financing in developing countries by leveraging the United Nations Road Safety Fund and other dedicated mechanisms, as appropriate, for promoting safe road transport infrastructure and for supporting the implementation of measures required to meet the voluntary global performance targets, including by supporting the voluntary replenishment of all United Nations system road safety funds and mechanisms;

14. *Encourages* the promotion of 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;

15. *Welcomes* the initiative of the World Health Organization to establish a global network of national road safety agencies, and encourages Member States to actively participate in knowledge exchange and peer mentorship through informal and formal modalities;

16. *Calls upon* relevant actors and United Nations entities to monitor and conduct research on the impact of evolving technologies, including artificial intelligence, on land transport and road safety in order to inform the development of guidelines and recommendations to address the opportunities and challenges presented by these issues;

17. *Calls upon* Member States to strengthen the collection, reporting and use of data related to road safety as a means of generating real-time feedback to inform the implementation of the Global Plan for the Decade of Action for Road Safety 2021–2030;

18. *Requests* the Secretary-General to provide, in consultation with the World Health Organization and other relevant agencies, a progress report during the eightieth session of the General Assembly, as mandated in the political declaration of 2022, which will serve to inform the high-level meeting to be convened by the Assembly in 2026.
