



## **SUPPORTING EVENT FOR THE HIGH-LEVEL MEETING ON ROAD SAFETY**

3 December 2021, United Nations Headquarters, New York

### **CONCEPT NOTE**

#### **BACKGROUND**

Road traffic crashes claim nearly 1.3 million lives every year and are the leading cause of death among children and young adults. In addition to the human suffering caused by road traffic injuries, they also incur a heavy economic burden on victims and their families, both through treatment costs for the injured and through loss of productivity of those killed or disabled. More broadly, road traffic injuries have a serious impact on national economies, costing countries 3% of their annual gross domestic product. For this reason, SDG target 3.6 called for the halving of the number of road traffic deaths and serious injuries by 2020—a target that has already been missed. Ensuring the safety of transport systems is also directly linked to SDG targets on sustainable cities and communities (SDG 11) and climate action (SDG 13).

A Global Plan for the Decade of Action 2021 – 2030 has been developed by WHO and the UN Regional Commissions, in cooperation with the UN Road Safety Collaboration (UNRSC) to guide the Member States in the implementation of key actions to improve the safety of roads. The Global Plan emphasizes the importance of ensuring sustainable financing (short- and long-term) as well as the engagement of relevant actors from different sectors as critical factors for achievement of the 2030 target.

UN General Assembly resolution 74/299 “Improving global road safety” proclaimed the Second Decade of Action for Road Safety 2021-2030; established a target of reducing by at least 50% the number of road traffic deaths and serious injuries by 2030 and called for a High-level Meeting (HLM) of the UNGA on Road Safety in 2022.

In accordance with the UN General Assembly resolution 75/308 on “Scope, modalities, format and organization of the high-level meeting on improving global road safety”, the President of the General Assembly is invited to convene, before the end of 2021, an informal one-day supporting event which will comprise two segments as follows:

- (a) **An interactive thematic dialogue** on investment in road safety, to be held from 10 a.m. to 1 p.m., in order to discuss the importance of road safety-related domestic and international finance for achieving the road safety-related Sustainable Development Goal targets and its broader positive impact on public health and the economy;
- (b) **An interactive multi-stakeholder hearing**, to be held from 3 to 6 p.m., with the active participation of representatives of Member States, observers of the General Assembly, parliamentarians, representatives of local governments, relevant United Nations entities, invited civil society organizations, including non-governmental organizations in consultative status with the Economic and Social Council, philanthropic foundations, academia and medical associations, as well as the private sector and broader communities, ensuring the participation and voices of women, children, persons with disabilities, youth and indigenous leadership.

The meeting will be convened by the President of the General Assembly with support from WHO and the UN Regional Commissions and will be carried out in hybrid format and organized from the UN Headquarters in New York.

This supporting event will provide an opportunity to identify strategies for securing short- and long-term sustainable sources of financing for the implementation of the Second Decade of Action and key actions recommended in the Global Plan as well as to discuss the roles and contributions of diverse stakeholders in the implementation of the Global Plan. The outcomes of these deliberations will be shared and taken forward to the HLM on Road Safety in 2022.

## **OBJECTIVE**

The supporting event for the high-level meeting on road safety will provide the international community with an important opportunity to take stock of progress, identify bottlenecks, mobilise all stakeholders, recommit to actions on promoting road safety at all level, to lay a solid foundation for the successful convening of the high-level meeting on road safety.

## **Session 1: Sustainable Financing for Road Safety - Interactive Panels**

Road safety is underfunded in most countries. Long-term, sustainable investment is required for the development of safe road infrastructure as well as for a broader range of interventions that can improve road safety. It is critical that sustainable financing for road

safety covers all key areas of road safety management. Importantly, it is not always about new funding. There are significant opportunities to leverage existing investments in broader areas of transport, particularly transport and network planning, public transport, road construction, traffic operation, law enforcement and maintenance. Rather than serving as an “add-on” to these broader transport activities, road safety must be embedded in, and integral to, transport decision-making. Importantly, sustainable financing for road safety implies a whole-of-government approach where allocations to respective lines in the transport, law enforcement, health system, etc., budgets are looked at holistically.

The primary responsibility for funding road safety activities lies with national governments. Sustainable sources of funding are likely those that are: home-grown; clearly linked to the activity that is to be funded; driven by a solid business case that shows substantial economic benefits; easy to collect and manage; and acceptable to the public and politicians. 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. Additionally, opportunities exist to build in road safety financing in other domestic policies and funding streams; for example, domestic climate adaptation investments should account for costs to maintain and build mobility infrastructure aligned to changing and drastic weather patterns; or in digitalization strategies.

Although many road safety interventions are cost-effective, however, to kickstart action, short-term bridging funds may be required. Several sources of funding are available to help commence road safety activity, particularly for low- and middle-income countries. These include multilateral lending institutions, private sector sponsorship, merchandise fundraising, international funding agencies, and philanthropic contributions from foundations and individuals.

This informal dialogue therefore aims:

- To discuss the level of funding needed to improve road safety and meet the global target reduction of 50% by 2030, and SDG 11.2 to provide access to safe, affordable, accessible and sustainable transport systems for all by 2030 as well as assess current levels of domestic and international investments by the government (through different sectors) and other donors;
- To identify strategies to generate and effectively use long-term sustainable funding for road safety, including learning from other successfully financed global agendas;
- To identify and discuss effective use of short-to-medium term seed funding from multilateral lending institutions, private sector sponsorship, international funding agencies, and philanthropic contributions.

## **Session 2: Multi-stakeholder Engagement for Road Safety - Interactive Panels**

Though governmental agencies have the primary responsibility to design a safe road transport system and implement a road safety action plan, the role and influence of other actors are increasingly recognized as an important part of the Safe System. The private sector, civil society, academia, youth groups, and other non-state actors can also contribute in important ways. The collective, global power of public and private organizations adopting road safety practices as part of their contributions to the SDGs, together with their endorsement, leadership and purchasing power, is substantial.

Globally, there is considerable expertise among academic institutions and civil society groups that can help fill important gaps in different (sometimes neglected) areas of road safety and help implement the policy measures necessary to reduce road trauma. Academic and research institutions play an important role in generating evidence to help government and other actors understand (through epidemiological and risk analyses) the nature of the problem as well as to identify effective solutions and strategies (through intervention trials and implementation studies). Civil society and youth can help amplify the voice of academia by being an advocate and acting as an independent voice to influence social change. It can also support the development of policies by augmenting the evidence base as well as bringing the perspectives of communities impacted by those policies to the table.

Additionally, Corporations and businesses have a tremendous influence on society and transport through their products; their fleets and how they manage them; their influence on employees, contractors, as well as their role in driving innovation; increasing market demand and access to life-saving technologies; potential to help create stronger societal support for and to financially support road safety. Businesses and industries of all sizes and sectors can contribute to attaining the road safety-related SDGs by applying Safe System principles to their entire value chains (including internal practices throughout their procurement, production, and distribution processes) and reporting on safety performance in their sustainability reports.

## PROGRAMME OUTLINE

Time	Activity
10:00 – 10:40	<b>Opening Session</b>
10:40 – 13:00	<b>Session 1: Sustainable Financing for Road Safety - Interactive Panels</b>  <b>Panel 1: Sustainable Financing for Road Safety - Interactive Panels</b> Voices: Pre-recorded videos Panel Discussion  <b>Panel 2: International and private financing</b> Voices: Pre-recorded videos Panel Discussion
13:00 – 15:00	<b>Break</b>
15:00 – 17:40	<b>Session 2: Multi-stakeholder Engagement for Road Safety - Interactive Panels</b>  <b>Panel 1: Role of Private Sector, Civil Society, Academia and Youth</b> Voices: Pre-recorded videos Panel Discussion  <b>Panel 2: Government, regional integration bodies the UN &amp; other International Organizations</b> Voices: Pre-recorded videos Panel Discussion
17:40 – 18:00	<b>Closing Session</b>

## OUTCOME

A Summary of discussions by the President of the General Assembly will be prepared and circulated to Member States.