

Political Declaration
of the High-Level Meeting on Improving Global Road Safety
“The 2030 horizon for road safety: securing a decade of action and delivery”

We, [...] Ministers and other representatives of States and Governments, assembled at the United Nations on 30 June and 1 July 2022, for a high-level meeting with a dedicated focus for the first time on improving global road safety: **AGREED AD REF**

1. *Reaffirm* the importance of a worldwide effort to raise awareness of and address road safety which has multiple dimensions requiring collaborative multisectoral efforts at all levels, including the promotion of sustainable modes of transport and equitable access to safe mobility, as well as the strengthening of international road safety cooperation; **AGREED AD REF**
2. *Recall* General Assembly 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; **AGREED AD REF**
3. *Reaffirm* the decision by the General Assembly to invite the World Health Organization (WHO), working in close cooperation with the United Nations regional commissions, to act as a coordinator on road safety issues within the United Nations system; and *also recall* resolution 57.10 of 22 May 2004 adopted by the World Health Assembly in which it accepted the invitation of the General Assembly; **AGREED AD REF**
4. *Acknowledge* the importance of the Moscow Declaration adopted at the first Global Ministerial Conference on Road Safety in 2009, 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; **AGREED AD REF**
5. *Welcome* the proclamation of the period 2011-2020 as the First Decade of Action for Road Safety, and the period 2021-2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent by 2030; **AGREED AD REF**
6. *Recall* that road safety issues were addressed as part of sustainable transport solutions at various international events, *inter alia* the first United Nations Global Sustainable Transport Conference, held in Ashgabat, Turkmenistan in 2016 and the second United Nations Global Sustainable Transport Conference, held in Beijing, China in 2021; **AGREED AD REF**
7. *Recall also* the United Nations system road safety strategy aimed at reducing road traffic crashes and casualties and injuries resulting from such incidents among United Nations personnel and the civilian population in host countries; **AGREED AD REF**

Safe mobility underpins sustainable development

8. *Reaffirm* General Assembly 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; **AGREED AD REF**

9. *Reaffirm also* the importance of timely implementation, in this decade of action and delivery for sustainable development, of the 2030 Agenda and the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, and *further reaffirm* the United Nations Framework Convention on Climate Change and the Paris Agreement adopted under the Convention, **AGREED AD REF**

10. *Recognize* that mobility is integral to nearly every aspect of our daily lives, which makes road safety both an enabler and a part of our common goal for the achievement of sustainable development, including accelerating access to safe, affordable, accessible and sustainable transport, as well as a contribution towards the full realization of human potential and the empowerment, equity and social justice of all people; **AGREED AD REF**

11. *Acknowledge* that safe mobility and transportation systems are intrinsically linked to poverty eradication, healthy lives and well-being, inclusive and equitable quality education, gender equality and the empowerment of all women and girls, sustained, inclusive and sustainable economic growth, full and productive employment and decent work, resilient infrastructure, urban planning and rural development, protecting the environment and addressing climate change, as well as reducing inequalities within and among countries; **AGREED AD REF**

12. *Stress* that road safety is inherently a development issue that has broad social and economic consequences which, if unaddressed, may affect progress towards the achievement of the Sustainable Development Goals, and in this regard *acknowledge* the importance of continued action through 2030 on all road safety-related targets of the 2030 Agenda, such as target 3.6 to halve the number of global deaths and injuries from road traffic accidents, and target 11.2 to provide access to safe, affordable, accessible and sustainable transport systems for all and improving road safety, notably by expanding public transport; **AGREED AD REF**

13. *Mindful* that road safety, due to its cross-cutting implications, also needs to be reflected in other development priorities and agendas, recognizing the synergies between the SDGs policy areas and the need to work in an integrated manner for mutual benefits; **AGREED AD REF**

Road traffic deaths and injuries as a major public health problem for all countries

14. *Cognizant*, however, that despite the overwhelming majority of road traffic deaths and injuries being predictable and preventable, they remain a major public health problem, and in this context *reaffirm* the right of every human being, without distinction of any kind, to the enjoyment of the highest attainable standard of physical and mental health; **AGREED AD REF**

15. *Gravely concerned over* the tremendous global burden that road traffic crashes continue to place on society both in terms of human suffering and average costs to countries of 3 to 5 per cent of their annual gross domestic product, which makes road safety an urgent development priority, while bearing in mind that: **AGREED AD REF**

- a. road crashes cause nearly 1.3 million preventable deaths and an estimated 50 million injuries each year making them the leading mortality cause of children and young people aged 5-29 years worldwide, with 90 per cent of those casualties occurring in developing countries; **AGREED AD REF**

- b. although many high-income countries have witnessed a long-term downward trend in the number of traffic fatalities, low- and middle-income countries account for more than 90 percent of all road traffic deaths despite having less than 60 percent of the world's motor vehicles, with the global rate having stabilized at approximately 18 deaths per 100 thousand people, and that no country can claim providing perfectly safe mobility for all road users; **AGREED AD REF**

16. *Underline* that road transport system is one of the most hazardous environments that people use, with the fatality rate within the road system being considerably higher than that of other transport systems, and stress the need to address key risk factors in this regard, namely, speeding, the non-use of safety belts and child restraints; the non-use of helmets; driving under the influence of alcohol and drugs; inappropriate use of mobile telephones while driving, including texting; driver fatigue, as well as the lack of appropriate infrastructure; **AGREED AD REF**

17. *Emphasize* that road safety is also a social equity issue, as the poor and those in vulnerable situations are most frequently also vulnerable road users, namely, pedestrians, cyclists, users of motorized two- and three-wheeled vehicles and passengers of unsafe public transport, who are disproportionately affected and exposed to risks and road traffic crashes, which can lead to a cycle of poverty exacerbated by income loss; **AGREED AD REF**

18. *Recognize* the significant impact of road traffic crashes on children and youth and emphasize the importance of taking into account their needs and those of other road users who are among the most vulnerable, including older people and persons with disabilities; **AGREED AD REF**

19. *Acknowledge* in this respect that promoting an integrated approach to road safety, such as a “safe system” approach, is aimed at saving lives and stopping injuries, but also positively impacting the achievement of the Sustainable Development Goals; **AGREED AD REF**

Effects of the COVID-19 pandemic on people's mobility, cargo transportation and supply chains

20. *Note* that while restrictions during the COVID-19 pandemic significantly affected mobility and generally decreased the number of deaths resulting from road crashes, as people return to the pre-pandemic mobility patterns, the number of fatalities and injuries could increase, which underlines the urgent need to enhance our transportation systems making them safe and resilient; **AGREED AD REF**

21. *Also note* that during the COVID-19 pandemic safe road and transport system, infrastructures, and facilities play significant role in supporting, enabling, and sustaining the emergency, comprehensive, and coordinated response to the pandemic, especially through the mobilization of essential health workers and facilities as well as the distribution of food supplies and other essential goods by professional drivers; **AGREED AD REF**

22. *Acknowledge* the need to promote road safety and sustainable transport to ensure the resilience and efficient functioning of global supply chain connectivity, including for medical supplies, as well as facilitating travel for a sustainable, resilient and inclusive recovery from the COVID-19 pandemic; **AGREED AD REF**

Road safety is a shared responsibility

23. *Recognize* that providing basic conditions and services to address road safety as well as design safe road transport systems is primarily a responsibility of Governments, while recognizing nonetheless that there is a shared responsibility to move towards a world free from road traffic fatalities and serious injuries and that addressing road safety demands multi-stakeholder collaboration among the

public and private sectors, academia, professional organizations, non-governmental organizations, citizens and the media, **AGREED AD REF**

24. *Highlight* that road safety requires addressing broader issues, including the promotion of sustainable modes of transport, equitable access to mobility and policies that guarantee protection to all road users, the development of a culture of safety in transportation systems, ownership at national and local levels, and in this regard *stress* the need for political commitment at the highest possible level for improving road safety with a view to ensuring coordinated action across sectors and agencies, and prioritizing it as development objective for the next decade; **AGREED AD REF**

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

25. *Welcome* the elaboration by the WHO and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration, of the Global Plan for the Second Decade of Action for Road Safety 2021-2030, which provides a set of voluntary policy options and strategies for use by Governments and other relevant stakeholders, as appropriate, to promote an integrated “safe system” approach and help reach SDG target 3.6 to halve the number of global deaths and injuries from road traffic accidents; **AGREED AD REF**

26. *Emphasize* that all countries still face major challenges in the area of road safety irrespective of income level or development status and there are many proven measures that need to be intensified everywhere, with some countries requiring substantial improvements, whilst others being in need of modest annual gains sustained over time, and in this context *acknowledge* that there is no one-size-fits-all formula and that the global level of ambition necessitates considering the specific situation of each country with its needs, different national realities, capacities, policies and priorities; **AGREED AD REF**

27. *Recognize* that developing countries face challenges that differ from those of developed countries when it comes to road safety, such as rapid infrastructure expansion and heterogenous traffic mix, and encourage the strengthening of efforts, including, *inter alia*, through the sharing of best practices and effective implementation mechanisms and the provision of relevant technical support to promote the accelerated achievement of target 3.6 and other road safety-related SDGs; **AGREED AD REF**

Implementation as a major challenge

28. *Recognize* further that, in order to make it truly a decade of action and delivery for road safety, the implementation of dedicated actions at all levels should be adequately supported through commitment, leadership and partnerships, strengthened institutions, enabling environment at all levels, education and training, capacity-building, knowledge-sharing and advocacy, as well as be guided by evidence and best practices; **AGREED AD REF**

29. *Express concern* that road safety is underfunded in most countries, notwithstanding the high rates of return of road injury prevention programmes, with dedicated investment having a broader positive impact on public health and the economy, and in this regard *reaffirm* that long-term sustained financing – public and private, domestic and international – at an appropriate level is required to scale-up activities in order to meet the road safety related SDG targets, including through embedding road safety as an integral part in sustainable transport decision-making, road policing and developing safe road infrastructure; **AGREED AD REF**

30. *Acknowledge* that international finance plays an important role in complementing the efforts of countries to mobilize public resources domestically, especially in the poorest countries and countries in vulnerable situations with limited domestic resources, including African countries, least developed countries, landlocked developing countries and small island developing States, countries

in situations of armed conflict and post-conflict situations, as well as many middle-income countries, and *emphasize* that multilateral technical and financial assistance in support of capacity-building for enhancing road safety should be provided in a predictable and timely manner without unwarranted conditionalities; **AGREED AD REF**

31. *Recognize* the merits of the adoption and enforcement of comprehensive legislation on road crashes risk factors, including speeding, non-use of seat belts, child restraints and motorcycle helmets, distracted or impaired driving, medical conditions and medicines that affect safe driving, fatigue and low visibility, as well as the implementation of proven measures to mitigate such risks and traffic law enforcement actions, including road policing, supported by intelligent risk monitoring practices; **AGREED AD REF**

32. *Acknowledge* that advanced vehicle safety technologies are among the most effective of all automotive safety devices, and that continuous progress of automotive and digital technologies could further contribute to improved road safety outcomes and sustainable mobility, while conscious that the emerging challenges of rapid technological change to road safety also need to be addressed; **AGREED AD REF**

33. *Stress* the centrality of gathering quality road safety data to effective evidence-based policymaking, and the strengthening of road safety data capacity in low- and middle-income countries as well as the importance of monitoring and reporting progress towards the achievement of the goals of the Second Decade of Action, and *call* upon the WHO to continue to collect, publish and disseminate data through the series of Global Status Reports on Road Safety, leveraging, as appropriate, existing efforts including those of regional road safety observatories to harmonize and make road safety data available and comparable; **AGREED AD REF**

We, therefore, commit to scale up our efforts and undertake the following actions:

34. *Support* the implementation the Global Plan for the Decade of Action for Road Safety 2021-2030, in accordance with national policies and priorities, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030, and to set national targets in alignment with this commitment, with particular attention to vulnerable road users such as pedestrians, cyclists and motorcyclists and passengers of unsafe public transport; **AGREED AD REF**

35. *Develop* national plans, with clearly defined responsibilities and budgets, to reach a set of national and sub-national road traffic deaths and injury reduction targets and strategies, thereby identifying their contribution to the achievement of target 3.6 and other road safety-related SDGs, as well as promote their evidence-based implementation, with the involvement of all relevant stakeholders, including all sectors and levels of government, as appropriate; **AGREED AD REF**

36. *Adopt* a whole-of-government and whole-of-society approach to strengthen capacity and support effective coordination and systematic engagement with key sectors and relevant stakeholders, including from transport, health, finance, environmental and infrastructure areas, in particular through: **AGREED AD REF**

- a. the establishment of an institutional framework for road safety and mandate for the work of different agencies within and outside the Government; **AGREED AD REF**
- b. the designation of national focal points for road safety with the establishment of their network by the WHO to track progress towards the implementation of the Second Decade of Action for Road Safety 2021-2030; **AGREED AD REF**

- c. for those Member States that have not yet done so, considering becoming contracting parties to the United Nations legal instruments on road safety and, beyond accession, applying, implementing and promoting their provisions or safety regulations; **AGREED AD REF**
37. *Promote* an integrated approach to road safety, such as a “safe system” approach, in the implementation of the national plans pursuing long-term and sustainable road safety solutions, including by: **AGREED AD REF**
- a. encouraging safe urban designs to enable multi-modal transport and active mobility, and establish an optimal mix of motorized and non-motorized transport, with a particular emphasis on public transport, walking and cycling, safe pedestrian and level crossings, given that the majority of road deaths and injuries take place in urban areas; **AGREED AD REF**
 - b. also encouraging Member States to improve road safety and integrate it into sustainable active mobility and transportation infrastructure planning and design, in particular through policies and measures to actively protect and promote pedestrian and bicycling safety and mobility, with a view to broader health outcomes, in particular the prevention of injuries and non-communicable diseases; **AGREED AD REF**
 - c. implementing policies that promote safe infrastructure design in both urban and rural areas, as well as the resilience of urban-rural linkages; **AGREED AD REF**
 - d. promoting good practices and adopting comprehensive, effective and evidence- and/or science-based legislation on key risk factors, including the non-use of seat belts, child restraints and helmets, speeding, distracted or impaired driving, and the related enforcement efforts, which are accompanied by educational measures and public awareness programmes to address high-risk behaviours and supported by infrastructure designs that are intuitive and favour compliance with the legislation; **AGREED AD REF**
 - e. establishing and enforcing adequate safe speed limits in urban and rural areas supported by appropriate safety measures, such as road signs, speed cameras, and other speed restricting mechanisms, in particular around schools and residential areas, to ensure the safety of all road users according to the design of the road environment and the mix of road users; **AGREED AD REF**
 - f. considering mandating a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe; **AGREED AD REF**
 - g. enhancing road policing strategies, training and traffic enforcement measures; **AGREED AD REF**
38. *Ensure* that an integrated road safety approach and minimum safety performance standards for all road users are a key requirement in road infrastructure improvements and investments, with focus on safer road engineering, and make particular efforts to develop and implement policies and infrastructure solutions to protect the most vulnerable, including pedestrians, cyclists, motorcyclists, users of public transport, children, older persons and persons with disabilities; **AGREED AD REF**
39. *Consider* promoting policies and measures to implement United Nations vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles meet applicable minimum regulations for the protection of occupants and other road users, with seat belts, airbags and active safety systems fitted as standard equipment; **AGREED AD REF**

40. *Address* the connections between road safety and physical and mental health, including eye health, sustainable development, education, gender equality and women’s empowerment, sustainable cities, environment and climate change, as well as the broader social determinants of road safety and the interdependence between the different SDGs and targets that are integrated and indivisible; **AGREED AD REF**

41. *Establish* an effective post-crash response, comprehensive support to road traffic victims and their families and promote social justice for them, including through mental, social, rehabilitation and legal support, as well as appropriate financing mechanisms, focusing on: **AGREED AD REF**

- a. the introduction of appropriate road user insurance schemes, such as mandatory third-party liability for all drivers, which is aimed at facilitating crash investigations and offering protection from financial losses for victims; **AGREED AD REF**
- b. strengthening pre-hospital care, including emergency health-care services, first aid and rescue services and the immediate post-crash response, hospital and ambulatory guidelines for trauma care and rehabilitation services, while requesting the WHO to support Member States in these endeavours; **AGREED AD REF**
- c. providing early rehabilitation and social reintegration, including in the world of work, to persons with injuries and disabilities caused by road traffic crashes, and comprehensive support to victims of road traffic crashes and their families; **AGREED AD REF**

42. *Take measures* to promote advocacy, education and training on road safety and propagate best practices for developing risk factors awareness, responsible behavior and a culture of safety among all road users, with a view to create a peaceful road and social environment, including through enacting: **AGREED AD REF**

- a. targeted advocacy actions, appropriate social marketing and publicity campaigns, especially among youth, older persons and persons with disabilities, to raise road safety awareness and knowledge, and leverage the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year; **AGREED AD REF**
- b. comprehensive, inclusive and evidence-based educational and training programmes for road safety, on a life-long learning and testing basis, through short-term courses and continuing education activities, addressing, inter alia, traffic rules, driving skills, road safety risk factors and emergency response in road environment; **AGREED AD REF**
- c. implementing professional driver qualification frameworks, established on the basis of internationally recognized standards, including training, certification, licensing, and fitness to drive assessment; **AGREED AD REF**
- d. establishment and accreditation, as appropriate, of road safety as a dedicated field of study and specialization within academic, professional training and higher-learning institutions for capacity development and certification of road safety managers and practitioners; **AGREED AD REF**

43. *Promote* the development and deployment of technology and innovation for road safety, including in all aspects of the “safe system” approach, especially to generate specific knowledge about the problems that particularly affect each of the components of the road system and contribute to the causes of road traffic crashes, related deaths and injuries, while also monitoring, assessing, managing

and mitigating, as needed, the associated challenges of technological change and increasing connectivity, and in particular to: **AGREED AD REF**

- a. encourage and incentivize the development, application and deployment of existing and future technologies and other innovations to improve accessibility and all aspects of road safety, from crash prevention to emergency response and trauma care, with special attention given to the safety needs of those road users who are the most vulnerable, including pedestrians, cyclists, motorcyclists and users of public transport; **AGREED AD REF**
 - b. introduce, as applicable in national context and in accordance with national legislation, new technologies (such as improved vehicle safety technologies, information and communications technologies, *inter alia* satellite systems, geotagging, advanced driver assistance technologies, including, intelligent speed assistance, highly and fully automated vehicles, vehicle-to-vehicle and vehicle-to-infrastructure communications, etc.), in traffic management and intelligent transport systems to mitigate road traffic crash risk and maximize response efficiency, promote route planning to reduce congestion, reduce emissions, as well as optimize safety, monitoring of traffic, enforcement, data collection and analysis; **AGREED AD REF**
44. *Strive to ensure* adequate financing – both catalytic as well as longer-term sustainable investments – for safe road transport infrastructure and the implementation of effective measures that can enhance road safety, including through: **AGREED AD REF**
- a. leveraging domestic financing for road safety, *inter alia* generated through central and local government allocations, road user charges, levies on private sector insurance, surplus from government insurance, use of traffic fines and social impact bonds, as appropriate; **AGREED AD REF**
 - b. inviting all relevant stakeholders, the donor community, international organizations, development banks and funding agencies, foundations, professional associations and private sector companies to scale up funding in support of global, regional and country road safety, especially in low- and middle-income countries; **AGREED AD REF**
 - c. considering supporting and/or benefitting from the dedicated international mechanisms aimed at assisting countries in advancing progress towards achieving all road safety-related SDGs and targets, such as the United Nations Road Safety Fund as well as the World Bank Global Road Safety Facility, Global Road Safety Partnership and others, as appropriate; **AGREED AD REF**
45. *Implement* transport policies that provide an enabling environment to share safe, secure, accessible, reliable and sustainable mobility, in particular by: **AGREED AD REF**
- a. fully integrating a gender perspective into all policymaking and policy implementation related to mobility and road safety, especially regarding roads and surrounding areas and public transport; **AGREED AD REF**
 - b. implementing road safety policies for the protection of the most vulnerable among road users, in particular children, youth, older persons and persons with disabilities, taking into account the respective obligations of Member States under relevant United Nations legal instruments, as applicable; **AGREED AD REF**

- c. fostering multisectoral and multi-stakeholder collaboration for improving road safety that includes the efforts of academia, the private sector, professional associations and civil society, acknowledging the progress of the United Nations Road Safety Collaboration as a consultative mechanism whose members are committed to road safety; **AGREED AD REF**
 - d. devoting particular attention to the bicycle in cross-cutting development strategies, including bike-sharing services, and to include the bicycle and bicycle network infrastructure that connects communities in international, regional, national and subnational development policies and programmes, as appropriate; **AGREED AD REF**
46. *Encourage* public organizations at all levels to procure safe vehicles and sustainable transport services and *also encourage* the private sector to follow this example, *inter alia* the purchase of safe and sustainable vehicle fleets, as well as to ensure its full cooperation, including through applying “safe system” principles to their value chain, as appropriate and in line with national laws, reporting on safety standards and performance and leveraging innovative approaches; **AGREED AD REF**
47. *Encourage* the implementation of initiatives that aim to strengthen the protection of professional drivers, with particular attention to the working conditions of commercial vehicle drivers, and decrease work-related road traffic crashes, with the participation of employers and workers, including through efforts that pursue the implementation of international standards on safety and health at work, road safety and adequate road and vehicle conditions; **AGREED AD REF**
48. *Encourage also* organizations in the public and private sectors to contribute actively to improving work-related road safety through promoting best practices in fleet management and occupational health, highlighting the important role of the private sector in addressing driving behaviour concerns and fleet safety; **AGREED AD REF**
49. *Call upon* the private sector to contribute to creating social awareness, as well as greater social responsibility towards road safety; **AGREED AD REF**
50. *Continue to* collect, analyse and disseminate disaggregated data on road safety, including data on road traffic crashes, resulting deaths and injuries, and road infrastructure, build capacity for and improve the quality of systematic and consolidated data collection and comparability at the international level for effective and evidence-based policymaking and implementation, as well as *facilitate* tracking progress by the WHO through the Global Status Report on Road Safety; **AGREED AD REF**
51. *Promote* research, evidence collecting and sharing on road safety issues, such as infrastructure and vehicle safety, human behaviour in road traffic, local adaptation of proven measures, investment, safety technologies and innovations designed to reduce risks to vulnerable road users, in order to inform policies and assess the implementation of national plans on road safety; **AGREED AD REF**
52. *Enhance* international cooperation, including with regional and international organizations, for strengthening institutional capacity and further supporting efforts to improve global road safety, particularly in developing countries, with special attention to: **AGREED AD REF**
- a. sharing best practices and standards bilaterally, regionally and internationally, as appropriate, including through the WHO and other relevant initiatives, upon the request of Member States, on the causes of road traffic crashes, related deaths and injuries, and their prevention, which could be instrumental in addressing information gaps and shortcomings; **AGREED AD REF**

- b. 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 for use of vehicles with enhanced safety performance are provided where possible; **AGREED AD REF**
- c. promoting 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, *inter alia*, the WHO and other countries, in particular developing and least developed countries; **AGREED AD REF**
- d. encouraging national action and international cooperation to ensure that issues of road safety, import/export regulation, air quality, and vehicle disposal for both individual and public transportation, are addressed with respect to used vehicles; **AGREED AD REF**
- e. promoting public policies to enforce applicable international standards on safety and health at work, road safety and adequate road and vehicle conditions, and the working conditions of commercial vehicle drivers; **AGREED AD REF**

53. *Strengthen* development cooperation in support of global road safety, especially in developing countries, and its integration into sustainable development assistance programmes, including capacity-building, mobilization of adequate resources from all sources, technology transfer on mutually agreed terms, as well as scientific cooperation and exchange of expertise, making use of the potential of North-South, South-South and triangular cooperation, as well as public-private collaboration; **AGREED AD REF**

54. *Leverage* the full potential of the multilateral system, in particular, the World Health Organization, United Nations regional commissions and other relevant UN entities, within their respective mandates, to support Member States, upon their request, with dedicated technical assistance, including in applying voluntary global performance targets for road safety when appropriate; **AGREED AD REF**

Follow-up and mid-term review

55. *Request* the Secretary-General to provide, in consultation with the World Health Organization and other relevant agencies, progress reports during the seventy-eighth and eightieth sessions of the General Assembly, including recommendations on the implementation of the political declaration towards improving global road safety, which will serve to inform the high-level meeting to be convened in 2026; **AGREED AD REF**

56. *Decide* to convene a high-level meeting on improving global road safety in 2026 in New York, aimed to undertake a comprehensive mid-term review on the implementation of the present declaration to identify gaps and solutions to accelerate progress towards the achievement of the road safety-related SDG targets by 2030, the scope and modalities of which shall be decided no later than the eightieth session of the General Assembly, taking into account the revitalization of the work of the General Assembly. **AGREED AD REF**