



UNITED NATIONS GENERAL ASSEMBLY HIGH-LEVEL MEETING ON GLOBAL ROAD SAFETY

30 June – 1 July 2022, United Nations Headquarters

CONCEPT NOTE

BACKGROUND

Globally, road traffic crashes cause nearly 1.3 million preventable deaths and an estimated 50 million injuries each year – making it the leading killer of children and young people worldwide. The road transport system is one of the most hazardous environments people use in their everyday lives.

Through the adoption of the 2020 UN General Assembly resolution [74/299¹](#) on “Improving Global Road Safety,” Governments reaffirmed their commitment to the 2030 Agenda for Sustainable Development and the role and the United Nations legal instruments on road safety, proclaimed the period 2021-2030 as the Decade of Action for Road Safety, and established a target to reduce the number of road traffic deaths and injuries by at least 50% by 2030.

On 28 October 2021, WHO and the UN regional commissions, in cooperation with other partners in the UN Road Safety Collaboration, launched the [Global Plan²](#) as a guiding document to support the implementation of the Decade of Action 2021–2030 and its objectives.

The Global Plan for the Decade of Action for Road Safety 2021-2030 and its 50% reduction target, calls on governments and all stakeholders to take a new path – one that prioritizes and implements an integrated Safe System approach that squarely positions road safety as a key driver of sustainable development. Establishing a new approach to road mobility will not only save lives and stop injuries but will also positively impact child health, the environment, gender, poverty, and equity and thereby reduce the enormous social and economic toll of road safety tragedies.

Following three Ministerial Conferences on Road Safety held in Sweden (2020), Brazil (2015), and the Russian Federation (2010), this High-level Meeting of the United Nations General Assembly on Global Road Safety will be the most significant political gathering held on global road safety to date.

¹ <https://documents-dds-ny.un.org/doc/UNDOC/GEN/N20/226/30/PDF/N2022630.pdf?OpenElement>

² https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/global-plan-for-road-safety.pdf?sfvrsn=65cf34c8_33&download=true

THEME

The High-level Meeting of the United Nations General Assembly on Global Road Safety will be held under the overall theme “*The 2030 horizon for road safety: securing a decade of action and delivery*”, and will take place at United Nations Headquarters in New York from 30 June – 1 July 2022.

OBJECTIVE

This High-level Meeting will address gaps and challenges as well as mobilize political leadership and promote multi-sectoral and multi-stakeholder collaboration in the area of road safety, to achieve the target to reduce by at least 50% the number of road traffic deaths and injuries by 2030.

MAIN SESSION

As per General Assembly Resolution [75/308³](#) entitled “Scope, modalities, format and organization of the high-level meeting on improving global road safety”, the High-level Meeting will be organized over a two-day period and consist of an opening segment, a plenary segment, three multi-stakeholder panels and a closing segment:

Plenary:

As this High-level Meeting addresses a significant public health concern, Member States and other stakeholders are invited to share best practices and lessons learned, and make concrete commitments to mobilize political will, address gaps and challenges, promote multi-sectoral and multi-stakeholder collaboration as well as to ensure accountability in order to accelerate the implementation of the Global plan to achieve the 50 % reduction target.

Although ambitious, the target of achieving a 50% reduction in global road traffic deaths and injuries by 2030 is realistic and achievable if, on the one hand, political leaders are aware of the magnitude of the burden of road safety for their populations, and on the other hand, the existing solutions are implemented using a safe systems approach by all countries over the coming eight years. Moreover, this Global Plan calls for action by all countries, irrespective of income level or development status, as road safety improvements are necessary and feasible in all settings. In some countries, this will require substantial improvements, whereas, in others, it will imply modest annual gains that are sustained over time. For example, a gradual decline of 7% per year would lead to a 50% target in the number of deaths in 10 years.

The plenary segment will comprise statements by Member States and observers of the General Assembly. A list of speakers will be established in accordance with the rules of procedure and established practices of the Assembly. The time limits for these statements will be three minutes for individual delegations and five minutes for statements made on behalf of a group of States.

³ <https://documents-dds-ny.un.org/doc/UNDOC/GEN/N21/200/54/PDF/N2120054.pdf?OpenElement>

Multi-stakeholder Panels:

The three multi-stakeholder panels will focus on mainstreaming road safety with the broader sustainable agenda, promoting accession to and implementation of United Nations road safety legal instruments, mobilizing all sectors to implement evidence-based strategies and ensure sustained domestic and international financing for the next decade:

Panel 1: Mainstreaming road safety into sustainable development: political will and a whole-of-government approach: Road safety is a result of deliberate efforts on the part of the government. Given the significant negative impact of road crashes and large positive payoffs of greater safety, road safety must be treated as a political priority at the highest level of government and across all areas of government dealing with issues of climate impact, building resilience to the COVID-19 pandemic, active and healthy transport, digital divide, social inclusivity, and gender equity. Governments, both national and local, bear the primary responsibility to ensure the safety of all citizens. They must lead and facilitate each region and country's road safety strategy. They must include road safety in other relevant domestic policies, strategies, and financing, such as education, climate adaptation, urban design, and infrastructure, among others. In line with the Global Plan of Action for the Decade of Road Safety and the 2030 Agenda for Sustainable Development, governments must adopt safe mobility as a core value, and they must fully embrace the target of halving the number of deaths from road traffic crashes by 2030. Commitment and coordination are required from all levels of government, starting right at the very top to the bottom to ensure that all relevant ministries and partners are involved in building safe transport systems.

Focus: Make leaders accountable for inter-ministerial and inter-sectoral coordination.

Panel 2: Mobilizing all stakeholders to accelerate the implementation of the Global Plan and achieve the 50% reduction: The principle of shared responsibility is central to the effectiveness of the safe system and yet one of the most challenging to apply and manage as it requires good governance. Historically, responsibility for road safety has been placed on road users, which led to blaming the victims of systems that were often inadequately designed. Though governmental agencies have the primary responsibility to develop 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 road system. The private sector and non-governmental organizations can also contribute in various ways, for example, by promoting safety standards in aspects such as procurement of road transport services, the operations of public transit and commercial vehicles, and enhancing road safety related Corporate Social Responsibility. Ensuring that all actors – governments, companies, foundations, philanthropists, civil society – are accountable and responsible for programmes assigned to them is key in implementing a safe system approach. Guaranteeing commitment and holding different actors accountable for their responsibilities remain a challenging issue though the key to implementing a safe system approach.

Focus: Actively promote multi-stakeholder engagement and ensure accountability through reporting.

Panel 3: Sustained domestic investments and international financing for capacity-building and development assistance in evidence-based road safety interventions: Long-term, sustainable funding is required to improve road safety performance. However, it is important that road safety interventions are based on evidence and also showcased as investments that affect economic growth and citizen well-being. Notwithstanding the benefits of making roads and vehicles safer, achieving safer road user behavior, and designing and operating a well-functioning post-crash system, these evidence-based road safety interventions remain underfunded in most countries. There are significant opportunities to leverage existing investments in broader areas of transport, particularly transport and network planning, town planning, public transport, road construction, traffic operation and maintenance. Rather than serving as an ‘add-on’ to these broader transport activities, road safety financing must be integral to transport decision-making and other relevant policy agendas. Furthermore, governments and all relevant actors need to explore and develop various business models to channel an increased level of private investment in road safety. This could embrace international specific financing vehicles, public-private partnerships (PPPs) and other corporate investments, but also leverage the booming sustainable debt market, including social and sustainability-linked financing as the connection between road safety and SDGs is well established. The lack of capacity is also a major barrier to progress in many countries. Many decision-makers, including in developing countries, are unsure of how to use evidence to design their road safety interventions, leading to limited resources being spent on potentially ineffective interventions. These countries do not have professionals with the specialized knowledge necessary to be effective in making roads and vehicles safer to achieve safer road user behavior, and design and operate a well-functioning post-crash system. Accordingly, funds from domestic and international, public and private sources should be channeled to capacity-building efforts.

Focus: Dedicate resources at municipal, provincial, federal and international levels in support of evidence-based road safety interventions, especially in low- and middle-income countries.

OUTCOME

As per resolution 75/308, the High-level Meeting shall adopt a concise and action-oriented political declaration, agreed in advance by consensus through intergovernmental negotiations, to be submitted by the President of the General Assembly for adoption by the United Nations General Assembly.

FORMAT

The High-level Meeting will take place in-person. Member States are encouraged to consider including in their national delegations to the high-level meeting Ministers from all relevant ministries, as appropriate, as well as representatives such as parliamentarians, mayors and governors, representatives of civil society, including non-governmental organizations, and organizations and networks representing vulnerable road users, other stakeholders such as traffic police, employers’ and victims’ associations, indigenous leadership, community organizations

and faith-based organizations, academia, philanthropic foundations, the private sector and universal health coverage networks, with due regard to gender equity.

The accreditation process for NGOs will be conducted in accordance with resolution 75/308. Information about the High Level Meeting, including a link to the portal for the accreditation process, will be posted on the event webpage: <https://www.un.org/pga/76/event/high-level-meeting-on-global-road-safety/>.

PROVISIONAL PROGRAMME

Time	Session
Day 1	
<i>10:00-10:30</i>	Opening segment
<i>10:30-13:00</i>	Plenary segment
<i>15:00-18:00</i>	Plenary segment (continued)
Day 2	
<i>10:00-11:30</i>	Multi-stakeholder panel 1: <i>Incorporating road safety into sustainable development: political will and whole-of-government approach</i>
<i>11:30-13:00</i>	Multi-stakeholder panel 2: <i>Mobilizing all stakeholders to accelerate the implementation of the Global Plan and achieve the 50% reduction</i>
<i>15:00-16:30</i>	Multi-stakeholder panel 3: <i>Sustained domestic investments and international financing for capacity-building and development assistance in evidence-based road safety interventions</i>
<i>16:30-17:30</i>	Plenary segment (continued)
<i>17:30-18:00</i>	Closing segment