

Halving Road Deaths and Injuries by 2030:
The UN Decade of Action for Road Safety 2021-2030

15th October 16:15 – 17:30 CEST



United Nations
Sustainable
Transport
Conference

14-16
OCTOBER
2021
Beijing



Side
Event

To watch the recording of the session, click [here](#).

The UN Decade of Action for Road Safety 2021-2030 has been proclaimed by UN Resolution A/RES/74/299 with a target to reduce road traffic deaths and injuries by at least 50% by 2030. The associated [Global Plan for the Decade of Action for Road Safety](#) is now available and recognises the essential need for safe and sustainable transport to achieve the global goals and the associated Member State agreed [Global Road Safety Performance Targets](#).

The [UN Road Safety Collaboration \(UNRSC\)](#) side event - coordinated by [the International Road Federation \(IRF\)](#) and the [International Road Assessment Programme \(iRAP\)](#) – highlighted the global scale of the road trauma burden, the Multilateral Development Bank (MDB) commitments to road safety, the safe system priorities to save lives and the mechanism for innovative financing of road safety. Key speakers and highlights of the event included:

- **Dr Etienne Krug** ([WHO](#)) highlighted the [unacceptable scale of death and injury](#) on the world's roads, the role of the UN Road Safety Collaboration and the need for Member States to integrate the [Global Plan](#) into regional, national and local road safety strategies.
- **Ms Malaya Zumel** ([EIB](#) representing the MDB Working Group on Road Safety) demonstrated the [high-level commitment](#) of the MDBs to road safety and their support for client countries to implement a more ambitious, integrated, accountable, harmonised and results-orientated approach with a particular focus on safe infrastructure for all users.
- **Mr Dmitry Mariyasin** ([UNECE](#)) explained the global role of UNECE in road transport regulation and the well-established UN Conventions that are in place to support safe system action including and [legal instruments](#) covering traffic rules, road signs and signals, vehicle safety, road infrastructure, professional drivers and transport of dangerous goods.
- **Ms Lotte Brondum** ([Global Alliance of NGOs for Road Safety](#)) called for accountability amongst global leaders with the responsibility of achieving the global targets and implementing the global plan for the Decade. The voices of NGOs must be heard and acted upon and used to [#CommitToAct](#), celebrate success and create momentum for the Decade of Action 2021-2030.
- **Mr Rob McInerney** ([iRAP](#)) captured the existing iRAP partnerships across more than 100 countries worldwide and the need for, and economic benefit of, ensuring all new roads are built to the [3-star or better global standard](#) for all road users and how innovative impact investment and sustainability bonds can accelerate upgrades of existing roads to that 3-star or better level.

- **Ms Susanna Zammataro** ([IRF](#)) shared the practical [Ten Step Plan for Safer Road Infrastructure](#) developed by UNRSC and how the systematic approach supports improved infrastructure management, design standards, industry capacity and the measurement and celebration of success to ensure Target 3 and 4 are met by 2030. Susanna also discussed the first application of the [Ten Step Plan in Tanzania](#) supported by the UN Road Safety Fund, UNECA and GRSF.
- **Ms Jessica Truong** ([Towards Zero Foundation](#)) provide examples on how consumer data on the Star Rating of vehicles complements the UN Conventions and creates an informed customer-base who are informed of, and demand safety. The need to remove the disparities in safety performance from vehicles sold in developed and developing markets was a priority raised using the [Safer Cars for India](#) as a practical example of success.
- **Mr Eduard Fernandez** ([CITA](#)) took the discussion on vehicle safety a step further to ensure vehicles remain roadworthy and safe throughout their life and how poor maintenance of vehicles leads to increase in both the likelihood and severity of road crashes. The sale of second-hand vehicles into developing countries was an also an area for action and results.
- **Ms Mirjam Sidik** ([AIP Foundation](#)) provided inspirational examples of where engineering, enforcement and community action has delivered 5-star outcomes for children going to school and how the coordinated action has built community acceptance and political will to extend the life-saving success stories to new initiatives.
- **Mr Avi Silverman** ([FIA Foundation](#)) covered the essential role of safer speeds in achieving the global goals and how the [Child Health Initiative](#) and [Streets for Life 30km/h campaign](#) is building momentum for people-focussed cities that priorities safe, clean, fair and green mobility and how the Global [Call to Action](#) will deliver the benefits of safe and sustainable transport for people and the planet.
- **Ms Claire Hoyland** ([EASST](#)) discussed the importance of time-critical post-crash response and the work of [FIRE AID](#) to ensure the right care and equipment is available after the crash and how post-crash response needs a timely response from bystanders, a coordinated response from emergency services, well equipped and trained first responders and lastly, good data collection and analysis (e.g. World Bank estimate improved trauma care could cut road deaths by 30%).
- **Mr Binyam Reja** ([World Bank](#)) discussed the market failures that are leading to under-investment and cost-cutting in road safety and how new innovative results-based financing that couples well-designed investible projects with monetisation of the benefits, PPP investment (e.g. [Brazil concessions](#) built to 3-star or better global standard) and a supportive sustainable finance market will provide the step-change needed in financing the Global Plan for the Decade of Action for Road Safety.

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UNRSC Side Event

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