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

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Decade of Action for Road Safety

- Proclamation of a Second Decade of Action for Road Safety 2021 – 2030.
  - What was achieved in the First Decade?

- A new target to reduce road deaths and injuries by 50% by 2030.

- A request to the WHO and the UN Regional Commissions to prepare a plan of action.
Purpose of Plan

Achieve at least 50% reduction in deaths and injuries

- Call for all countries to act, highlighting urgency for action and emphasizing that *action is possible*

- Inspire and guide countries to develop and implement plans that are adapted to local contexts
What Member States need to do

• Prioritize road safety at a level commensurate to the burden

• Develop national and sub-national plans/strategies based on the key elements of this global plan

• Engage a wide range of actors in the implementation of road safety initiatives
GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY 2021-2030

The Global Plan describes what is needed to achieve that target, and calls on governments & partners to implement an integrated SAFE SYSTEM APPROACH.

HOW TO DO IT?

WHAT TO DO?

UN General Assembly Resolution 74/299 declared a Decade of Action for Road Safety 2021-2030, with the target to reduce road traffic deaths & injuries BY AT LEAST 50% during that period.

WHO TO DO IT?

- Financing
- Government
- Academia
- NGOs
- Youth
- Civil society
- Private sector
- Funders
- UN agencies

- Multimodal transport & land-use planning
- Safe road infrastructure
- Safe vehicles
- Safe road use
- Post-crash response
- Legal frameworks
- Speed management
- Capacity development
- Focus on low- and middle-income countries
- Gender
- Technologies

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What to do: areas for action

- Multimodal transport & land-use planning
- Safe road infrastructure
- Safe vehicles
- Safe road use
- Post-crash response
Moving away from silos and towards interactive systems
How to do it: implementation

- Financing
- Legal Frameworks
- Speed Management
- Capacity Development
- Gender Perspectives
- Technologies

Focus on Low- and Middle-Income Countries
How to do it – Safe Systems
HUMAN LIFE IS PARAMOUNT
Humans make mistakes but those mistakes shouldn’t result in a death or serious injury.
Human have a finite tolerance before serious or fatal injuries or sustained
Road Safety is a shared responsibility

GOVERNMENT & LEGISLATIVE BODIES

MEDIA

PROFESSIONALS

INDUSTRY

NGOs, SPECIAL INTEREST GROUPS

POLICE

USERS / CITIZENS

ROAD INJURY PREVENTION
VISION ZERO ≠ SAFE SYSTEMS
How to do it - Finance

NLTf funds \( \rightarrow \) $12.28 BILLION (NLTf)

Revenue collected from:
- Fuel excise duty
- Road user charges
- Annual vehicle licensing
- Local government

GPS allocates to:
- Road pricing & road safety promotion $13.32
- Public transport services & infrastructure $8.74
- Road maintenance, operations & renewals $9.82
- New & improved road, walking & cycling infrastructure $4.41
- System development & management $9.37
- Miscellaneous & debt reduction/ payment $0.68

$ billion (2012-15)

Road Trauma Trust Account
- Speed Camera Revenue
- Red Light Camera Revenue
- $A100M/year

Road Safety Council
- Police
- Injury Control Council
- Community Grants
- Department of Transport
- Mental Health Commission
- Department of Health
- Main Roads
- Department of Education
How to do it - Gender

The System was never broken
It was built this way

People
How to do it – Speed management

Human tolerance in different crash types

- Head-on 70 km/h
- Side-impact 50 km/h
- Side-impact with tree 30 km/h
- Impact with pedestrian 30 km/h
How to do it – capacity building

Pre-GLS vs Post-GLS

- Learner Driver: 1 yr min.
- P1 Probationary Driver: 1 yr
- P2 Probationary Driver: 3 yrs
- Fully Licensed Driver

Number of Victorian drivers in casualty crashes pre-GLS vs post-GLS

Years after issue of permit/licence

- 1 yr
- Obtain P Licence
- 1 yr
- 2 yrs
- 3 yrs
- 4 yrs
- 5 yrs

Pre-GLS

Post-GLS
How to do it – Technologies
Who must do it: sharing responsibility

- Government
- Civil Society
- Funders
- UN Agencies
- Private Sector
- Academia
- NGOs
- Youth
Economic Influence – leveraging private sector

How the 10 biggest corporations compare to economies
Based on a ranking from Global Justice Now. Compares government revenues and corporate revenues. Overall ranking in brackets

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<th>Rank</th>
<th>Corporation</th>
<th>Rating</th>
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<tr>
<td>1</td>
<td>Walmart</td>
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<td>9</td>
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<tr>
<td>10</td>
<td>BP</td>
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Source: Global Justice Now, CIA World Factbook and Fortune
Every country and every city

With defined targets, roles and responsibilities

Supported by financing and reporting to ensure accountability
Take away messages

• The target of a 50% reduction in deaths and injuries can be achieved through the implementation of the Safe System approach.

• It is possible to take immediate actions towards implementing the Safe System, irrespective of the context, by making safety a core value of transport systems

• Leveraging co-benefits of other SDG targets (Climate, City, Gender) and ensuring shared responsibility by ALL actors will ensure adequate resources to achieve the goal.
THANK YOU

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