|  |  |  |  |
| --- | --- | --- | --- |
|  | United Nations | ECE/TRANS/2021/26 | |
| _unlogo | **Economic and Social Council** | | Distr.: General  22 December 2020  Original: English |

**Economic Commission for Europe**

Inland Transport Committee

**Eighty-third session**

Geneva, 23–26 February 2021  
Item 12 of the provisional agenda

**Roundtable theme: “Road safety at a crossroads at the dawn of the new Decade of Action”**

Concept note on the 2021 ITC Roundtable on “Road safety at a crossroads at the dawn of the new Decade of Action”

Note by the secretariat[[1]](#footnote-2)\*

I. Background

1. Despite strong and consistent efforts by Member States, the international community was not able to achieve by 2020 the target 3.6 of the United Nations Sustainable Development Goals on road safety to halve the number of global deaths and injuries from road traffic accidents. The setback was evidenced by a still increasing, rather than decreasing, number of road fatalities and injuries globally.

2. Nonetheless, there were three milestones in 2020 for the global community’s and United Nations’ efforts to recognize the shortcomings and address this challenge. First, the transport leadership of the international community came together at the third Global Ministerial Conference on Road Safety[[2]](#footnote-3) (Stockholm, 19–20 February 2020), to reach global consensus through the Stockholm Declaration on continued international collaboration on road safety up to 2030. Second, the Inland Transport Committee (ITC) adopted at its 82nd session (Geneva, 25–28 February 2020), effective 1 April 2020, the ITC Recommendations on Enhancing National Road Safety Systems,[[3]](#footnote-4) providing much needed direction and guidelines to Member States on how to strengthen regulatory support in their road safety management. Third, the General Assembly adopted on 31 August 2020 Resolution A/RES/74/299 on "Improving global road safety",[[4]](#footnote-5) inaugurating the second Decade of Action for Road Safety 2021–2030. It is setting new ambitious goals and calling upon the main stakeholders for the preparation of a plan of action of the Second Decade as a guiding document to foster the implementation of its objectives by halving the global number of deaths and injuries on roads by 2030.

3. All three milestones, further outlined in the following sections of this document, recognize the unique and critical role of UNECE and ITC in the global efforts to improve road safety in a sustainable manner. The ITC Roundtable aims to bring together key worldwide stakeholders for a strategic discussion on the new course of action that is needed to make measurable progress in successfully addressing the continuing crisis on global road safety. For the draft programme of the roundtable, see the Annex to this document.

II. The Stockholm Declaration

4. Building on the Moscow Declaration of 2009 and the Brasilia Declaration of 2015, UN General Assembly and World Health Assembly resolutions, the Stockholm Declaration[[5]](#footnote-6) was the outcome document of the Third Global Ministerial Conference on Road Safety in February 2020.

5. The declaration emphasized the connection between road safety and the implementation of the 2030 Agenda for Sustainable Development by calling for a new global target to reduce road traffic deaths and injuries by 50% by 2030. It encouraged member States that had not yet done so to consider becoming contracting parties to the United Nations legal instruments on road safety as well as to apply, implement and promote their provisions or safety regulations, and ensure that legislation and standards for road design and construction, vehicles, and road use are consistent with safe system principles and are enforced.

6. It called for speeding up the shift to safe, affordable, accessible and sustainable modes of transport such as walking, cycling and public transport. Speed management and monitoring/reporting progress were also emphasized.

III. The ITC Recommendations on Enhancing National Road Safety Systems

7. Enhanced national and international efforts are urgently needed to address the safety crisis and improve safety performance on roads worldwide. A new way to address this overwhelming challenge is particularly needed to swiftly improve global road safety. Drawing from the past good practices and lessons learned, experience from other modes of transport, and special characteristics of mobility by road, UNECE considers an architecture of national road safety system to help effectively manage road safety.

8. In line with the ITC Strategy and the Committee’s decisions in February 2019, the secretariat with comments by the Bureau, Working Parties and Administrative Committees, had prepared draft Recommendations for Enhancing National Road Safety Systems (document ECE/TRANS/2020/9) for consideration by ITC at its February 2020 session. ITC adopted, effective 1 April 2020, the ITC Recommendations on Enhancing National Road Safety Systems, providing much needed direction and guidelines to countries on how to strengthen their national road safety system in a coordinated and integrated manner with regulatory support by the United Nations road safety conventions.

IV. The United Nations General Assembly Resolution A/RES/74/299 and the plan of action for the second decade 2021–2030

9. On 31 August 2020, the UN General Assembly adopted resolution A/RES/74/299 on Improving Global Road Safety. The resolution endorsed the Stockholm Declaration. Key points included a proclamation of the Second Decade of Action for Road Safety 2021 to 2030 with a goal of reducing road traffic deaths and injuries by at least 50 per cent by 2030. The World Health Organization and the United Nations regional commissions, in cooperation with partners in the United Nations Road Safety Collaboration (UNRSC), were requested to prepare a plan of action for the Second Decade. In addition, a high-level meeting of the General Assembly to address gaps and challenges in improving road safety is to be convened by the end of 2022.

10. Other highlights in the resolution included the commendation of UNECE’s work in elaborating road safety legal instruments, including international conventions and agreements, technical regulations and standards, resolutions and good practice recommendations including the Global Forum for Road Traffic Safety’s resolution on the deployment of highly and fully automated vehicles in road traffic. Accordingly, the role and importance of the 1949 Convention on Road Traffic, the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and 1998 Agreements on technical vehicle regulations, the 1997 Agreement on periodic technical inspection of vehicles in use and the 1957 Agreement on the transport of dangerous goods, was reaffirmed and accession by as yet non contracting parties encouraged.

11. The resolution also invited member States to support the activities of the Secretary-General's Special Envoy for Road Safety and invited the Secretary-General to consider extending the function of the Special Envoy for Road Safety for the Second Decade of Action for Road Safety.

12. Since September 2020, the UNECE secretariat has been working closely with the World Health Organization and other United Nations regional commissions, in consultation with the UNRSC, on the preparation of the plan of action for the Second Decade. Good progress has been made to date.

Annex

Draft Programme

|  |  |  |
| --- | --- | --- |
| **ITC Roundtable on the 4-Platforms of the Committee’s Strategy**  **Roundtable theme: “Road safety at a crossroads at the dawn of the new Decade of Action”**  **Hybrid session with interpretation**  **26 February 2021, 10 a.m.–noon, Palais des Nations, Geneva** | | |
| 10 a.m.–10.10 a.m. | | **Opening statements, welcome speeches** |
| 10.10 a.m.–10.30 a.m. | | **The Stockholm declaration** |
| 10.30 a.m.–11.10 a.m. | | **Enhanced National Road Safety Systems** |
| 11.10 a.m.–11.50 a.m. | | **GA Resolution A/RES/74/299 and the second Decade of Action** |
| 11.50 a.m.–noon | | **Closing statements** |

1. \* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control. [↑](#footnote-ref-2)
2. https://www.roadsafetysweden.com/about-the-conference/stockholm-declaration/ [↑](#footnote-ref-3)
3. https://unece.org/DAM/trans/doc/2020/itc/ECE-TRANS-2020-9e.pdf [↑](#footnote-ref-4)
4. https://undocs.org/en/A/RES/74/299 [↑](#footnote-ref-5)
5. https://www.roadsafetysweden.com/about-the-conference/stockholm-declaration/ [↑](#footnote-ref-6)