2015 - SAFE ROADS FOR ALL

TAKE ACTION IN 2015 TO TACKLE THE GLOBAL ROAD INJURY EPIDEMIC

More than 1.2 million people are killed every year on the world’s roads. At least ten million people are seriously injured, many permanently disabled. Road crashes are the leading worldwide cause of death for young people. The UN ‘Decade of Action’ launched in 2011 has made some progress. But more resourcing and political commitment, including an SDG target, are needed if life-saving initiatives are to be scaled up.
Transport and road safety were missing from the Millennium Development Goals. As the international community focused on a few key (and extremely important) priorities, the necessary skills, funding and policy for sustainable mobility were neglected. The results are all too easy to see: rising road deaths, unsafe and unsuitable road infrastructure, failures in land-use planning, a fatal emphasis on moving goods at speed on newly metallised roads without thinking about the human consequences. This is bad for public health, bad for developing economies and bad for the environment.

The UN’s ‘Open Working Group’ on the SDGs has included road safety targets in a proposed Health Goal and Cities Goal. You can help to secure new momentum for action to prevent road traffic injuries by supporting the retention of these targets in the final negotiations:

GOAL 3.6 (HEALTH): By 2030 halve global deaths and injuries from road traffic accidents.

GOAL 11.2 (CITIES): By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

The Partnership on Sustainable Low Carbon Transport (SLoCaT) to develop targets and sub-targets with funding support from DFID & the German GIZ, WHO and road safety experts have worked.

ACTION TARGET DECADE OF 2020

FATALITY TARGETS POST-2015 GLOBAL ROAD

ACHIEVABLE TARGETS FOR ALL

DEATHS PER 100,000 POPULATION 2010 BASELINE - 2030 TARGET 2010: 18.3

2015: 12

2020: 7

2030: 4

High Income Countries: 20.1

Middle Income Countries: 8.7

Low Income Countries: 201.2

With funding support from UK’s DFID & the German GIZ, WHO and road safety experts have worked with the Partnership on Sustainable Low Carbon Transport (SLoCaT) to develop targets and sub-targets for 2030. These targets should be our minimum ambition: the ultimate objective is to go ‘Towards Zero’.

Data from WHO Global Status Report on Road Safety 2013 & IHME Global Burden of Disease 2010

FIA Foundation is focusing on four key areas:

Ensuring all new cars meet minimum UN vehicle safety standards, with air bags and electronic stability control (ESC), by 2020.

Improving road user behaviour through legislative action, awareness raising and sustained enforcement.

Delivering safe streets for all, particularly around schools, through low speed zones and improved pedestrian and cyclist facilities.

We want to see the highest risk roads meeting death risk. We want to see the highest risk roads meeting minimum 3 star standards by 2020, entirely eliminating death risk. We have a vision that by 2030 every child should be protected on the way to school, with safe walking and cycling routes: good for health, good for our environment.

On 18-19 November 2015 the Brazilian Government will host the second High Level Global Conference on Road Safety in Brasilia. More than 100 government delegations are expected to attend, with multi-sectoral participation from transport, policing, infrastructure, health and development ministries and agencies. Please ensure your country has ministerial-level participation.

The conference, building on the first High Level Conference held in Moscow in 2009, will provide an opportunity to review progress in the UN Decade of Action for Road Safety; agree measurable objectives for the next five years to help achieve the Decade target of ‘stabilising and reducing’ global road deaths from 2010 levels by 2020; and to begin building partnerships and financing that can deliver the Sustainable Development Goal targets for road safety.

IN 2015 WE CAN CHANGE THIS.

IN 2030 WE CAN CHANGE THIS.

COMMIT TO ACTION AT BRASILIA 2015

OUR AGENDA FOR BRAZIL

Working together, through innovative funding and implementation partnerships, we can drive down road traffic casualties. Governments and other actors meeting in Brasilia should agree to work on some specific practical outcomes which can have significant impact. The FIA Foundation is focusing on four key areas:

GOAL 3.6 (HEALTH): By 2030 halve global deaths and injuries from road traffic accidents.

GOAL 11.2 (CITIES): By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

In partnership with UNICEF we are building coalitions and evidence in several countries to improve safety for children on their journey to and from school, as a foundation for community-wide safe and sustainable mobility. We have a vision that by 2030 every child should be protected on the way to school, with safe walking and cycling routes: good for health, good for our environment.

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Commit to Action at Brasilia 2015

Our Agenda for Brazil

Working together, through innovative funding and implementation partnerships, we can drive down road traffic casualties. Governments and other actors meeting in Brasilia should agree to work on some specific practical outcomes which can have significant impact. The FIA Foundation is focusing on four key areas:

- Enhancing safety performance and protection for all road users on the 10% of highest risk roads.
- Delivering safe streets for all, particularly around schools, through low speed zones and improved pedestrian and cyclist facilities.
- Improving road user behaviour through legislative action, awareness raising and sustained enforcement.
- Ensuring all new cars meet minimum UN vehicle safety standards, with air bags and electronic stability control (ESC), by 2020.

Through our support for the Global New Car Assessment Programme (Global NCAP), we are enabling independent car crash testing in India, Latin America and SE Asia, catalysing consumer demand for safety. Governments should meet this demand by regulating to at least minimum UN standards, and requiring proven and cost effective safety technologies as standard equipment.

With funding support from UK’s DFID & the German GIZ, WHO and road safety experts have worked with the Partnership on Sustainable Low Carbon Transport (SLoCaT) to develop targets and sub-targets for 2030. These targets should be our minimum ambition: the ultimate objective is to go ‘Towards Zero’.

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High Level Conference

In November 2015 the Brazilian Government will host a second High Level Conference on Road Safety in Brasilia. This is an opportunity to agree some specific objectives for making roads safer that can be delivered by the end of the UN Decade of Action for Road Safety in 2020. It can also be a first chance to build alliances for implementation of SDG road safety targets, engaging governments, cities, civil society and the philanthropic and private sectors.

Post-2015 Agenda

In September the world will agree new Sustainable Development Goals, defining the international public health, development and environmental agenda for the next 15 years. Road safety targets are included in the 'Zero Draft' negotiated by UN Member States last year – your support is needed to keep them there.

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