



## Recommendations from the Academic Expertgroup regarding a second Decade of Action for Global Road Safety

The secretariat of the Academic Expert Group for the 3rd Global Ministerial Conference on Road Safety 2020 (AEG) hereby submit its recommendations regarding a second Decade of Action for Global Road Safety. The recommendations are related to the following part of the scope for the AEG:

- *What processes and tools could be further developed or added to make actions even more effective and which sectors of the society could be further stimulated to contribute to the overall results?*
- *How can trade, occupational safety, standards, corporate behavior and other aspects of the modern society link in with road safety?*
- *How can nations, local authorities and governments as well as public and private enterprises, in particular major enterprises, be stimulated to contribute to road safety through their own operations?*
- *How can other important challenges, in particular those targeted in Agenda 2030, contribute to improve road safety, and vice versa?*

The recommendations have been decided by the AEG in consensus.

The Academic Expert Group consists of the following international road safety experts:

- Prof. Claes Tingvall, Chalmers University of Technology, Sweden (Chairman)
- Dr. Jeff Michael, former Associate Administrator, NHTSA, USA (Secretary)
- Dr. Maria Segui Gomez, Johns Hopkins Bloomberg School of Public Health, USA
- Prof. Shaw Voon Wong, Universiti Putra, Malaysia
- Dr. Olive Kobusingye, Makerere University, Uganda
- Dr. Maria Krafft, Swedish Transport Administration, Sweden
- Prof. Fred Wegman, TU Delft, Netherlands
- Dr. Margie Peden, The George University for Global Health, UK
- Prof. Adnan Hyder, George Washington University, USA
- Dr. Meleckidzedek Khayesi, WHO



- Dr. Eric Dumbaugh, Florida Atlantic University, USA
- Samantha Cockfield, Transport Accident Commission, Australia
- Alejandro Furas, Secretary General of Latin NCAP

## Recommendations

The following recommendations are offered by the Academic Expert Group for inclusion in the Stockholm Declaration. The recommendations are directed toward a second Decade of Action for Global Road Safety and are intended to build upon those previously established in the Moscow Declaration of 2009 and the Brasilia Declaration of 2015 as well as prior United Nations General Assembly and World Health Assembly resolutions. The Academic Expert Group considers these additional recommendations to be essential strategic prerequisites for achieving the goal of reducing global road traffic fatalities by half by 2030.

These recommendations are necessarily far-reaching both in scope and ambition. The Group believes that the best strategy for reaching the goal for the second decade is to maintain commitment to prior recommendations and immediately initiate action on each of these new recommendations with sufficient intensity to achieve substantial progress by the middle of the decade. The Group further recommends that the WHO conduct a rigorous mid-point evaluation to measure progress on these and prior recommendations, and that the findings be used to refine and adjust the strategy during the remainder of the decade.

1. In order to achieve sustainability in global safety, health and environment, we recommend that nations and cities use urban and transport planning along with mobility policies to shift travel toward cleaner, safer and affordable modes incorporating higher levels of physical activity such as walking, bicycling and use of public transit.
2. In order to ensure the sustainability of businesses and enterprises of all sizes, and contribute to achievement of a range of Sustainable Development Goals including those concerning climate, health, and equity, we recommend that these organizations provide annual public sustainability reports including road safety disclosures, and that these organizations require the highest level of road safety according to Safe System principles in their internal practices, in policies concerning the health and safety of their employees, and in the processes and policies of the full range of suppliers, distributors and partners throughout their value chain or production and distribution system.
3. In order to achieve higher and more equitable levels of road safety across the globe, we recommend that vehicle manufacturers, governments and fleet purchasers ensure that all vehicles produced for every market be equipped with recommended levels of safety performance, that incentives for use of vehicles with enhanced safety performance be provided where possible, and that the highest possible levels of vehicle safety performance be required for vehicles used in private and public vehicle fleets.



4. In order to protect the lives, security and well-being of children and ensure the education and sustainability of future generations, we recommend that cities, road authorities and citizens examine the routes frequently traveled by children to attend school and for other purposes, identify needs, including changes that encourage active modes such as walking and cycling, and incorporate Safe System principles to eliminate risks along these routes.
5. In order to achieve the Sustainable Development Goals addressing road safety, health, climate, equity and education, we recommend that all tiers of government and the private sector prioritize road safety following a Safe System approach in all decisions, including the specification of safety in their procurement of fleet vehicles and transport services, in requirements for safety in road infrastructure investments, and in policies that incentivize safe operation of public transit and commercial vehicles.
6. In order to protect vulnerable road users and achieve sustainability goals addressing livable cities, health and security, we recommend that cities mandate a maximum road travel speed limit of 30 kph unless strong evidence exists that higher speeds are safe.
7. In order to realize the benefits that roadways designed according to the Safe System approach will bring to a broad range of Sustainable Development Goals as quickly and thoroughly as possible, we recommend that the governments and all road authorities allocate sufficient resources to upgrade existing road infrastructure to incorporate Safe System principles as soon as feasible.
8. In order to achieve widespread benefits to safety, health, equity, climate and quality of life, we recommend that businesses, governments and other fleet owners practice a zero-tolerance approach to speeding and that they collaborate with supporters of a range of Sustainable Development Goals on policies and practices to reduce speeds to levels that are consistent with Safe System principles using the full range of vehicle, infrastructure, and enforcement interventions.
9. In order to quickly and equitably realize the potential benefits of emerging technologies to road safety, including, but not limited to, sensory devices, connectivity methods and artificial intelligence, we recommend that corporations and governments incentivize the development, application and deployment of existing and future technologies to improve all aspects of road safety from crash prevention to emergency response and trauma care, with special attention given to the safety needs and social, economic and environmental conditions of low- and middle-income nations.