



The UK's Key Road Safety Global Relationship

The **UN Economic Commission for Europe** is responsible for the UN's road safety voluntary norms and regulations. Member States that are Contracting Parties adopt & amend them through a system of working parties as follows:

The **Global Forum for Road Traffic Safety** (WP1) which supervises the 1968 Conventions on Road Traffic & Road Signs & Signal and promotes best practices through non-binding policy recommendations. It meets twice a year (on 8-12 March & 20-24 September). See: [Road Traffic Safety | UNECE](#)

The **Global Forum for Harmonization of Vehicle Regulations** (WP29) which is responsible for the 1958 & 1998 Agreements that establish type approval standards for crash worthiness and avoidance. It meets three times a year (on 9-12 March, 23-26 June, and 16-19 November). It hosts six subsidiary working parties and many more informal groups working on specific topics and possible new regulations. See: [Vehicle Regulations | UNECE](#)

These working parties are subsidiary bodies of the UNECE's **Inland Transport Committee** which serves as the UN's main intergovernmental forum promoting safe & sustainable transport. It meets once a year (on 23-26 February). The ITC periodically holds 'high level' sessions for Ministers or Heads of Delegations. The last was held in 2020. See: [Inland Transport Committee | UNECE](#)

For UK vehicle standards WP29 is very important and the major body shaping our vehicle type approval regulations. These will be adopted through statutory instruments. Monitoring developments at WP29 is vital to promote high standards of safety & consumer protection. The UNECE encourages participation from road safety stakeholders. Its meetings are open to NGOs with consultative status which allows them to speak and table documents but not vote.

PROPOSED ACTION: To avoid a scrutiny deficit, there should be timely written PMQs and occasional Transport Qs requesting updates on developments in the ITC, WP1, & WP29 with an explanation of UK engagement.

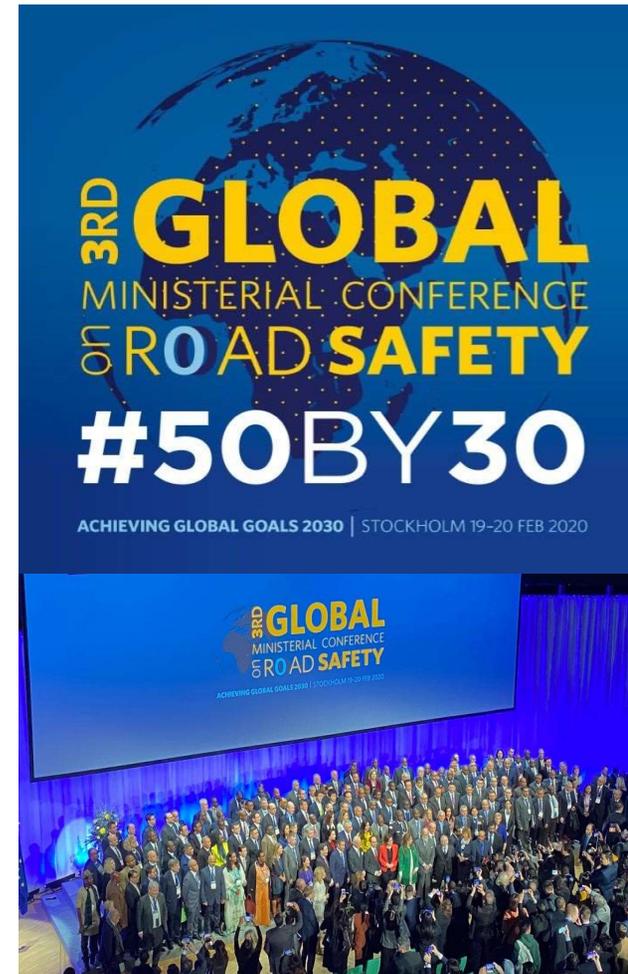
3rd Global Ministerial Conference on Road Safety

Hosted by the Swedish Government in Stockholm on 19-20 February, the conference was attended by 1,700 delegates from 140 countries.

The Conference adopted the Stockholm Declaration which contains 18 recommendations. Highlights include:

- Promotes synergies with Agenda 2030 of Sustainable Development Goals (SDGs).
- Endorses a target to halve road deaths by 2030.
- Endorses safe system approach.
- Supports maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix.
- Calls for a High-Level Meeting of the UN General Assembly to advance progress on 50% reduction by 2030 'on our way to Vision Zero by 2050'.

See: <https://www.roadsafetysweden.com/>



UN General Assembly Resolution: ‘Improving Global Road Safety’

On 31st August the 74th Session of the UN General Assembly adopted resolution A/Res/74/299 with 40 recommendations. Highlights include:

- Calls on Member States to achieve road safety related SDGs.
- Endorses Stockholm Declaration.
- Proclaims 2nd Decade of Action 2021-2030 with target to halve road deaths & injuries by 2030.
- Requests WHO/UN Regional Commissions/UN Road Safety Collaboration to prepare a decade plan of action.
- Endorses promotion of ‘a safe system approach’.
- Convenes a High-Level Meeting of the UN General Assembly on Road Safety to be held by 2022 at the latest.

The Resolution is the UN’s strongest ever commitment to road safety. See: <https://undocs.org/en/A/RES/74/299>



74th Session
United Nations
General Assembly

United Nations

A/RES/74/299



General Assembly

Distr.: General
2 September 2020

Seventy-fourth session
Agenda item 12
Improving global road safety

**Resolution adopted by the General Assembly on
31 August 2020**

[without reference to a Main Committee (A/74/L.86 and A/74/L.86/Add.1)]

74/299. Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005, 62/244 of 31 March 2008, 64/255 of 2 March 2010, 66/260 of 19 April 2012, 68/269 of 10 April 2014, 70/260 of 15 April 2016 and 72/271 of 12 April 2018, on improving global road safety,

Having considered the note by the Secretary-General transmitting the report on improving global road safety¹ and the recommendations contained therein,

Reaffirming its resolution 70/1 of 25 September 2015, entitled “Transforming our world: the 2030 Agenda for Sustainable Development”, in which it adopted a comprehensive, far-reaching and people-centred set of universal and transformative Sustainable Development Goals and targets, its commitment to working tirelessly for the full implementation of the Agenda by 2030 ensuring that no one is left behind, its recognition that eradicating poverty in all its forms and dimensions, including extreme poverty, is the greatest global challenge and an indispensable requirement for sustainable development, its commitment to achieving sustainable development in its three dimensions – economic, social and environmental – in a balanced and integrated manner, and to building upon the achievements of the Millennium Development Goals and seeking to address their unfinished business,

Recalling that the Sustainable Development Goals and targets are integrated and indivisible and balance the three dimensions of sustainable development, and acknowledging the importance of reaching the road safety-related targets of the 2030 Agenda,