



# 3RD GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY

**ACHIEVING GLOBAL GOALS** | STOCKHOLM 19-20 FEB 2020

**Lena Kling, Deputy Director General, Ministry of Infrastructure, Sweden**

**Anders Lie, Special Advisor, Ministry of Infrastructure, Sweden**



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# The Conference

Sweden is to host the 3rd Global Ministerial Conference on Road Safety.  
Minister-led delegations from about 100 countries are expected to attend.

Date: 19-20 February, 2020

Place: Waterfront Conference Centre, central Stockholm

Number of participants: Approximately 1 500

Web site: [www.roadsafetysweden.com](http://www.roadsafetysweden.com)

Questions: [roadsafety.sweden@trafikverket.se](mailto:roadsafety.sweden@trafikverket.se)

The conference is co-sponsored by the World Health Organization (WHO).



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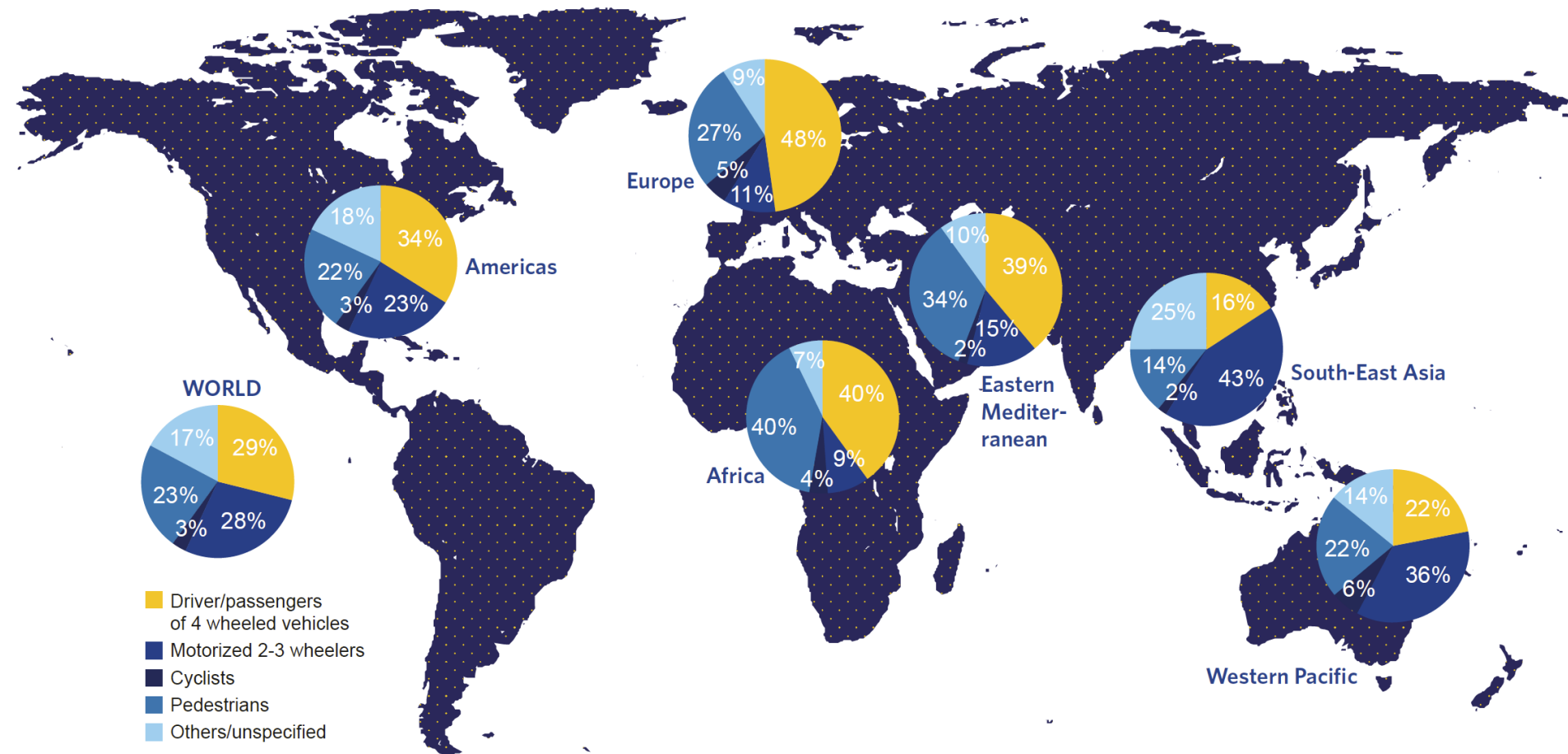
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# Why a global conference?

- The conference marks the end of the UN Decade of Action for Road Safety 2011–2020 and the starting point for continued collaboration on road safety.
- The conference will be an important opportunity to reflect upon progress achieved during the Decade of Action for Road Safety and the SDG goal 3.6.
- The aim is to reach global consensus on guidelines for continued international collaboration on road safety up to 2030.



# Distribution of deaths by road user type



# Road safety – part of a sustainable society

## Vision Zero – no fatalities or serious injuries through road accidents

- A long-term goal and strategy for road safety
- Different stakeholders working proactively
- Shared responsibility for achieving individual and common goals

*A safe system, where road design, vehicle design and appropriate speed absorbs human errors and mistakes*



# Road safety – part of a sustainable society

## 2030 Agenda

Road safety issues, their consequences and possible solutions, are included in the 2030 Agenda and are closely linked to other sustainability challenges, such as:

- Climate change
- Equality
- Democracy
- Health
- Poverty
- Human rights



The Global Goals are integrated and indivisible

The conference include themes that relate to several aspects of sustainability, all of which contribute to reducing the number of road traffic fatalities.



# Deaths and injuries resulting from road traffic remain increasing global challenge

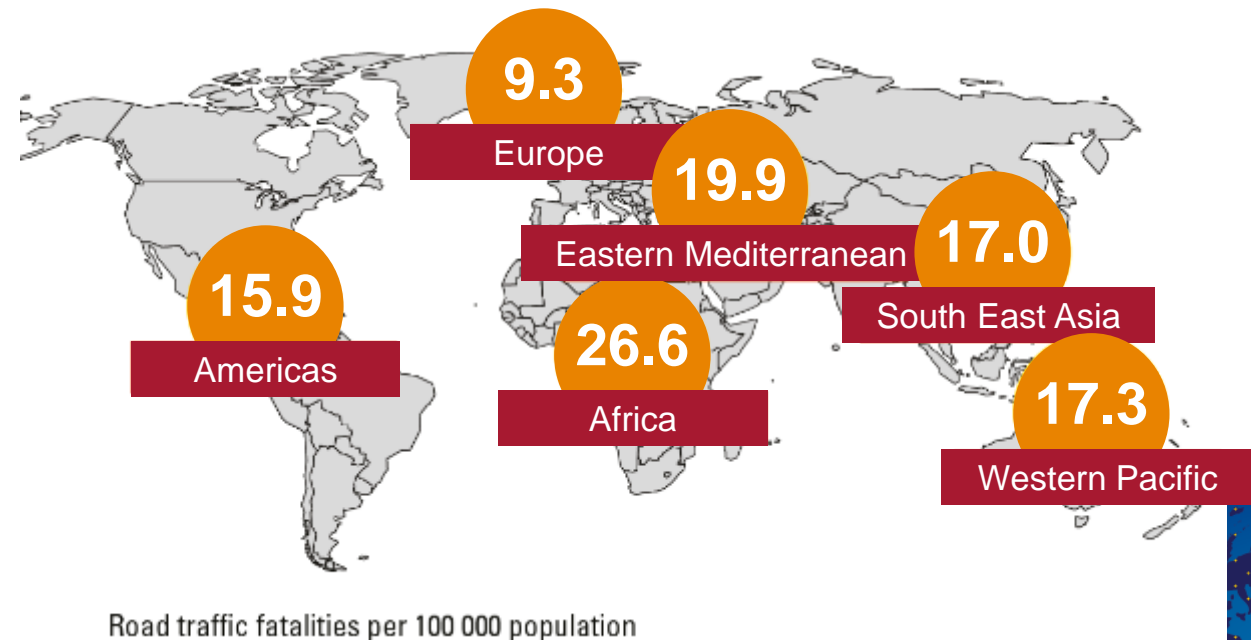
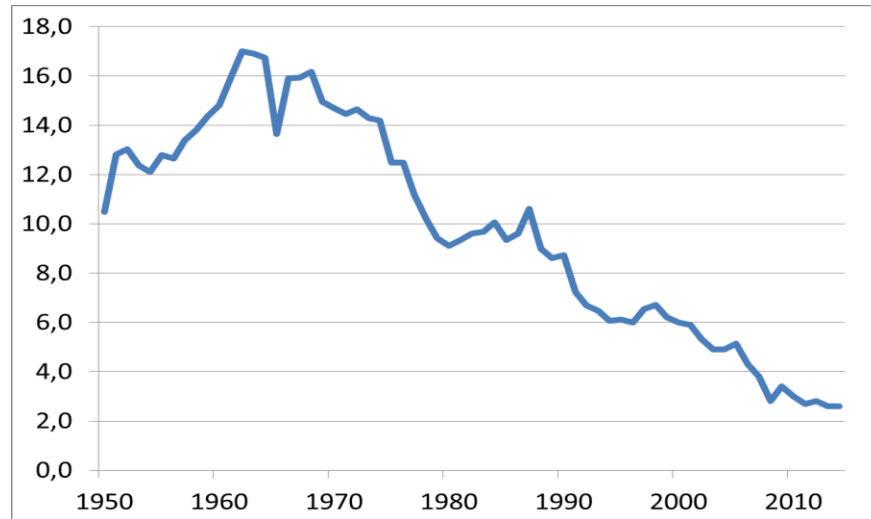
- We can only make progress together.
- The broad representation at the conference reflects the need for stakeholders and sectors of society to contribute to making roads safe.
- Necessary to put road safety in a global perspective.
- Respect for regional differences

How can we find overlaps and synergies with other sustainability areas?



# Sweden - Fatalities per 100 000 population 1950-2017

## Highest 17, Lowest 2.6



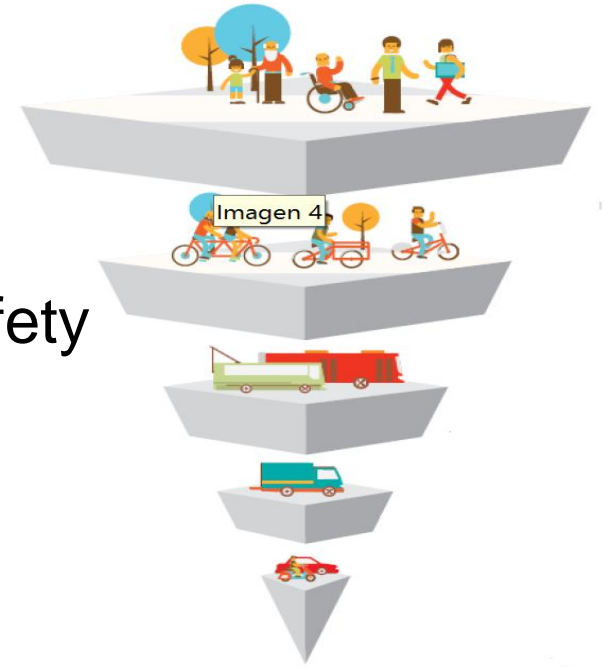
Austria peaked at 40 road traffic fatalities per 100 000 population





# Why Sweden

- One of the leading countries when it comes to road traffic safety
  - The "home" of Vision Zero
  - Wants to become a leader in 2030 Agenda actions
  - Open and transparent, reaching out to new sectors
- 
- We want the conference to be inspiring and action oriented
  - We need to do more than a good conference, it is a starting point for the work towards 2030

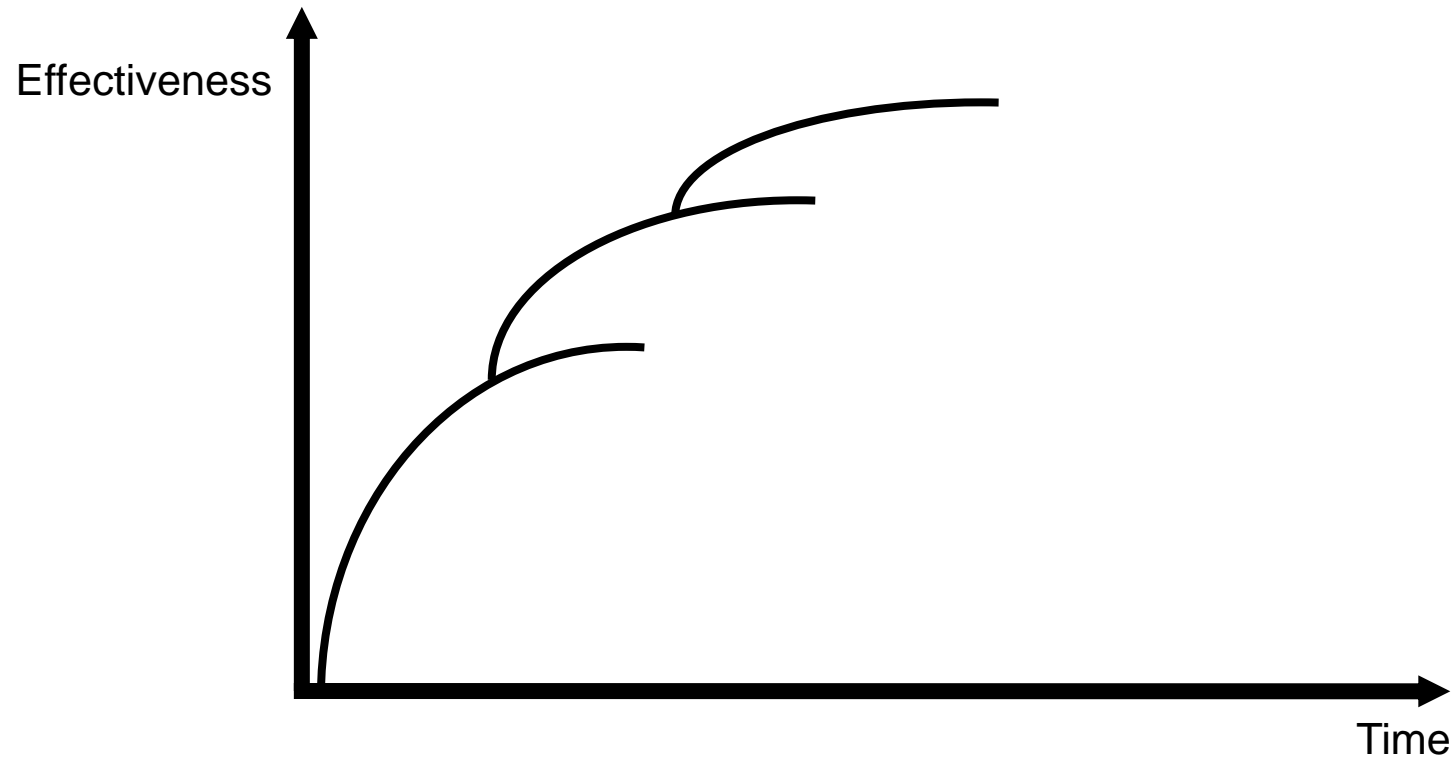


# Vision Zero Safety Philosophy

1. Fatalities and severe injuries not crashes
2. People make errors, mistakes and misjudgements
3. Humans have a biomechanical tolerance
4. Energy control is key
5. Eliminations is the target



# Need for change (new strategies build on old ones?)



# DRAFT PROGRAMME

## **Day one**

Opening

Four plenary sessions, each 60 minutes

One block of six parallel sessions, each 60 minutes

## **Day two**

Two blocks of six parallel sessions, each 60 minutes

One plenary session

Adoption of the Stockholm declaration



# DRAFT PROGRAMME – PLENARY SESSIONS

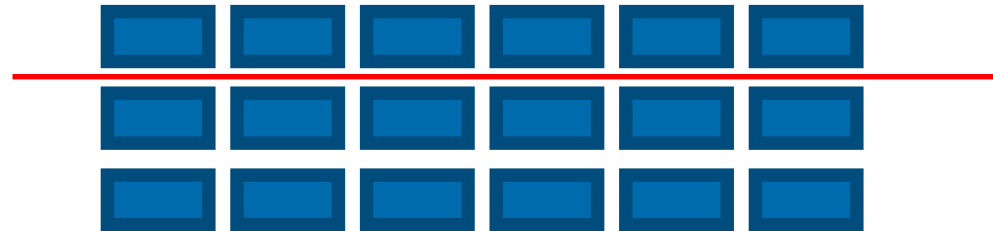
- 1: Decade of Action – Outcome, Assessments and Learning
- 2: Vision Zero, Eliminating Death and Serious Road Traffic Injuries - Need for an Integrated 2030 Agenda and Beyond
- 3: Leadership to Achieve Road Safety Targets for 2030
- 4: Committing finance for a Safe System Approach to Road Safety Linked to 2030 Agenda
- 5: Future Collaboration - How to Organize Effective Collaboration and Increase Accountability



# DRAFT PROGRAMME – PARALLEL SESSIONS

3x6 sessions, each 60 minutes

- Decade of action's five pillars
- 2030 Agenda oriented
- Cross cutting topics



# PARALLEL SESSIONS – Decade of action's five pillars

**Road Safety Management**

**Safer Roads and Mobility**

**Safer Vehicles**

**Safer Road Users**

**Post- Crash Response**

**Speed management**



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# PARALLEL SESSIONS – 2030 Agenda oriented

**Sustainable Cities and Communities**

**New Technologies, Challenges and Opportunities**

**Decent Work Conditions and Occupation Health**

**Children and Adolescents Health**

**Responsible Consumption and Production**

**Effective and Accountable Institutions**

**Road Safety and Gender**

**Road Safety and Social Equity**

**Road Safety and Climate Change**



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# PARALLEL SESSIONS – Cross cutting topics

- Yet open!
- Very many proposals!



# The Stockholm Declaration

## Brasilia Declaration

Second Global High-level Conference on Road Safety: Time for Results  
Brasilia, 18-19 November 2015

- PP1.** We, Ministers and heads of delegations gathered in Brasilia, Brazil, on November 18 and 19, 2015, for the Second Global High-level Conference on Road Safety, in coordination with representatives of international, regional and sub-regional organizations and non-governmental organizations, academic institutions and the private sector, including philanthropic and corporate donors;
- PP2.** Acknowledging the leadership of the Government of the Federative Republic of Brazil in preparing and hosting this Second Global High-level Conference on Road Safety and the leadership of the Governments of the Russian Federation and the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions;
- PP3.** Concerned that, in light of the World Health Organization's (WHO's) *Global status report on road safety 2015*, road traffic continues to represent a major development issue, public health problem and leading cause of death and injury around the world, as crashes kill more than 1.25 million people and injure as many as 50 million a year, with 90% of these casualties occurring in developing countries;<sup>1</sup>
- PP4.** Underlining the important role of public health in terms of reducing road traffic fatalities and injuries and improving health outcomes, as well as the role of health systems, including through universal health coverage;
- PP5.** Also concerned that road crashes are the leading cause of death around the world for children and youth aged 15-29 years and noting that more than two thirds of the road traffic victims are males<sup>2</sup>;



# Pre- and post-events

We welcome applications from all stakeholders who wish to organize a pre- or post-event to cover as many aspects of road safety as possible.

Monday and Tuesday,  
17-18 Feb

## Pre-events

For example:  
Seminars Conferences  
Demos  
Field visits

Wednesday and  
Thursday, 19-20 Feb

## Conference

Official Program  
including parallel  
sessions

Opportunities for  
closed meetings, such  
as bilateral meetings

Friday, 21 Feb

## Post-events

For example:  
Seminars Conferences  
Demos  
Field visits

[www.roadsafetysweden.com](http://www.roadsafetysweden.com)  
[#globalgoals2030](https://twitter.com/globalgoals2030)



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# 3rd Global Ministerial Conference on Road Safety

## 19–20 February 2020

### Stockholm, Sweden



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# UN Global Goals



**THE GLOBAL GOALS**  
For Sustainable Development



By 2020, halve the number of global deaths and injuries from road traffic accidents



Strengthen the capacity of all countries, in particular developing countries, for early warning, risk reduction and management of national and global health risks



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



Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle



Promote public procurement practices that are sustainable, in accordance with national policies and priorities



# The Tylösand Declaration (2007)

*The Tylösand Declaration lays down principal rights of citizen's road traffic safety. These rights serve to protect them from the loss of life and health caused by road traffic. They rest on the general assumption that no road user wishes to harm either himself or herself or any other fellow human being, whatever the circumstances under which they are using the roads.*



# The Tylösand Declaration 2

## THE TYLÖSAND DECLARATION OF CITIZEN'S RIGHT TO ROAD TRAFFIC SAFETY

### Articles

1. Everyone has the right to use roads and streets without threats to life or health
2. Everyone has the right to safe and sustainable mobility: safety and sustainability in road transport should complement each other



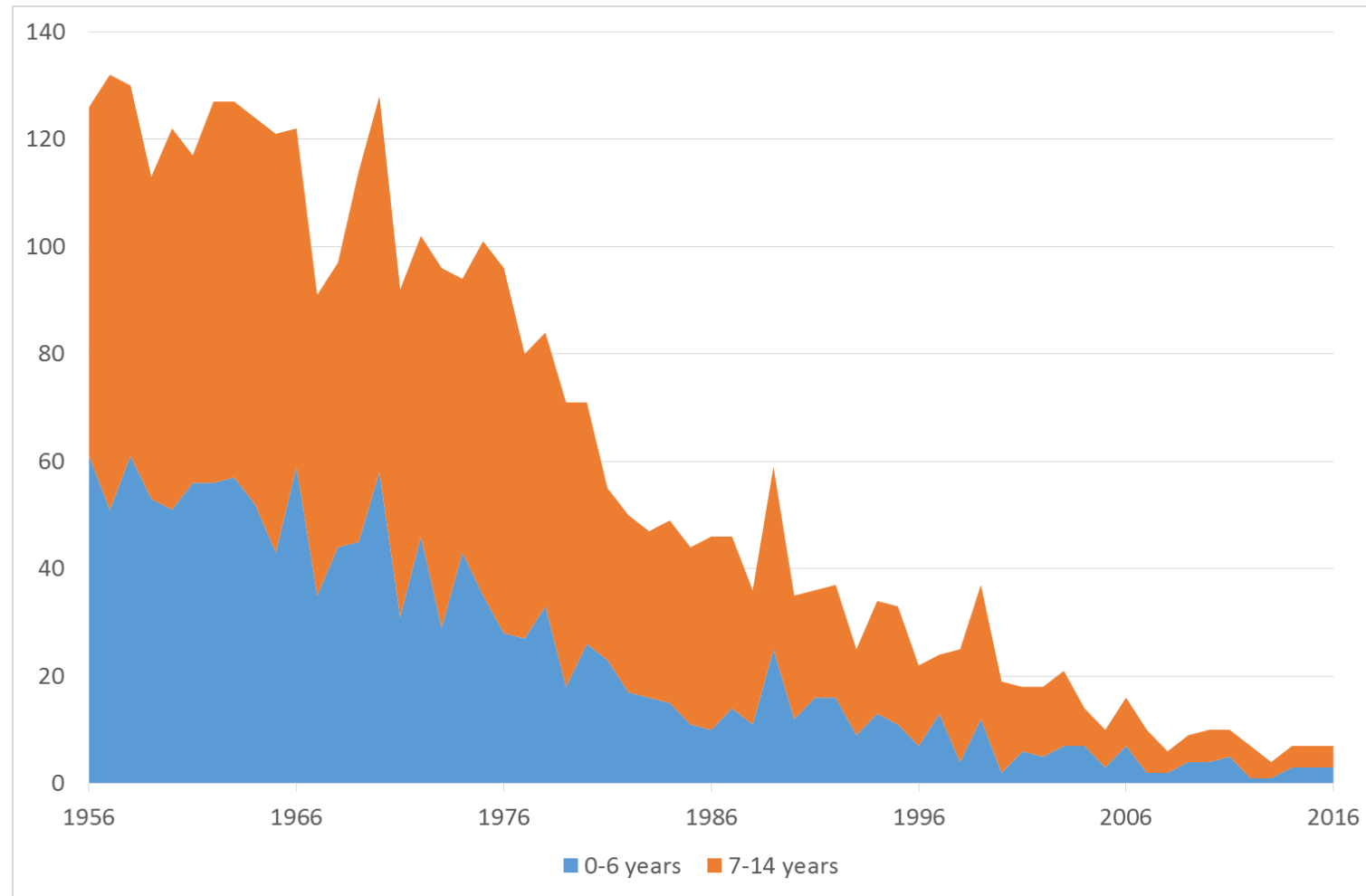
# The Tylösand Declaration (2007)

3. Everyone has the right to use the road transport system without unintentionally imposing any threats to life or health on others
4. Everyone has the right to information about safety problems and the level of safety of any component, product, action or service within the road transport system
5. Everyone has the right to expect systematic and continuous improvement in safety: any stakeholder within the road transport system has the obligation to undertake corrective actions following the detection of any safety hazard that can be reduced or removed.





# Children killed in Swedish traffic 1956-2016



# 3rd Global Ministerial Conference on Road Safety

## 19–20 February 2020

### Stockholm, Sweden

**Anders Lie, Special Advisor,  
Ministry of Infrastructure, Sweden**  
[anders.lie@gov.se](mailto:anders.lie@gov.se)



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