



We, the members of the Global Alliance of NGOs for Road Safety, gathered for the Sixth Global Meeting of Nongovernmental Organizations Advocating for Road Safety and Victims in Chania, Greece 9–13 April 2019 are:

Encouraged that a number of commitments and mechanisms have advanced the global road safety agenda since 2011: the adoption of the Decade of Action for Road Safety 2011–2020 (Decade of Action), incorporation of road safety into Sustainable Development Goals (SDGs) 3.6 and 11.2, the 2nd Global High-level Conference on Road Safety, Brasilia, Brazil, in November 2015, which culminated in the Brasilia Declaration; United Nations (UN) Resolutions 66/260 (19 April 2012), 68/269 (10 April 2014), 70/260 (15 April 2016), and 72/272 (12 April 2018) on improving global road safety; the World Health Organization (WHO) Save LIVES package; the voluntary Global Performance Targets for Road Safety Risk Factors and Service Delivery developed in November 2017; the 1st African Road Safety Forum in November 2018 including the Urgent Call to Action made by the Global Alliance of NGOs for Road Safety in the closing plenary; and the establishment of the UN Road Safety Trust Fund to support progress towards achieving road safety-related SDGs, and relevant global targets.

Welcoming that countries are working toward their road safety visions with a variety of management systems, such as sustainable safety, Vision Zero, and the Safe System approach.

Discouraged that despite notable progress in raising road safety to the global agenda, road crashes are now estimated to kill around 1.35 million people every year and have become the leading cause of death among young people aged between five and 29 years old, according to the latest *Global Status Report on Road Safety 2018*. Although the burden is universal, low- and middle-income countries (LMICs) are hit the hardest, with over 90% of all deaths occurring in these countries.

Concerned that despite global commitments, these have not translated into national action and that the Decade of Action and the road safety SDG 3.6 both expire in 2020 with no global commitments in place yet to continue the crucial fight against road deaths beyond this date.

Cognizant that the Decade of Action has been instrumental in bringing road safety issues onto national agendas, but that the process has been hampered by lack of strong political will and investment in road safety.

Convinced that NGOs play a key and respected role as catalysts for action in their communities, and that it is of critical importance that NGOs' analyses and recommendations are taken into account as valuable contributions in the design of well-informed, fit-for-purpose policy solutions. NGOs are able to demonstrate how the benefits of road safety interventions outweigh their costs. They can identify good practices and implement pilot projects that can be scaled up by governments. They can also help increase public support for government policies.

Recognizing that some countries have taken important steps to address the road death pandemic, but stating that overall, progress at national and regional levels around the world is uneven and largely off-track. Action is hampered by gaps and shortcomings in responses, ranging from inadequate resources, a lack of focus, ill-equipped emergency care systems for crash response, poor support for road traffic victims and their rights, and the absence of consultation with civil society organizations that are well-placed to assist in

the design of adequate local responses. In some cases, governments have abdicated their obligations for road safety, throwing undue responsibility onto the shoulders of NGOs without dedicating the necessary resources or political will.

As we face the upcoming end of the Decade of Action and the deadline for SDG target 3.6, we must scale up action on road safety and road traffic victim support. By doing so, we will not only save lives and empower others to save lives, but also reduce poverty, stimulate economic growth, and promote environmental sustainability.

Now it is time to turn commitment into concrete action.

The Global Alliance of NGOs for Road Safety calls on national governments to:

- Extend SDG target 3.6 until 2030, in order to keep adequate political focus and commitment on a major global health and development issue;
- Embed the Voluntary targets in national policy, as guiding points for national level actions on road safety;
- Continue and reinforce a global-level accountability system, including via the Global Status Report and by addressing road safety in relevant SDGs processes (Voluntary National Reviews, High Level Political Forum);
- Take the lead in road safety and road victim support—through political ownership, long-term vision, strategic leadership, and by putting the needs of people and communities at the center of road safety actions;
- Recognize and involve NGOs, that are often the eyes, ears, and voices of their communities, enabling them by giving them the means to work and guaranteeing their independence as critical voices;
- Scale up financing for road safety, both through national resources and through international cooperation programmes;
- Build on evidence of impact of road risk, disaggregated data about victims, and successful measures to design and implement appropriate and effective road safety strategies.

Specifically, we push for:

Worldwide implementation of all the recommendations made in Save LIVES package¹, in particular to:

- Build the capacity of road safety police to strategically and effectively enforce road safety laws and policies and better assess the causes of crashes;
- Enforce vehicle inspections and stop low-quality vehicles entering the market, especially in LMICs;
- Build or upgrade roads to a minimum of three stars or better²;
- Enforce speeding limits, especially around communities and schools;
- Implement universal 0.05 blood alcohol concentration (BAC) limits and enforce drink driving laws;
- Enforce standardized helmets and regulations for distracted driving;
- Implement emergency phone numbers that work everywhere, including rural areas.

We, the Global Alliance of NGOs for Road Safety and our members, a unified voice for civil society around the world, see glimpses of change, but the real work is just starting. We are a trusted and serious partner in the movement for road safety, and we are ready to partner with governments, communities, and the private sector to achieve safe, affordable, accessible, and sustainable transport systems and support for victims.

¹ World Health Organization:

https://www.who.int/violence_injury_prevention/publications/road_traffic/save-lives-package/en/

² Based on the International Road Safety Programme (iRAP) Star Rating system that assesses the safety of roads on a scale of one to five stars where a five-star road is the safest.