



RSS 2022

8th Road Safety & Simulation International Conference

*Road Safety and
Digitalization*

08-10 June, 2022 • Athens, Greece

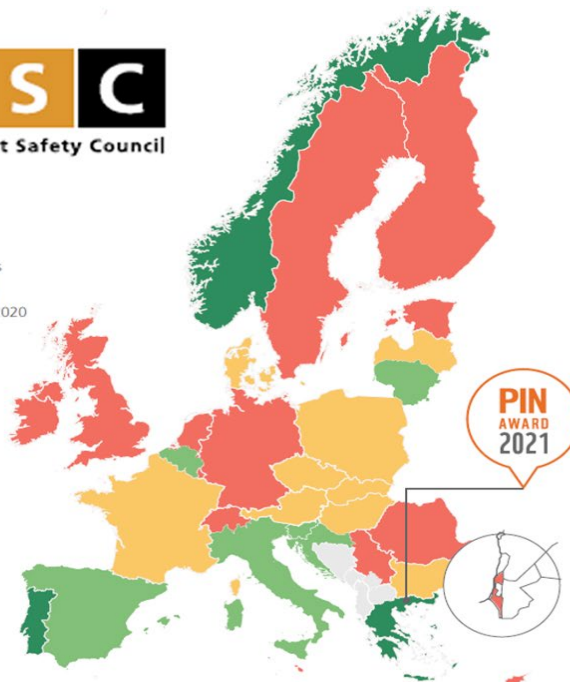
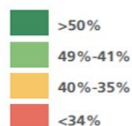


Global Challenges in Road Safety



MAP 1:

Relative change in road deaths
between 2010 and 2020 and
recipient countries of the PIN
Award over the period 2010-2020



GREECE

WINNER OF THE
2021 ROAD SAFETY
PIN AWARD





HALVE ROAD DEATHS
& SERIOUS INJURIES
BY **2030**





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,

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY 2021-2030

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

SAFE SYSTEM APPROACH

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries

BY AT LEAST 50% during that period



Safe System Approach to Road Safety

PRINCIPLES

Humans Make Errors

Humans Are Vulnerable
to Injury

Responsibility Is Shared

No Death or Serious Injury
is Acceptable

Proactive vs. Reactive

CORE ELEMENTS

Economic Analysis

Priorities and Planning

Monitoring and Evaluation

Comprehensive
Governance and Management

Strong Targets and Data

ACTION AREAS

Land Use Planning

Street Design
and Engineering

Improved
Mobility Options

Speed Management

Enforcement, Laws
and Regulation

Education and
Capacity Building

Vehicle Design
and Technology

Post-crash Emergency
Response and Care

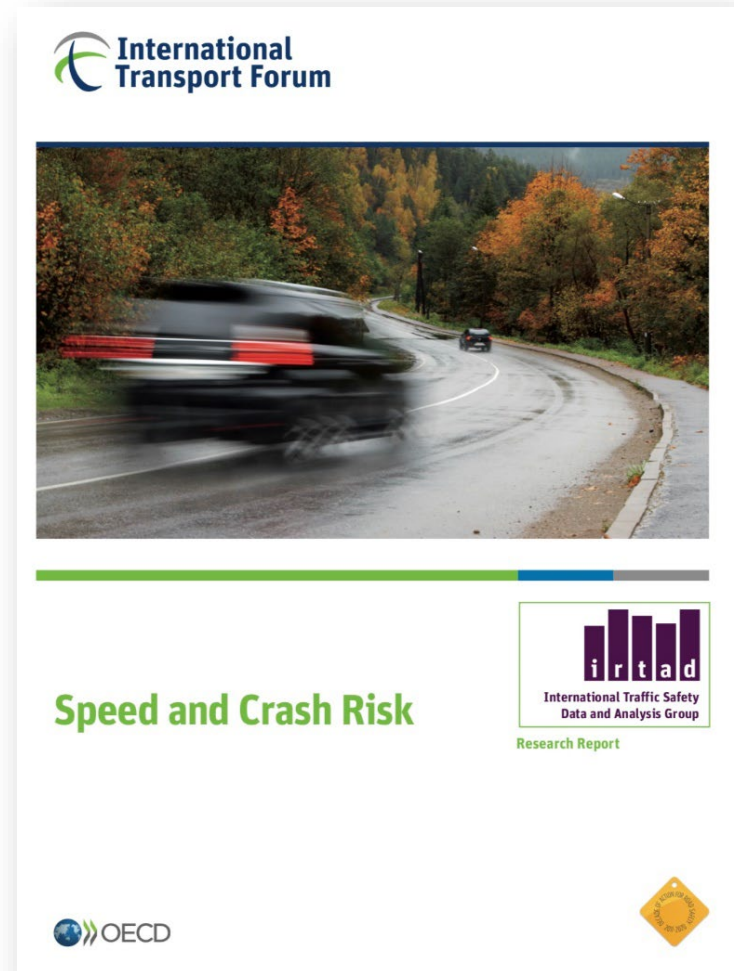
Note: Principles are multicolored, core elements are in grey, and action areas are in orange.

Speed and Crash Risk

Inappropriate speed responsible for 20 to 30% of all fatal road crashes. 11 country study confirms strong relationship between speed and crash risk.

Speed Limits should be based on Safe System principles & survival thresholds

- Unprotected road users 30 km/h
- Car in side impact 50 km/h
- Car in front impact 70 km/h
- Mixed use urban – 50 km/h limit
- High density VRUs – 30 km/h limit



WHAT IS INTELLIGENT SPEED ASSISTANCE?

1. Car receives position information via GPS and current speed limit from a digital map. Can also be combined with video camera sign recognition.

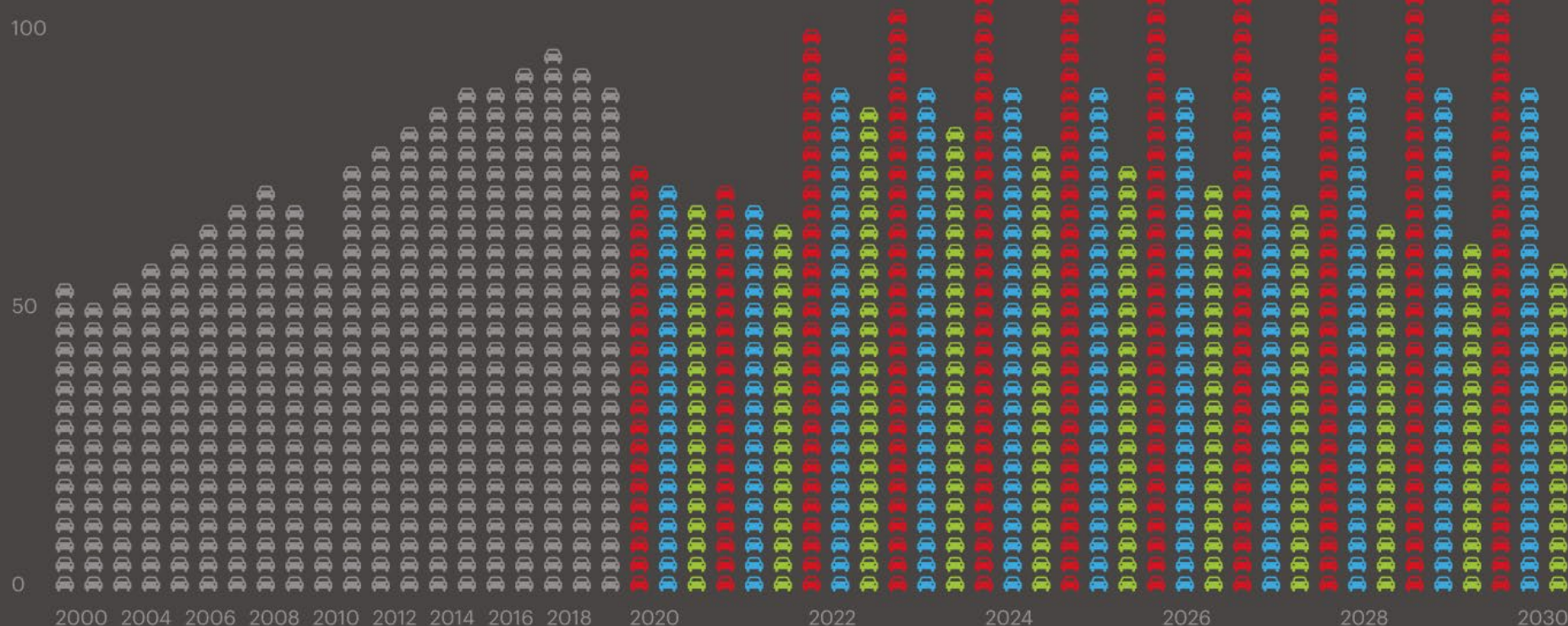
2. Speed limit is displayed on the dashboard.

Driver can override system by pushing harder on accelerator.

3. Car helps driver not to speed when speed limit is reached.



NEW MOTOR VEHICLE PRODUCTION SCENARIOS 2030



BUSINESS AS USUAL

Assumes a total car production increase of 2.6% per year, the average car production growth from 2000-2019, and results in a total of 1.4 billion new vehicles.



ZERO GROWTH

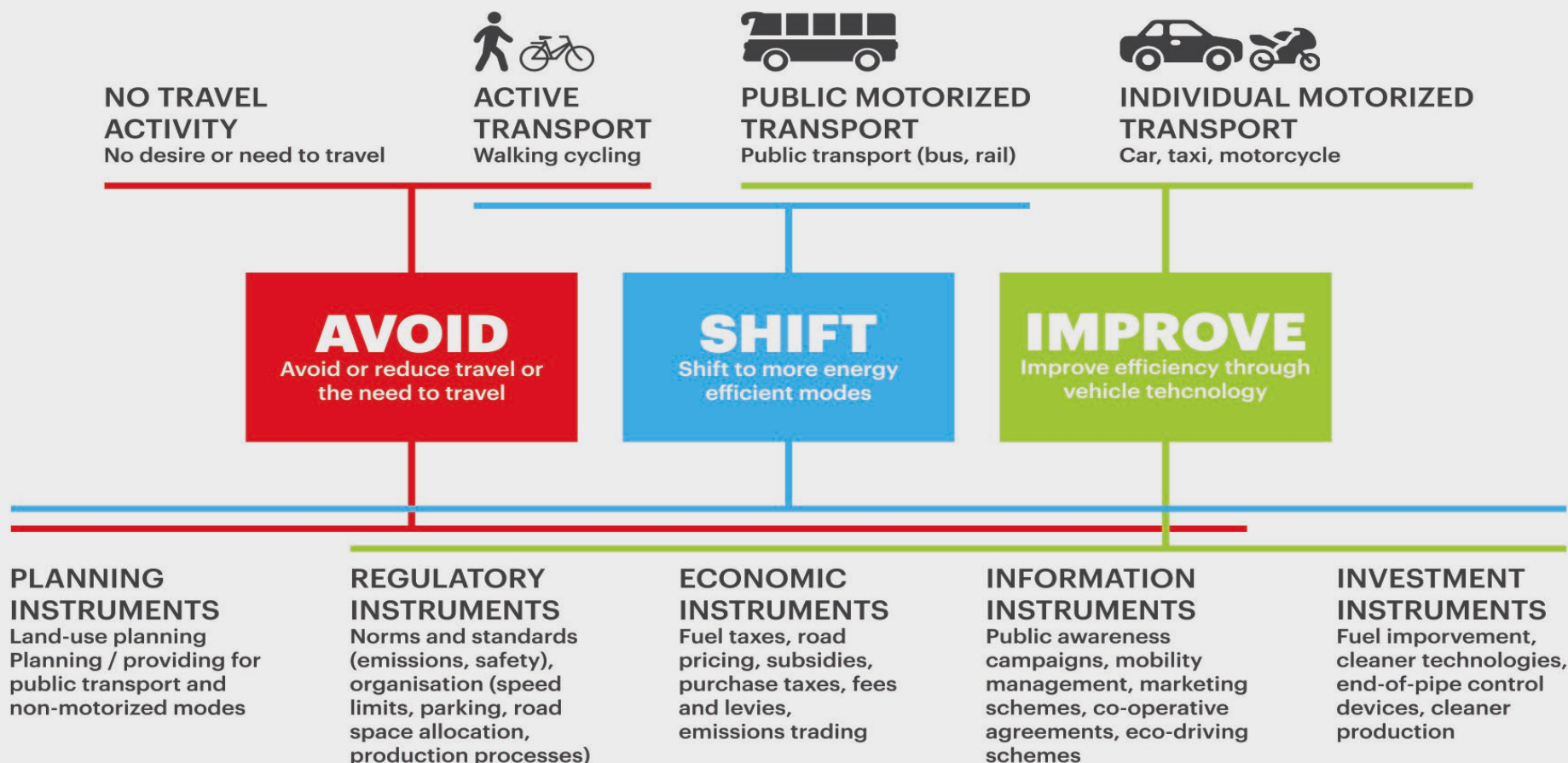
Repeats the 2019 car production figure across the next decade and results in a total of 971 million new vehicles.



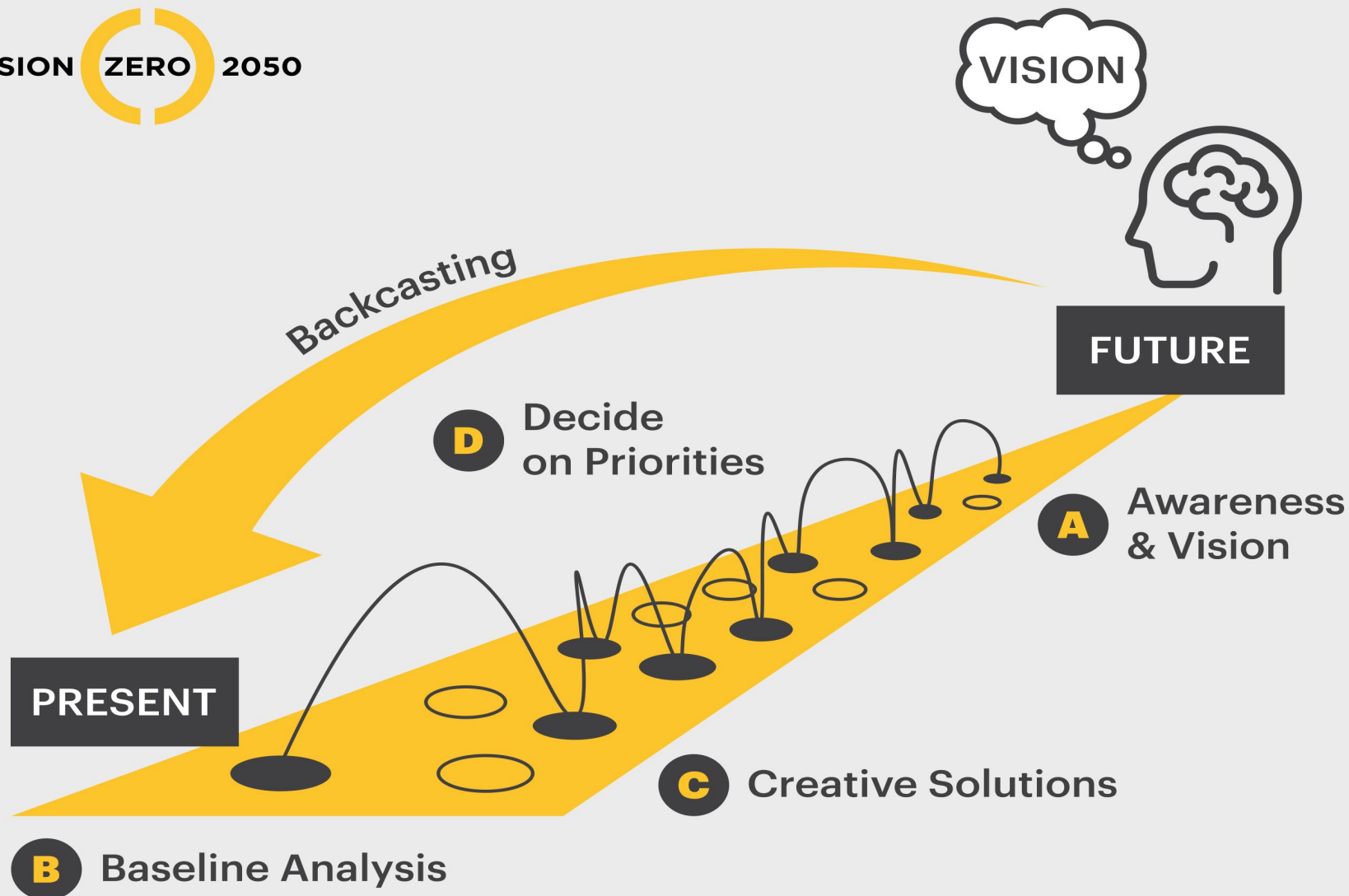
20% DECLINE

Forecasts a reduction of car production figures by 20% by year 2030 compared to 2019 production figures and results in a total of 858 million new vehicles.

ACHIEVING SUSTAINABLE TRANSPORT: AVOID - SHIFT - IMPROVE



MISSION **ZERO** 2050



Thank You



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