



UN Decade of Action for Road Safety

Presented by Eng. Javier Lopez at SoRSA Assembly – June 2025

2021–2030



1. INTRO DUCTI ON

Welcome and context as President of ASEVI.

What is the UN Decade of Action for Road Safety 2021–2030?

Link to SoRSA & ASEVI: role of auditors and safety professionals in implementing this vision.



2. LESSONS FROM THE FIRST DECADE (2011– 2020)

**Achievements: visibility,
international cooperation, some
national reforms.**

**Shortcomings: weak
implementation, underfunded
systems, lack of integrated
planning.**

**Conclusion: We need to move
from blaming users to designing
safe systems.**



2030 AGENDA





ONE **UN** VISION FOR ROAD SAFETY



Safer journeys begin with us



DECADE OF ACTION FOR ROAD SAFETY
2021-2030

TARGET

reduce road traffic
deaths & injuries

BY AT
LEAST **50%**





GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021-2030

Calls for action on:



Multimodal transport
& land-use planning



Safe road
infrastructure



Safe vehicles



Safe road use



Post-crash response



Target 3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents.



Governments from around the world declared in 2020, resolution to "Improving global road safety" with the target of preventing at least 50% of road traffic deaths and injuries by 2030.

Target 11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety.

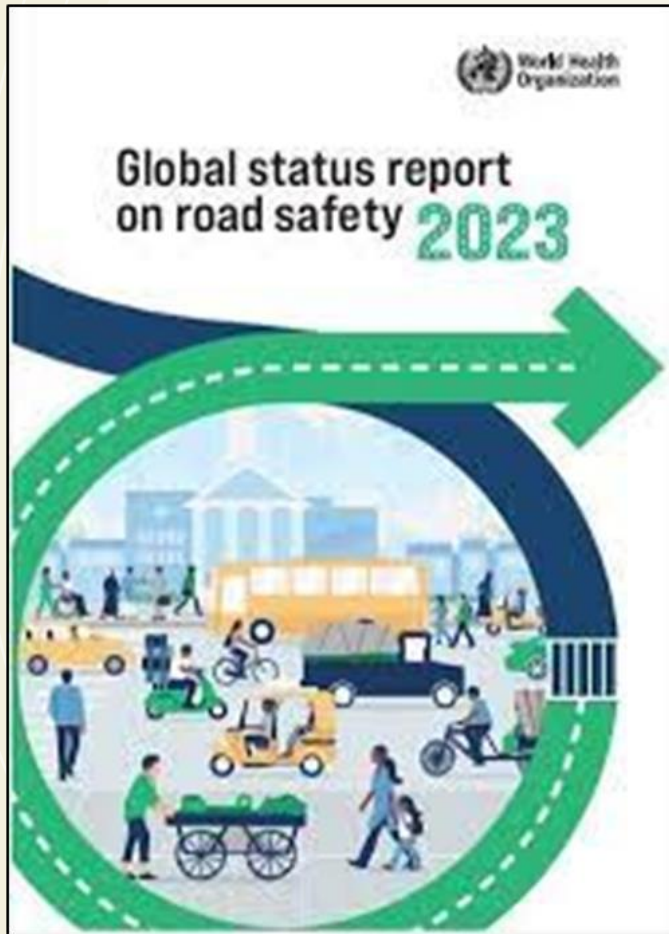


VISION, GOALS AND STRATEGY 2021–2030

SAFE SYSTEM APPROACH

- UN Global Plan centered on Safe System.
- Key pillars: speed, infrastructure, vehicles, users, post-crash care.
- A paradigm shift: from user blame to system responsibility.



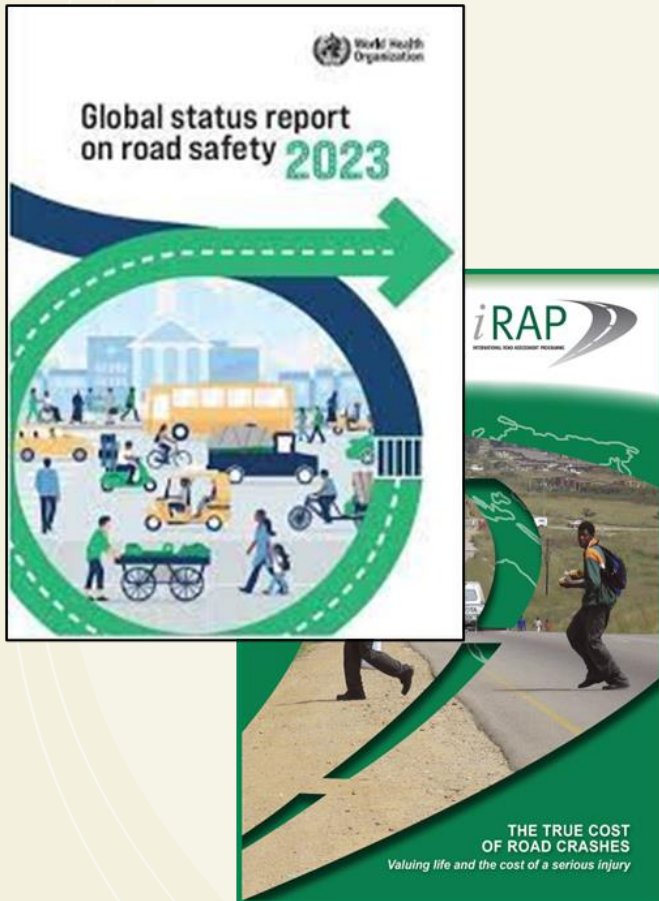


GENERAL DATA

- 1.19 million people die per year, or 1 every 26 seconds
- 50 million people are left with sequelae.
- Leading cause of death among children and young people aged 5-29



- More than **53%** of deaths from road accidents in the world are **vulnerable users** (WHO, 2023):
 - 23% pedestrians
 - 21% Bikers
 - 6% cyclists
- Most cities in the world do not have basic infrastructure for pedestrians and cyclists. Only 1 in 3 countries have national policies for walking or cycling (WHO Global Status Report).
- In many countries, pedestrians account for up to 80% of road deaths in dense urban areas. (IRF, 2024/UNICEF/Global Road Safety Facility)



ECONOMIC DATA

- Road Accidents cost between **3% and 6% of annual GDP** .
- Road Accidents Generate a **Global Loss of More Than US\$ 1.8 Trillion Per Year**
- In many cities in developing countries, vulnerable road users account for **more than 70% of fatalities**



3. MARRAKECH MINISTERIAL CONFERENCE – KEY CONCLUSIONS

‘Marrakech Declaration’ endorsed globally – make road safety political.

400bn USD funding gap – mobilize public/private investment.

Strong enforcement: speed, drink-driving, helmets, seatbelts.

Adopt Safe System speed limits: 30 km/h urban, 80 km/h rural.

Protect vulnerable road users: pedestrians, cyclists, youth.

Multisector collaboration + UN reporting mechanism.



ASEVI'S ROLE IN THE SPANISH TALKING REGION

— FIELD WORK AND COLLABORATION

- ASEVI supports Ibero-American countries with audits and training.
- Field work coordination with local authorities.
- Cases in Uruguay, Honduras, Peru, Dominican Republic, Costa Rica....



COMMON CHALLENGES AND SHARED OPPORTUNITIES



- Need for coordinated actions with global stakeholders.
- Infrastructure for vulnerable road users still lacking.
- Post-construction inspections and resilience are priorities.



FINAL REFLECTIONS AND CALL TO ACTION

- Implementation is key – strategies must lead to actions.
- Proposal: ASEVI–SoRSA task force for Decade of Action.
- ‘Road safety is an ethical and political decision.’



