

Marrakech Declaration
Fourth Global Ministerial Conference on Road Safety: “Commit to Life”
Marrakech, 18-20 February 2025
-DRAFT-

We, Ministers and Heads of Delegations as well as representatives of international, regional and sub-regional governmental and nongovernmental organizations and the private sector gathered in Marrakech, Morocco, on 18, 19, and 20 February 2025 for the Fourth Global Ministerial Conference on Road Safety, under the High Patronage of His Majesty King Mohammed VI;

Welcome the adoption of General Assembly resolution 78/290, submitted by the Kingdom of Morocco on June 24, 2024, on improving global road safety;

Express our high appreciation to the Kingdom of Morocco for hosting the Fourth Global Ministerial Conference on Road Safety, and thanking Morocco warmly for the warm welcome and all the measures taken by the Moroccan authorities for the success of this global event, welcoming also Morocco's leadership in the process of preparing this conference;

Acknowledge the leadership of the Kingdom of Morocco in preparing and hosting this Fourth Global Ministerial Conference on Road Safety;

Commend the Government of the Russian Federation for hosting the First Global Ministerial Conference on Road Safety in 2009, which culminated in the Moscow Declaration, the Government of Brazil for hosting the Second Global High-level Conference on Road Safety in 2015, which culminated in the Brasilia Declaration; and the Government of Sweden for hosting the Third Global Ministerial Conference on Road Safety in 2020, which culminated in the Stockholm Declaration;

Emphasize that the Fourth Global Ministerial Conference on Road Safety is the first of its kind to be held in Africa, and recognizing that special attention must be paid to this continent which, according to the WHO Global Status Report on Road Safety 2023, is the region with the highest fatality rates, accounting for 20% of road traffic deaths, despite having only 2% of the world's registered vehicles;

Express deep concern that road safety in developing countries, particularly in Africa, remains seriously under-financed by public and private funds and that, despite the existence of a national road safety strategy in a majority of member states, most of these strategies are neither financed nor implemented;

Affirm that African countries need reinforced support to integrate road safety objectives into their development policies, in line with the priorities of the African Union's Agenda 2063;

Acknowledge the critical role that mobility and transport systems play in our societies and recognize the right of every individual to mobility options that are safe, accessible, and sustainable;

Recognizing the tremendous global burden that road traffic crashes continue to place on society in terms of both human suffering, with approximately 1.2 million preventable deaths and an estimated 50 million injuries each year, resulting in average economic costs to countries equivalent to 3 to 5 per cent of their gross domestic product, which makes road safety both an urgent public health and a development priority;

Reaffirm the importance of continued action through 2030 and beyond on all road safety-related targets of the 2030 Agenda, such as targets 3.6 and 11.2, and recognizing their importance in enabling the achievement of Sustainable Development Goals 3 and 11;

Acknowledging the fifth *Global Status Report on Road Safety*, released by the World Health Organization in December 2023, which provided an assessment of progress made by Member States during the Decade of Action for Road Safety 2011–2020;

Noting that, while globally there has been a reduction of 5 per cent in the number of deaths between 2010 and 2021, the overall target of a 50 per cent reduction of global deaths and injuries from road traffic crashes, as included in Sustainable Development Goal target 3.6, was not achieved by 2020; and recognizing that additional financing needed over a 10-year period to achieve this target ranges between \$200 billion to over \$700 billion;

Acknowledging that, despite the slow progress between 2010 and 2021, 35 Member States achieved reductions of 30 to 49 per cent in the number of deaths due to road traffic crashes and 10 Member States¹ reached the 50 per cent target reduction in road traffic deaths during that period;

Expressing deep concern that road safety remains severely underfunded through both public and private financing, and that, despite the existence of a national strategy for road safety in a majority of Member States, most of these are unfunded and are not implemented;

Taking into account the evolving nature of transport, and noting with concern the challenges brought about by these changes, including an increasing number of deaths among pedestrians, riders of powered two- and three-wheelers, electric bicycles and micromobility devices;

Taking into account also the needs of pedestrians and cyclists, and the importance of ensuring that people are at the center of transport systems;

Recognizing the impact of road traffic crashes on children and youth, and emphasizing the importance of taking into account their voice and those of road users who are in vulnerable situations, including older persons and persons with disabilities and minimise risks for gender based violence;

Taking into account further the emerging safety challenges and increased demands put on existing transport infrastructure by the growth of Internet-based transport services, including ride share companies and delivery service platforms;

Emphasizing also the need for multisectoral approaches and engagement of diverse actors, including civil society, academia, as well as businesses and industries, which can make important contributions to improving road safety globally by managing road safety throughout their value chain;

Acknowledging the importance of adequate, predictable, sustainable and timely international financing, in supporting and complementing the efforts of countries in mobilizing resources domestically, especially in low- and middle-income countries; and noting the provision of road safety financing by the Multilateral Development Banks and the role of the Global Road Safety Facility in catalysing this financing;

¹ Belarus, Brunei Darussalam, Denmark, Japan, Lithuania, Norway, Russian Federation, Trinidad and Tobago, United Arab Emirates and Venezuela (Bolivarian Republic of).

Encouraging support for the demands of financing in developing countries including by leveraging the United Nations Road Safety Fund, the Global Road Safety Facility and other dedicated mechanisms, as appropriate, for promoting safe road transport infrastructure and for supporting the implementation of measures required to meet the voluntary global performance targets;

Commending the World Health Organization for its leadership role in preventing road traffic injury and for its role in implementing the mandate conferred upon it by the General Assembly to act, in close cooperation with the United Nations regional commissions, as a coordinator on road safety issues within the United Nations system;

Noting that a very limited number of African countries have technical standards aligned with international standards for road infrastructure, which is a factor in the increase of fatalities in Africa compared with other countries in the rest of the world.

Commending the efforts of the Special Envoy of the Secretary-General for Road Safety, in mobilizing sustained high-level commitment to road safety by advocating adherence to and raising awareness of the United Nations legal instruments on road safety, sharing good practices, including through participation in global and regional conferences, and advocating for increased funds for global road safety;

Commending the United Nations regional commissions for their work in increasing road safety activities and advocating increased political commitment to road safety, and in working towards setting regional and national road traffic casualty reduction targets, in particular the work of the Economic Commission for Europe in elaborating global road safety-related legal instruments;

Commending the initiatives taken by a good number of countries around the world that have undertaken public policies with a high impact on road safety and that serve as models and good practices could illuminate the way for other countries around the world, confirming that road traffic crashes are not inevitable and confirming that it is possible to reduce the risk of death and injury;

Recalling the midterm milestone of the Decade of Action for Road Safety 2021–2030 in 2026 and the timeline to achieve the 2030 target of a 50 per cent reduction in deaths and injuries,

1. *Urge* Member States and relevant actors to accelerate and scale up efforts to implement the Global Plan for the Decade of Action for Road Safety 2021–2030, making road safety a political priority and ensuring its relevance as an enabler of the broader sustainable development agenda noting the opportunities and challenges presented by the current geopolitical context;
2. *Welcome the commitments made by Member States and call upon* Member States that have not already done so, to develop, finance, implement and report on National Commitments for Road Safety, including the establishment of national agencies for road safety, the elaboration of national strategies and targets, as well as the adoption of sustainable domestic financing models.
3. *Encourage* Member States to establish mechanisms for interministerial coordination, notably among the health, transport, industry, finance, education, infrastructure, interior and environment ministries, in order to address cross-cutting issues that have an impact on all the sectors involved in matters addressing road safety;

4. *Invite* Member States and relevant stakeholders to leverage the recently proclaimed United Nations Decade of Sustainable Transport that will begin in 2026 as an opportunity to embed road safety as an integral part of the agenda for sustainable transport, especially beyond the current Sustainable Development Goals deadline of 2030;
5. *Also encourage* Member States to take steps to ensure that essential safety features are built in at the stages of design, manufacture, usage, operation and maintenance of both motorized and non-motorized vehicles in line with international regulatory framework, equivalent standards and best practices in order to minimize adverse safety and environmental effects of vehicle operation on road users, including pedestrians, cyclists, motorcyclists and infrastructure.
6. *Encourage* Member states to ratify the United Nations Convention related to the safety and security of vehicles and adopt best practice in vehicle regulation and rating to improve levels of safety.
7. *Call upon* Member States to implement policies for multi-modal mobility and transport that build upon the principles of the safe system throughout the planning, design, construction and maintenance phases; set safe adequate speed limits supported by appropriate speed management and enforcement measures; enable multimodal transport and active mobility; establish, where possible, an optimal mix of motorized and non-motorized transport, with particular emphasis on public transport, walking and cycling, including bike-sharing services, safe pedestrian and cycling infrastructure and convenient, accessible crossings, especially in urban areas;
8. *Encourage* Member States and global actors to prioritise evidence-based interventions and investments where the greatest number of lives can be saved, particularly in low and middle-income countries, and ensure that the safe systems principles are adapted to the specific needs in those contexts where in particular there are rapidly rising rates of car and powered two- and three-wheeler motorisation;
9. *Encourage* Member States to allocate appropriate authority and resources to provincial and local authorities to ensure the implementation of road safety improvements, given that many policies relating to urban planning, land-use, and speed limits are determined at the local level;
10. *Invite* Member States that have not already done so to consider adopting comprehensive legislation on key risk factors, including the non-use of safety belts, child restraints and certified helmets, the distracted or impaired driving due to alcohol and other substances, and speeding, and to consider implementing appropriate, effective and evidence- and/or science-based legislation on other risk factors related to distracted or impaired driving;
11. *Encourage* Member States that have not yet done so to consider becoming contracting parties to the United Nations legal instruments on road safety and, beyond accession, applying, implementing and promoting their provisions or safety regulations;
12. *Encourage* businesses and industries to include specific attention to road safety in the systematic management of their work environment as required by occupational health and safety law as well as to monitor and report on the road safety impact of operations throughout their value

chain using the WHO/ITF Road Safety Assessment Framework for Corporate Action and Reporting;

13. *Encourage* business and industries to fulfil legal requirements, and ensure compliance with road rules as a minimum standard, public and private organizations should apply a safety management system such as ISO 45001 or ISO 39001 in order to internalize road safety responsibility across their entire value chain;
14. *Call upon* financial actors such as banks, investors, insurance companies, and auditors to explicitly mandate that entities actively address road safety across their value chains as a prerequisite for financial involvement at reasonable financing rates;
15. *Call upon* international bodies to develop guidelines and related instruments to access the sustainable finance market as well as impact financing for road safety as a means of mobilizing private capital and consider elevating the profile of financing for road safety in the run-up to the Fourth Financing For Development Conference in Seville, Spain in June 2025.
16. *Encourage* the promotion of capacity-building, knowledge-sharing, technical support and technology transfer programs and initiatives on mutually agreed terms in the area of road safety, especially in developing countries, which confront unique challenges and, where possible, the integration of such programs and initiatives into sustainable development assistance programmes through North-South, South-South and triangular cooperation formats, as well as public-private collaboration;
17. *Invite* relevant actors and United Nations entities to monitor and conduct research on the impact of evolving technologies, including artificial intelligence, on land transport and road safety in order to inform the development of guidelines and recommendations to address the opportunities and challenges presented by these issues;
18. *Call upon* industry actors to accelerate the deployment of vehicle and road infrastructure technologies that provide life-saving benefits and to ensure that the same safety performance is made available in all markets globally with reasonable costs;
19. *Call upon* Member States to strengthen the collection of data, define, and monitor key road safety performance indicators including evidence based targets for non-fatal injuries, as a means of generating real-time feedback to inform the implementation of the Global Plan for the Decade of Action for Road Safety 2021–2030;
20. *Encourage* national, provincial, and city governments and the United Nations organizations to use their influence as leaders and role models as well as their power as large employers and their authority as regulators and enforcers to advance road safety actions following the Safe System approach;
21. *Encourage* member states to support low-income countries, particularly in Africa, in integrating road safety into their policies, prioritizing actions, interventions and investments to improve road safety indicators, ensuring knowledge sharing, capacity building, data exchange, adaptation of road infrastructure design standards and post-crash interventions, as well as strengthening and improving safe and sustainable transport systems;

22. *Support* the organization of a regional mid-term meeting in Morocco, by the Ministry of Transport and Logistics, dedicated to Africa, to follow up on the recommendations of the Marrakech Declaration; Creation of an ad-hoc committee, chaired by the National Agency for Road Safety, to harmonize African national policies and practices in order to upgrade their road safety enhancement systems in the perspective of the SDG-2030;
23. *Invites* the World Health Organization, in coordination with the UN Road Safety Collaboration, to establish a mechanism to track implementation of the commitments made during the 4th Ministerial Conference on Road Safety and in the Marrakech Declaration, including periodic reports to the United Nations General Assembly; and
24. *Invite the United Nations General Assembly* to adopt a resolution to disseminate and promote the contents of the Marrakech Declaration in recognition of its crucial role in promoting global road safety, and in support of the implementation of the commitments set out in the Declaration.

We, Ministers and Heads of Delegations as well as representatives of international, regional and sub-regional governmental and nongovernmental organizations and the private sector gathered in Marrakech, reaffirm our collective commitment to ensuring that road safety becomes a universal priority, guided by the principles of equity, accessibility, and sustainability, and leaving no one behind. We recognize that while significant challenges remain, the solutions lie in stronger political will, increased investments, collaborative partnerships, and the active engagement of all stakeholders. By working together, we can reduce road traffic fatalities and injuries, particularly in the most vulnerable communities, and ultimately build a future where road safety is fully integrated into sustainable development efforts. As we look ahead to the milestones of the Decade of Action for Road Safety, we pledge to continue our efforts with renewed determination, accountability, and solidarity to achieve the vision of safe and accessible roads for all.