



#### ORGANIZERS:



#### GENERAL PARTNER:



## International Conference on Pedestrian and Cyclist Safety Kyiv, 20-21 June 2013

### KYIV DECLARATION

We, parliamentarians and government officials, academics, experts, heads of delegations, as well as representatives of international, regional and sub-regional governmental and non-governmental organizations, commercial and private sectors, universities and research institutions,

*recognizing* the leading role of the *International Road Safety Organisation (La Prévention Routière Internationale, PRI)* and the *NGO "Ukrainain Road Safety Association"* (co-organizer) in preparing and holding the International Conference on Pedestrian and Cyclist Safety,

*considering* the large scale of road traffic deaths in the world, and the fact that road traffic injuries are in the list of leading causes of death in the world, as well as the leading cause of death among the young people aged 15-29 years old,

*noting* that this serious problem is not only about health, but also has social, economic and as a result, political consequences, which, unless priority is given to, will negatively affect the sustainable development of countries and undermine the progress towards the achieving the UN Millennium Development Goals, which are provided in the "United Nations Millennium Development Goals" adopted on September 8, 2000 by the UN General Assembly (Resolution № A/RES/52/2),

*considering* that according to forecasts, unless urgent actions are taken, the road crashes will become the fifth leading cause of death by 2030,

*insisting* that it is vital to draw attention to the need of ensuring pedestrian and cyclist safety as the most vulnerable road users, initiate actions on implementing measures aimed at protecting pedestrians and cyclists, and contribute to the goal of the Decade of Action for Road Safety (2011-2020) – to save 5 million lives,

*being convinced* that the national policy, which takes into account the main risk factors in the field of road safety, is a critical element in achieving and maintaining a high level of road safety in the countries,

*supporting* the conclusions and recommendations of the "Global Status Report on Road Safety 2013", prepared by the World Health Organization, which shows that only a relatively small number of countries have comprehensive legislation on key road safety risk factors,

*supporting* the ultimate goal of the Second UN Global Road Safety Week to make a significant and long-term contribution to the creation of conditions for safe mobility of pedestrians throughout the world,

*supporting and following* i) the Resolution № 64/255 "Improving Global Road Safety", adopted on 2 March 2010 by the UN General Assembly during its 64th session, ii) Moscow Declaration adopted at the First Global Ministerial Conference on Road Safety: Time for Action, which was held in Moscow on 19-20 November 2009, iii) World Bank report "Confronting 'Death on Wheels': Making Roads Safe in Europe and Central Asia", iv) UN Global Plan for the Decade of Action for Road Safety 2011-2020, v) Resolution by the

UN General Assembly of 19<sup>th</sup> of April 2012, which recognizes the global public health and development burden resulting from road traffic crashes, vi) “Global Status Report on Road Safety 2013”, prepared by the World Health Organization, vii) the call for road safety to be included in the post 2015 Sustainable Development Goals (SDG’s) and seeking to develop the provisions set forth in them,

*recognizing* the success of some countries in setting and achieving ambitious goals in the field of road safety, as well as in fixing them at legislative level,

*reaffirming* the need to further strengthen the international cooperation and exchange of knowledge and expertise on the issue of road safety, taking into account the needs of low-and middle-income countries,

*having* the desire to achieve the best results in the field of road safety and paying special attention to creating an environment for the safe mobility of the most vulnerable road users in the framework of the UN Decade of Action for Road Safety 2011-2020,

*having* the intention of building work on the basis of the most important researches, and having a desire to achieve best results in the road safety field in the framework of the UN Decade of Action for Road Safety 2011-2020,

we hereby invite:

### **Legislators and Policy Makers:**

1. facilitate fixing at the legislative level the own national goals to reduce the number of road crash victims among the most vulnerable road users, which are to be achieved by the end of the UN Decade of Action for Road Safety, in accordance with the provisions of the UN legal instruments on road safety;
2. during the formation of the national legislation in the field of road safety to focus on taking timely and effective regulatory actions, avoiding their formal and declarative character. Provide an improvement of legislation in accordance with the international standards in the field of road safety;
3. include the issues of legislation to protect the rights of pedestrians and cyclists to the program of the International Parliamentary Congress on Road Safety, which is to be held in Kiev on November 2014.

### **Governments and Local Authorities::**

1. in the implementation of national policy, approval of long-term goals and strategies for the development of countries, to pay special attention to ensuring road safety as an essential element of the national security and improvement of the quality of life of citizens;
2. in the framework of the integration processes, to develop uniform criteria for assessing the level of road crash risk and techniques for integrated assessment of losses, in order to reduce the level of social and economic cost of road crashes;
3. allocate at least 10% of the road budget for special programs to improve the safety of the road infrastructure;
4. make coordinated efforts to improve safety of road infrastructure for the most vulnerable road users. The needs of these road users should be prioritized in policy making in the field of road safety, road design, land use planning, etc.;
5. establish appropriate level of funding, as well as contribute to the creation and/or further development of the trauma care systems for road victims in order to ensure emergency medical care for road traffic victims. Create and maintain a single emergency call number. Ensure the proper functioning of the system of pre-hospital emergency medical services. Initiate equipment of cyclists with first aid kits, and the formation of the automobile first-aid kits according to the EU standards;

6. facilitate improvement in the quality of reliable and complete data collection on road traffic accidents at the national, regional and global levels;

7. ensure including to the training and education programs, and training courses for young drivers the rules on the formation of mutual polite relationship between the categories of road users with different status: the drivers, on the one hand, and pedestrians, cyclists - on the other;

8. promote the establishment and functioning of the National Road Safety Partnerships in order to bring together state and local government, business, non-profit organizations and volunteers.

**International Organizations, including the UN, the WHO:**

1. develop effective mechanisms for cooperation on road safety issue in order to exchange experiences and best practices in this area;

2. enhance the work of national coordinators of the Decade of Action for Road Safety (2011-2020), promote the coordination of their activities and develop a National Coordinator Manual of the Decade of Action for Road Safety.

**Non-Governmental Non-Profit Organizations:**

1. encourage civil society to take part in social activity in the road safety field, influence the policies, action programs and use of resources;

2. protect the interests of vulnerable road users, develop programs of public road audit, establish organizations that will represent the interests, protect and support the road accident victims and their families, as well as to create funds to help the road accident victims.

**Private Enterprises:**

1. recommend the socially responsible business to implement programs, projects, actions and other activities within the Decade of Action for Road Safety (2011-2020), aimed at reducing deaths and injuries among pedestrians and cyclists;

2. use more actively the opportunities of insurance business, which has information on road accidents and the experience of their investigation. This information is a critical tool in solving the road safety issue;

3. recommend the insurance companies to strengthen preventive work to ensure safety of road users, develop a compulsory insurance of civil liability of vehicle owners to third parties using this opportunity to build a culture of behavior among road users;

4. strengthen preventive work to ensure the safety of road users, including forming a culture of behavior among road users, as a component of the mechanism of compulsory insurance of civil liability of vehicle owners to third parties;

5. recommend the vehicle manufacturers to pay special attention to the development and enforcement of the vehicle safety standards aimed at pedestrian safety.

**Mass Media:**

1. contribute to the wide media coverage of road safety issues and popularization of the most effective forms of road safety promotion;

2. provide professional development for journalists, and improve the quality of information materials to highlight road safety issues.

**Road Users:**

1. comply with traffic rules;
2. promote compliance with traffic rules among relatives and friends;
3. take an active part in programs, actions, training workshops and other events on improving road safety, as well as to involve relatives, friends and concerned citizens to participate in these events;

**For the implementation of this Declaration we also invite:**

1. support the provisions of the UN General Assembly Resolution № A/RES/60/5 (38th plenary session, October 26, 2005) and fix the third Sunday in November of every year as the World Day of Remembrance for Road Traffic Accidents at the state level in those countries where such day is still not celebrated on a regular annual basis and has no public recognition;

2. the International Investment Forum on Road Safety in Kiev to be held annually, in order to share experiences in implementation of the investment projects on road safety;

3. international community of donor and financial institutions to provide the additional funding in support of the road safety at the global, regional and state levels, particularly in the low-and middle-income countries;

4. governments, local government authorities and transport companies to complement their fleets mainly with vehicles equipped with the latest systems of active and passive safety, which feature prevent or significantly reduce the negative effects of road accidents for pedestrians and other vulnerable road users.

We ask the UN General Assembly to express support of and compliance with the provisions of this Declaration.

**Kyiv, Ukraine  
20-21 June 2013**