safety performance measures and scale up resources through the development of systematic country projects in low- and middle-income countries,

Commenting Member States that have acceded to the United Nations international legal instruments on road safety and that have adopted comprehensive legislation on major risk factors, including disregard for road signs and signals, the non-use of helmets, safety belts and child restraints, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the inappropriate use of cellular telephones, including texting, while driving,

Recognizing Member States and civil society for their continued commitment to road safety by observing the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year,

Recognizing also the efforts made by some countries to implement best practices, to set ambitious targets and to monitor road traffic fatalities and serious injuries,

Taking into account the importance of strengthening capacity and continuing international cooperation to further support efforts to improve road safety, particularly in developing countries, including least developed countries and middle-income countries, and providing, as appropriate, financial and technical support and knowledge to meet the goals of the Decade of Action,

Recognizing that a solution to the global road safety crisis can be achieved only through multisectoral collaboration, private and public funding mechanisms and partnerships involving the public and private sectors, as well as civil society, including national Red Cross and Red Crescent Societies, academia, professional associations, non-governmental organizations, victims’ organizations, youth organizations and the media,

1. Recognizes the importance of the efficient movement of people and goods and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, the resilience of cities, urban-rural linkages and the productivity of rural areas, and in this regard takes into account road safety as part of the effort to achieve sustainable development;

2. Commends Member States that have developed national plans that are in line with the Global Plan for the Decade of Action for Road Safety 2011–2020, and encourages Member States that have not yet developed such plans to do so, paying special attention to the needs of all road users, in particular pedestrians, cyclists and other vulnerable road users, as well as issues related to sustainable mobility;

3. Invites Member States that have not yet done so to nominate, as appropriate, national focal points for the Decade of Action for Road Safety to coordinate and facilitate national activities for the Decade;

4. Also invites Member States that have not yet done so to address road safety holistically, starting with the implementation or continuation of a road safety management system, including, as appropriate, interdepartmental cooperation, the development of national road safety plans in line with the Global Plan for the Decade of Action, improvement of the quality of road safety statistics and data disaggregated by sex and age, collected through the standardization of definitions and reporting practices, and investments in multisectoral road traffic crash surveillance and analysis;

5. Encourages Member States that have not yet done so to consider enacting comprehensive legislation on key risk factors for road traffic injuries, including disregard for road signs and signals, the non-use of helmets, safety belts and child restraints, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the inappropriate use of cellular telephones, including texting, while driving, in order to increase the proportion of countries with comprehensive legislation to 50 per cent by the end of the Decade of Action, and encourages Member States to strengthen their enforcement of existing road safety legislation on the risk factors;

6. Encourages the implementation of new car assessment programmes in all regions of the world in order to improve the availability of consumer information about the safety performance of motor vehicles;

7. Invites Member States to continue to improve, where appropriate, their road management systems and to introduce both road safety audits for new construction projects and road safety assessment programmes for the existing networks;

8. Also invites Member States to develop and implement comprehensive policies on post-crash care and to consider enacting legislation to legally protect bystanders who in good faith provide care to those injured in a crash;

9. Further invites Member States to raise awareness of serious road traffic injuries, in particular brain and spinal cord injuries, and to encourage investment in scientific research aimed at effectively treating such injuries;

10. Encourages Member States to continue to improve and strengthen pre-hospital, trauma and rehabilitation care through the adoption of a national emergency medical system telephone number, capacity-building and the provision of adequate and appropriate equipment;

11. Reaffirms the importance of addressing global road safety issues through international cooperation and by strengthening collaboration between Member States and civil society to build capacity and raise awareness in the field of road safety and to continue to raise awareness through the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year;

12. Also reaffirms the role and importance of the United Nations legal instruments on road safety, such as the 1949 Convention on Road Traffic, the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals and the 1958 and 1998 agreements of the World Forum for Harmonization of Vehicle Regulations, in facilitating road safety at the global, regional and national levels, and encourages Member States that have not yet done so to consider becoming contracting parties and, beyond accession, applying, implementing and promoting their provisions or safety regulations, as well as adhering to the Convention on the Rights of Persons with Disabilities;

13. Requests the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to continue the activities aimed at supporting the implementation of the objectives of the Decade of Action;

14. Also requests the World Health Organization and the United Nations regional commissions to facilitate the organization of activities during 2015 for the third United Nations Global Road Safety Week, with a focus on improving the safety of children in traffic;

15. Invites the World Health Organization to continue to monitor, through its global status reports, progress