

- *Infographics & Visual Guide* -

# **GLOBAL ROAD SAFETY ASSESSMENT FRAMEWORK FOR CORPORATE ACTION AND REPORTING**



# GLOBAL ROAD SAFETY ASSESSMENT FRAMEWORK FOR CORPORATE ACTION AND REPORTING

## PURPOSE:

A reporting structure initiated by the WHO and ITF, that encourages corporations to focus on road safety throughout their value chain. By prioritising road safety in occupational health and safety, procurement, products, and services, organisations can both improve operational performance and significantly reduce road safety risks in the community.



# A. The Challenges & The Opportunities

**1.19M**



Approximately 1.19 million people die each year as a result of road traffic crashes.

**400,000**



The private sector, accounting for over 50% of global economic activity, is linked to approximately 400,000 road traffic fatalities annually.

**38%**



Road traffic crashes are the leading cause of occupational deaths, with transportation incidents comprising 38% of workplace fatalities in the U.S.

**1/2**



The United Nations aims to halve the number of global deaths and injuries from road traffic crashes by 2030. All stakeholders need to act to achieve this target and corporations can make a significant contribution.

**50%**



Businesses can enhance road safety by prioritising occupational health, incorporating safety in procurement, and addressing the road safety impact of their products and services. Businesses should also target a 50% cut road deaths and serious injuries.

**92%**



Although low- and middle-income countries have only about 60% of the world's vehicles, they account for 92% of global road traffic fatalities. Supporting and incentivising action by businesses in these economies is critical.

**5-29 y/o**



Road traffic injuries are the leading cause of death for children and young adults aged 5-29 years.

**50% >**



More than half of all road traffic deaths are among vulnerable road users, including pedestrians, cyclists and motorcyclists.

**3%**



Road traffic crashes cost most countries 3% of their Gross Domestic Product.





## B. History and Background



1

### The Stockholm Declaration 2020

The Stockholm Declaration 2020 urges businesses and public organisations to adopt safe practices, report safety performance, and prioritise sustainable transport. It calls for a UN meeting to foster leadership and collaboration, aiming for a 50% reduction in road deaths by 2030 and Vision Zero by 2050.

### Resolution adopted by the UN General Assembly on 31 August 2020

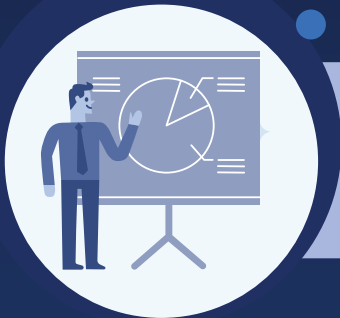
The UN General Assembly's Resolution endorses the Stockholm Declaration. It calls on businesses across all sectors to support road safety-related Sustainable Development Goals by implementing safe system principles throughout their value chains, in alignment with national laws.

2



### ITF Presidency Statement on a Road Safety Assessment Framework, 2024

The ITF Presidency's 2024 statement calls for a Road Safety Assessment Framework to standardise practices, integrate into CSR, and attract social finance. It aims to measure performance, adopt standards like ISO 39001, and guide investments. The framework will be discussed at the 2025 Ministerial Conference in Morocco.



3

### WHO / ITF Road Safety Assessment Framework for CAR

In 2024, the WHO and ITF initiated a Corporate Action Responsibility Road Safety Framework, co-created with stakeholders to suit all organisations. It will debut at the 2025 Marrakech Road Safety Conference and be proposed for adoption at the 2026 UN General Assembly.

4



## C. Key Attributes

The RSAF is designed to help achieve a 50% reduction in roadway injuries and fatalities attributable to the private sector.



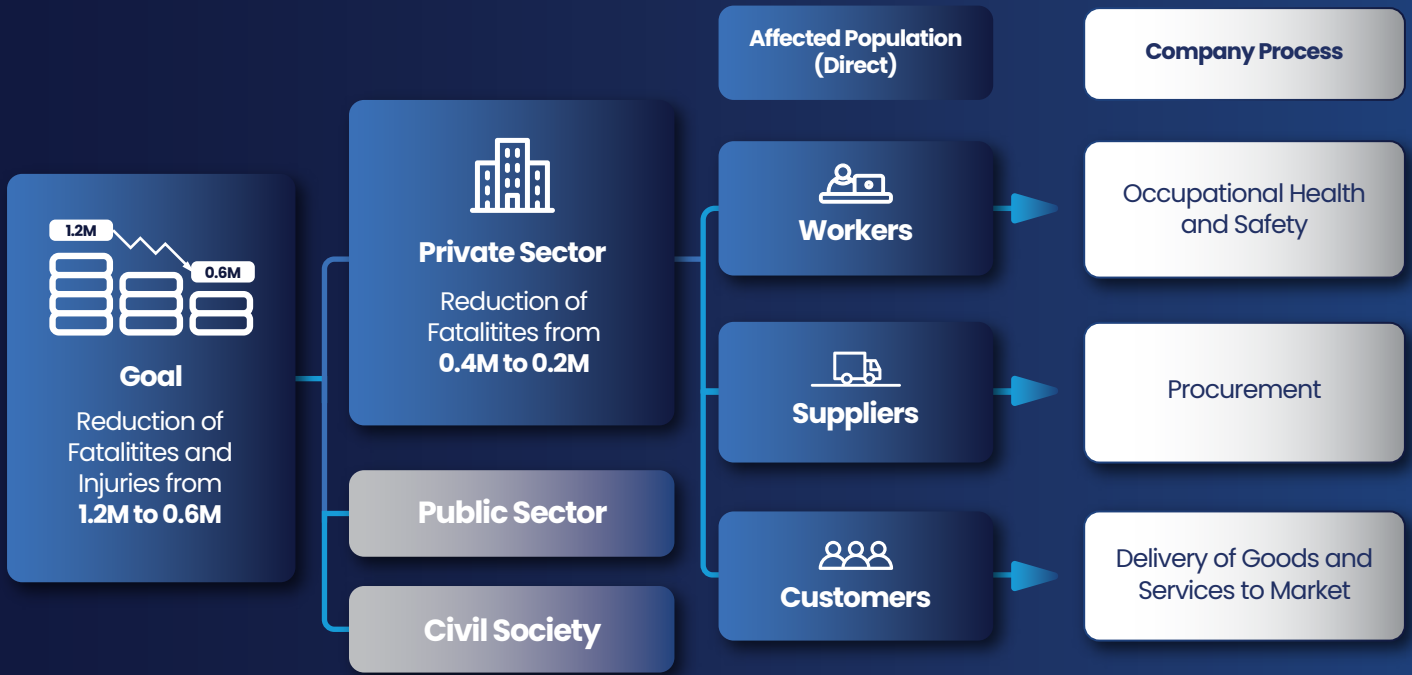
## D. Descriptions of Key Processes & Affected Populations



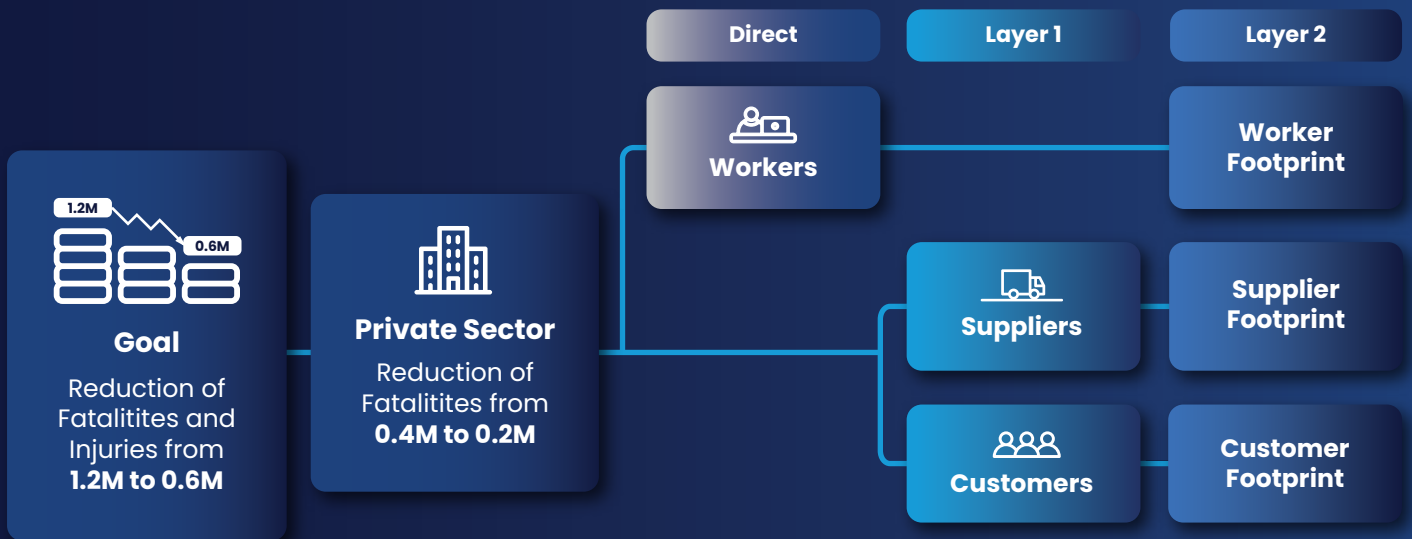
## E. A Pragmatic Approach



## F. Context



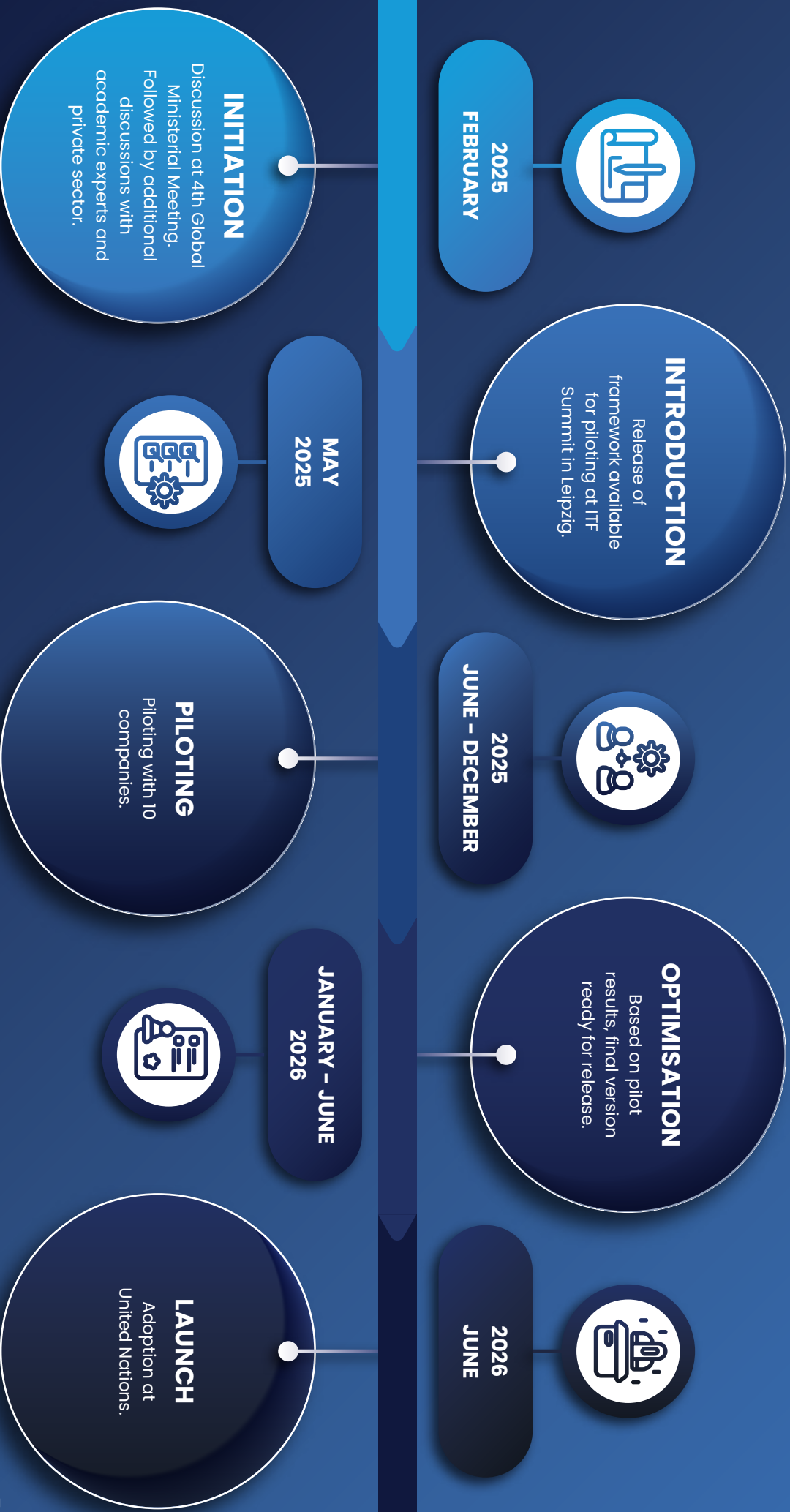
## G. Illustration of the Impact of Workers, Suppliers, and Customer Actions



## H. Concept Roll-Out

The initiative will commence in February 2025 with discussions at the 4th Global Ministerial Meeting, followed by further consultations with academic experts and representatives from the private sector. In May 2025, the framework will be formally introduced and made available for piloting at the ITF Summit in Leipzig. From June to December 2025, a piloting phase will be conducted with approximately ten

companies to assess and refine the framework's effectiveness. Insights gained during this phase will inform an optimisation process from January to June 2026, leading to the development of a finalised version. The initiative will launch in June 2026 with its official adoption at the United Nations.





## Concept Roll-Out (Continued)

**Following Steps Should be Followed During Piloting Phase**





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International Transport Forum  
& World Health Organisation  
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