SAVE LIVES AND SAVE THE PLANET:

SAFE ROADS TO A CLIMATE PROOF FUTURE

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Edited and supported by
YOURS Team

SDG #13
CLIMATE ACTION AND ROAD SAFETY

Initiated by:

YOURS YOUTH FOR ROAD SAFETY

GLOBAL YOUTH COALITION FOR ROAD SAFETY
#CLAIMINGOURSPACE

THE GLOBAL GOALS For Sustainable Development

MEET THE WRITER

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“As a climate change professional, public policy student and road safety advocate, I believe it is time to acknowledge the centrality of road safety and sustainable mobility within the climate agenda. Today’s young people are tomorrow’s future; unsafe roads and the climate crisis affect our lives the most. Climate change cannot be mitigated without investment and focus on safe, inclusive, sustainable transit systems. We need to be meaningfully engaged in the policy making and implementation phase to help address issues that concern us the most. This policy brief tries to illustrate the correlation between these two critical issues and how young people around the world are taking action to address them for a safe and healthy future. Along with increased investment and dedicated budgeting to foster youth participation, there is a need to also have youth check mechanisms where young people are consulted on sustainable mobility and climate action planning. IYouth will inherit the decisions that are made today, we must have a seat at the table”

CONTENTS

EXECUTIVE SUMMARY

With 1.8 billion people within the age group of 10-24 years, the world today is witnessing the largest youth population there ever was. 90% of this population is growing up in developing countries[1]. Young people have already lived through two major challenges felt worldwide- the financial crisis of 2007 to 2008 and the Covid-19 pandemic[2]. They are still not safe, and they do not have a guaranteed healthy future. **Critical and persistent challenges like road traffic injuries and climate change threaten to rob young people of their future. It is not possible to tackle these crises without urgently rethinking transportation.**

Increasing temperatures, unprecedented weather events and their catastrophic impact on food security, air quality, public health, and economic development are a glaring truth today. Major greenhouse gases (GHG) contributing to climate change are now higher than ever, and it only continues to rise[3]. Accounting for 37% of global carbon dioxide (CO2) emissions, transportation is one of the biggest contributors to climate change[4].

The Glasgow Climate Pact calls on all parties to reduce global carbon dioxide (CO2) emissions by 45% by 2030, compared to the 2010 levels[5]. **However, one of the biggest challenges is that greenhouse gas (GHG) emissions from transportation are rising rather than declining.**

While road traffic crashes are the number one killer of those aged 5-29 years[6], the different modes of transport are major contributors to climate change. Young people's current mobility system inherited from previous generations is unsafe, polluting and unsustainable. Hence, **youth-focused and youth-led interventions and policy decisions to deliver safer roads can go a long way in mitigating and adapting to climate change by promoting active, safe, and no-emission mobility.**

Youth movements like 'Fridays for Future' and 'Youth4Climate' swept across the world to generate awareness and create momentum among the global youth to demand meaningfuyouth participation in climate action decisions of their countries. The youth-led initiatives turned 'climate change' and 'sustainable living' into household words.

1 United Nations. (2022). Youth. United Nations Sustainable Development Goals. https://www.un.org/sustainabledevelopment/youth/

2 YOURS- Youth for Road Safety. (2022). Policymakers' Toolkit. https://static1.squarespace.com/static/5d417dafca99980001f34799/t/62f61d4175c8bb0c5ac57e52/1660296600534/YOURS+Policymakers%27+Toolkit+

3 World Meteorological Organisation. (2021, October 21). Greenhouse Gas Bulletin: Another Year Another Record. https://public.wmo.int/en/media/press-release/greenhouse-gas-bulletin-another-year-another-record

4 International Energy Agency. (2022). Transport: Improving the sustainability of passenger and freight transport. IEA. https://www.iea.org/articles/greenhouse-gas-emissions-from-energy-data-explorer

5 United Nations Framework Convention on Climate Change. (2021). Glasgow Climate Pact. https://unfccc.int/sites/default/files/resource/cma2021_L16_adv.pdf

6 World Health Organisation. (2022, June 20). Road traffic injuries. WHO Fact Sheets. https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries

Similarly, the Global Youth Coalition for Road Safety was initiated in 2020 as a platform to connect, invest in and let young people take the lead on regional and global road safety issues. As part of this initiative, young people have come together to generate awareness, take action and demand sustainable and safer mobility in their regions[2].

While it is accepted that safe, sustainable and low-carbon transportation is imperative to achieve these interrelated agendas[7], it is also important to shift the focus now on the pivotal role that young people play along the entire chain of policy delivery. **Globally, despite youth being one of the most vulnerable groups to road traffic injuries, they are left out during the formulation of transportation policies. Young people stand to lose their future and the ability to live a healthy, safe and prosperous life.** This policy brief illustrates how road safety is built into the climate agenda and needs to be prioritised to ensure that young people have a healthy future.

The infrastructural and behavioural transition from private transport towards public and non-motorised transit options is necessary. **This calls for sustained resource dedication, along with government investments to strengthen the public transport system, develop integrated multi-modal networks, and plan for climate resilient transport infrastructure, with youth as a primary agent of change.**

Investing in the reduction of road traffic crashes and planning for safer and sustainable transport infrastructure will intrinsically contribute to climate mitigation. It will reduce GHG emissions, make roads safer for the future generations and create a long term impact by shifting passenger preference from high energy consuming vehicles to green, clean and no-emission modes of transport. This can go a long way in reaching the net-zero targets, limit the rising temperature and mitigate further climate change impacts.

YOUNG PEOPLE ARE READY TO BE HEARD, MOBILISED AND ENGAGED IN REGIONAL AND NATIONAL CLIMATE ACTION AND ROAD SAFETY DECISIONS.

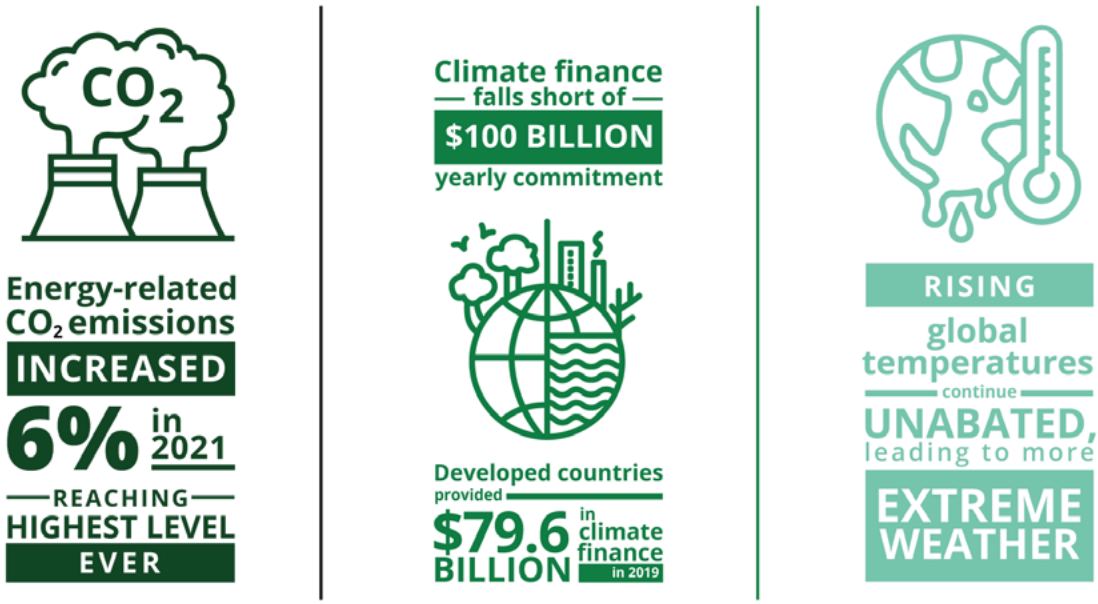
7 United Nations Statistical Division. (2022). Global indicator framework for the Sustainable Development Goals and targets of the 2030 Agenda for Sustainable Development (E/CN.3/2022/2). https://unstats.un.org/sdgs/indicators/Global%20Indicator%20Framework%20after%202022%20refinement_Eng.pdf

OVERVIEW

The climate crisis is no longer an anticipated future event. Changes predicted by climate scientists like increasing global temperatures, rising sea levels due to shrinking glaciers, erratic precipitation, and unprecedented weather events are common phenomena today. Some of these irreversible climate impacts is occurring at an accelerated rate compared to the scientific predictions[8].

The Intergovernmental Panel on Climate Change (IPCC) was established in 1988 to provide policy-relevant scientific knowledge, technical strategies and socio-economic impact related to climate change. Increasing international awareness led to the formation of United Nations Framework Convention on Climate Change (UNFCCC) in 1992[9]. The Paris Agreement, ratified by 196 countries in 2015, was a turning point when countries realised the seriousness of human-induced climate change and decided to act upon it[10]. It set the goal to limit global average temperature to below 2°C, preferably to 1.5°C in comparison to pre-industrial levels[11].

Figure 1: Where Are We Today?



Source: The Sustainable Development Goal Report, 2022

8 NASA. (2022, August 2). The Effects of Climate Change. Global Climate Change: Vital Signs of the Planet. https://climate.nasa.gov/effects

9 IPCC. (2010). Understanding Climate Change: 22 years of IPCC assessment. https://www.ipcc.ch/site/assets/uploads/2018/04/ipcc-brochure_understanding.pdf

10 United Nations Framework Convention on Climate Change. (2022). Process and Meetings: The Paris Agreement. United Nations Climate Change. https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement

11 United Nations. (2022). Net Zero Coalition. United Nations Climate Action; United Nations. https://www.un.org/en/climatechange/net-zero-coalition

Despite several global energy reduction commitments, major greenhouse gases like carbon dioxide, methane and nitrous oxide are up by 149%, 262% and 123%, respectively, compared to pre-industrial levels[12]. The climate emergency, threatening the future of young people, cannot be tackled without understanding its cause and effect relationship with the transport sector. **Transportation, one of the biggest contributors to climate change, accounts for 37% of global carbon dioxide (CO_2) emissions[13]**.

The climate crisis also has a reverse effect on the transport sector. Challenges of road transportation cannot be considered without looking at the impact that adverse weather caused by climate change is having on road safety. Excessive heat, changing precipitation patterns, flooding, hailstorms and other extreme weather events have a detrimental effects on road infrastructure and the overall safety of vulnerable road users[14].

Figure 2: Importance of climate change and the transport sector in determining the future of today's youth

Source: YOURS, 2022

The biggest victims of climate change, road traffic injuries, air pollution and damaged transport infrastructure are young people[15]. 2019's 1.2 billion youth of 15-24 years are projected to increase to 1.3 billion by 2030. By the target year for the accomplishment of the SDGs, young people will form 23% of the global population[16]. Current climate projections portray a grim picture of their future. Extreme weather events and inaction to prevent road traffic crashes are starting to adversely impact employment opportunities and regional economic development. These effects will only intensify with time. More and more young people are becoming aware of the uncertainty their future holds because of the global community's failure to address these interrelated and critical global issues[17].

12 Zhongming, Z., Linong, L., Xiaona, Y., Wangqiang, Z., & Wei, L. (2021). Greenhouse Gas Bulletin: AnotherYear Another Record. https://public.wmo.int/en/media/press-release/greenhouse-gas-bulletin-another-year-another-record

13 International Energy Agency. (2022). Transport: Improving the sustainability of passenger and freight transport. IEA. https://www.iea.org/articles/greenhouse-gas-emissions-from-energy-data-explorer

14 SWOV. (2012). The influence of weather on road safety. SWOV Fact sheet. Leidschendam. https://swov.nl/en/fact-sheet/influence-weather-road-safety

15 Kolleck, N., & Schuster, J. (2022). Youth participation in global policy networks on climate change. International Journal of Educational Research, 114. https://doi.org/10.1016/j.ijer.2022.102002

16 United Nations. (n.d.). Youth. United Nations- Peace, Dignity and Equality on a Healthy Planet; United Nations. Retrieved 24 August 2022, from https://www.un.org/en/global-issues/youth

17 United Nations. (2022). Youth in Action. United Nations Climate Action; United Nations. https://www.un.org/en/climatechange/youth-in-action

The Climate emergency's disproportionate impact on the global youth makes it a demographic and democratic right to have their demands heard and incorporated into regional and national decision-making processes. While youth capabilities are still being contemplated at several policy-making tables, they have shown their resilient leadership and innovative solutions to global challenges with local solutions[18].

The COP26 Transport Declaration, signed by governments, the private sector, donors and financial institutions, recognises that action on transport decarbonisation is critical to prevent climate change. It also emphasises that a whole systems transformation is required, including the provision of safe environments for active mobility[19]:

"We recognise that alongside the shift to zero-emission vehicles, a sustainable future for road transport will require wider system transformation, including support for active travel, public and shared transport[19]".

18 United Nations Development Programme. (2022, June 3). Placing meaningful youth engagement at the heart of environmental action. UNDP.
https://www.undp.org/blog/placing-meaningful-youth-engagement-heart-environmental-action

19 COP26 Team. (2021, November 10). COP26 Declaration on accelerating the transition to 100% zero emission cars and vans. UN Climate Change Conference (COP26) at the SEC – Glasgow 2021.
https://ukcop26.org/cop26-declaration-on-accelerating-the-transition-to-100-zero-emission-cars-and-vans/

SAFE SYSTEM APPROACH TO CLIMATE CHANGE ADAPTATION AND MITIGATION

The Safe System approach principles are rooted in the idea that human error is inevitable but road traffic crashes and injuries are not. Historically, road users are blamed for not adhering to safe travel practices and road regulations. This approach proposes shifting of the responsibility from road users to the transport system designers. Road design and sustainable road infrastructure needs to be the focus, instead of public awareness, training and road regulations[20].

A safe system is also a sustainable one. Promotion and increased use of public and active modes of transport will directly help mitigate climate change and improve air quality due to reduced carbon dioxide emissions. The safe system approach also addresses the needs of vulnerable road users like young people, children and women[20]. Its recommended speed limits to make roads safer, goes beyond road safety to also reduce fuel consumption, decreasing carbon dioxide emission and releasing pollutants from vehicles.

Children and youth worldwide have decided not to be victims of climate change. They are mobilising all resources available to them to hold their governments to account for their commitments to a sustainable world and healthy future[21]. Youth networks across countries like the Young African Leaders Initiative (YALI) in Nigeria are not only increasing awareness but also taking active local climate actions to ensure a sustainable future. In some countries, young people are taking it upon themselves to do the job of their governments[22]. The impact of these resilience-building initiatives is proof of the leadership and innovative solutions proposed by this new generation of problem solvers. **Tackling this conjecture between road safety and climate change needs to have young people at its heart, to help innovate and ideate local solutions and take national strategies to community levels.**

20 Welle, B., Sharpin, A. B., Adriazola-Steil, C., Job, S., Shotten, M., Bose, D., Bhatt, A., Alveano, S., Obelheiro, M., & Imamoglu, T. (2018). Sustainable & Safe: A Vision and Guidance for Zero Road Deaths. World Resources Institute. https://thedocs.worldbank.org/en/doc/912871516999678053-0190022018/original/ReportSafeSystemsfinal.pdf

21 Council of Europe. (2022). Children and youth leading the fight against climate change. World Forum for Democracy. https://www.coe.int/en/web/world-forum-democracy/12-months-1-question-june-2021

22 United Nations. (2020, December 31). Increasing Youth Participation in Climate Action. UN Chronicle. https://www.un.org/en/increasing-youth-participation-climate-action

KEY DATA

In 2021, the global mean temperature was already **1.1°C higher than pre-industrial levels**, and the transport sector contributes to 20% of the GHG emissions attributing to this climate change

In 2019, **294,515** young people between 15 and 29 years of age were **killed or injured in road crashes**

Low and middle-income countries own only 60% of the worlds vehicle but account for **93% of the global road traffic fatalities**

93% of the children under 15 years of age are breathing polluted air. Youth and children are most vulnerable to respiratory diseases and stunted organ development cause by air pollution

27% of global transport infrastructure is **exposed to climate hazards**

US $1.6 trillion to $3.8 trillion of climate finance is required each year from developed countries for the world to transition to a low-carbon future. It falls short every year and was only $79.6 billion in 2019, **forming only a fraction of the required climate investments**

KEY ARGUMENTS

ROAD TRAFFIC INJURY: A NEGLECTED PUBLIC HEALTH CRISIS IMPACTING YOUTH

Road transport is responsible for causing a public health crisis that disproportionately impacts young people, just like the climate emergency: road traffic injury. Road traffic deaths claim 1.3 million lives worldwide each year and are the leading cause of death for children and young adults. Vulnerable road users like pedestrians, cyclists and motorcyclists are the biggest victims of road crashes[23].

Figure 3: Road traffic crashes are the number 1 killer of young people

Source: AB Volvo, 201924

In 2019 alone, as many as 294,515 young people aged 15-29 years were killed or injured in road crashes[25]. The World Health Organisation (WHO) data states that of the 100,000 adolescents who lost their lives to road traffic crashes in 2019, several were vulnerable road users[26]. 93% of road traffic fatalities occur in low and middle-income countries. This is despite the fact that they own only an estimated 60% of the world's vehicles[23]. 7 million children and youth worldwide have suffered from road traffic injuries at some point in their life[27].

23 World Health Organisation. (2020). Global health estimates 2019: deaths by cause, age, sex, by country and by region, 2000–2019. Geneva: World Health Organisation. https://www.who.int/data/gho/data/themes/mortality-and-global-health-estimates/

24 Högfeldt, L. T. (2019). The number one cause of death in children and young adults is road traffic injury. Volvo Trucks. https://www.volvotrucks.com/en-en/news-stories/magazine-online/2019/nov/the-figure-road-traffic-injury.html

25 Institute for Health Metrics and Evaluation. (2019). Global Burden of Disease Study. Institute for Health Metrics and Evaluation. https://vizhub.healthdata.org/gbd-results

26 World Health Organisation. (2021, January 18). Adolescent and young adult health. World Health Organisation Fact Sheets. https://www.who.int/news-room/fact-sheets/detail/adolescents-health-risks-and-solutions

27 Clarke, R. (2020). Lost futures: The global burden of injuries on children. Background paper ahead of 3rd Road Safety Ministerial. FIA Foundation. https://www.childhealthinitiative.org/media/790953/chi-the-burden-of-injuries.pdf

Figure 4: Road traffic fatalities and vulnerable road users

Source: United Nations, 2021

Study predicts that effective road safety interventions, if urgently implemented, can prevent 11.7 million road injuries among children and youth from 10-24 years of age, during 2022-2050 alone. It can also save 1.9 million young lives. Zoleka Mandela, the Child Health Initiative Ambassador, urges policymakers to act on road traffic injuries using proven road safety strategies[28].

Road traffic crashes have a long-lasting impact on victims as well as society. Treatment costs and absence from school or places of employment by a significant population have a large effect on the country's economy[26]. Thus, it is important to look at the impact of this neglected public health crisis from a socio-economic and environmental perspective as well[29].

Poorly planned car-centric cities are robbing young people of their health and well-being and destroying the environment. The needs and futures of young people are not currently being prioritised as they should be. Enforcing speed limits will not only help save young lives but also reduce vehicular fuel consumption and GHG emissions. Passionate young people and youth-led organisations worldwide have come together to form the Global Youth Coalition for Road Safety. They are taking concrete steps to advocate for and implement local projects using global solutions to ensure safe and sustainable mobility[30].

Global and regional governance systems should inform the youth of recent developments in climate science in conjunction with urban planning and transport strategies. It will help them contribute towards policy formulation and advocacy for safe mobility as well as decarbonisation of the transport sector. Young people not only bring the lived experience of different regions but they are also equipped with the knowledge and needs of diverse socio-economic backgrounds and sections of society (including the needs and perspective of vulnerable groups like- women, children, elderly population, etc.). There is an urgent need to tap into this potential through effective measures that help youth voices to be heard and considered.

28 FIA Foundation. (2022, June 20). Millions of young lives lost without global road safety investment, warns new FIA Foundation study. FIA Foundation News. https://www.fiafoundation.org/news/millions-of-young-lives-lost-without-global-road-safety-investment-warns-new-fia-foundation-study

29 Islam, Md. M., Alharthi, M., & Alam, Md. M. (2019). The Impacts of Climate Change on Road Traffic Accidents in Saudi Arabia. Climate, 7(9), 103. MDPI AG. Retrieved from http://dx.doi.org/10.3390/cli7090103

30 YOURS- Youth for Road Safety. (2021). About the Coalition. Global Youth Coalition for Road Safety. https://claimingourspace.org/youthcoalition

ROAD SAFETY IS A CENTRAL PIECE TO CLIMATE AGENDA, AND SUSTAINABLE DEVELOPMENT GOALS

Safe, sustainable, inclusive and low-carbon transport options are closely linked to the sustainable development goals 7, 11 and 13. Road traffic fatalities and the devastating environmental consequences of climate change pose alarming threats to the health and safety of youth worldwide. The lack of investment and political will for road safety is a direct threat to the accomplishment of the climate change agenda.

SDG 7: Ensure access to affordable, reliable, sustainable and modern energy for all

Transport sector's future predictions show a steep upward trajectory, which can pose a significant barrier to global and regional efforts to reduce GHG emissions. At a time when global emissions are required to go down, transport sector emissions are on an exponential rise due to the increased volume of travel[6].

The lack of sustainable and fuel-efficient transport options is directly correlated to changing climatic conditions, socio-economic setbacks and challenges faced by the global youth. Children and young people in low and middle-income countries are the major victims of poor air quality, road safety concerns and detrimental impacts of extreme climate events.

Exposure to GHGs like carbon dioxide and nitrous oxide emitted by different modes of transport during childhood years often leads to stunted lungs and irreversible organ damage and respiratory issues among young people, which worsen with age[31]. A recent study shows a clear linkage between ground-level ozone pollution caused by vehicles and tendencies of depression among adolescents[32]. Therefore, transport decarbonisation and an increased focus on innovative vehicle technology, energy efficiency, active transport and smart transit systems are imperative.

By 2030, 70% of the world population is expected to reside in urban areas. This will increase the demand for mobility beyond existing capacities. Therefore investment in public transportation

31 Royal College of Paediatrics and Child Health. (2020, November 26). How does air pollution affect children and young people? RCPCH Insight. https://medium.com/rcpch-insight/how-does-air-pollution-affect-children-and-young-people-f2a7d1e01b3

32 Manczak, E. (2022, March 14). Air pollution linked to depressive symptoms in adolescents. American Psychological Association. https://www.apa.org/news/press/releases/2022/03/air-pollution-adolescents

needs to be promoted, including reduced journeys made by cars. Buses, trams and mass transit systems can energy-efficiently and safely carry more people compared to private vehicles[33].

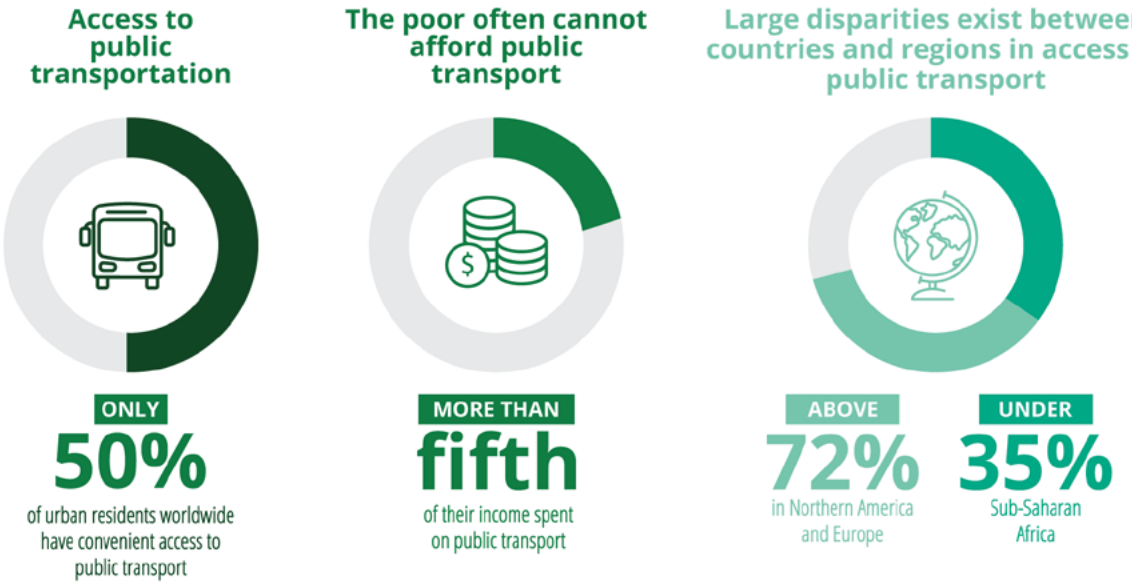
The transport sector's transition to clean and green energy will directly reduce harmful GHG emissions and particulate matters, improving local health problems among young people and mitigating the global climate crisis. It requires a complete paradigm shift in our approach and understanding of mobility and youth participation.

Target 11.2:

By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

It was evident to the architects of the 2030 Agenda that transportation plays a critical role in determining quality of life and societal well-being. It fuels lives and livelihoods. Different modes of transport are availed by children, youth, and adults of all ages to travel to school, places of employment, goods and service markets and take part in social events[34]. It is clear that sustainable cities and communities cannot be imagined without inclusive and smart transit systems which are accessible to all sections of society and are also safe and climate-friendly.

Figure 5: How accessible is public transport?



Source: United Nations, 2021[35]

33 World Health Organisation. (2021). Global Plan for the Decade of Action for Road Safety 2021-2030 (p. 36). https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/global-plan-for-road-safety.pdf?sfvrsn=65cf-34c8_35&download=true

34 SLoCaT. (2019). Sustainable Transport: A Critical Driver to Achieve the Sustainable Development Goals. https://sdghelpdesk.unescap.org/sites/default/files/2019-11/transport_and_vnrs_2014-2019_final_version.pdf

35 United Nations. (2021). Sustainable transport, sustainable development. Interagency report for second Global Sustainable Transport Conference. https://sdgs.un.org/sites/default/files/2021-10/Transportation%20Report%202021_FullReport_Digital.pdf

The economically disadvantaged people, women, children, youth, people with disability and residents of informal settlements are the ones who face maximum difficulty in accessing affordable and compatible mobility[35]. Even today, adequate transport infrastructure for these vulnerable yet mostly in need populations is missing across countries.

More than 50% of the global urban population does not have easy access to public transport systems[36]. This picture is grimmer in Western Asia, Northern Africa and sub-Saharan Africa, where only 33% of urban residents have easy access to transport systems. While informal transport networks of auto-rickshaws and motorcycle taxis cater to the vulnerable sections better in these regions, they also contribute to air pollution and congestion[37].

Figure 6: Access to public transport in sub-saharan Africa

Source: The Sustainable Development Goal Report, 2022

The unacknowledged pandemic of road traffic injuries disproportionately impact low and middle-income countries. It is predicted to be the seventh leading cause of death by 2030. The majority of victims of road traffic crashes are people of working age (15-64 years), causing massive loss to a nation's Gross Domestic Product (GDP). It robs young people and families of a healthy and economically stable future through loss of job, education or physical injuries and disabilities[38].

Globally, women face a 47% higher risk of being seriously injured as pedestrians and vehicle passengers than men. Additionally, vehicle safety technology has historically been tested on the typical male body, ignoring the specific needs of women, therefore putting women[39] at a greater risk. This highlights how improvements in road safety are often designed to prioritise men's needs. Men and women should be able to use transport knowing that they are equally protected in the event of a crash.

36 UN-Habitat. (2021). SDG 11.2 Data Set: https://data.unhabitat.org/datasets/11-2-1-percentage-access-to-public-transport/explore

37 United Nations. (2019). Report of the Secretary-General on SDG Progress 2019 Special Edition. New York. https://sustainabledevelopment.un.org/content/documents/24978Report_of_the_SG_on_SDG_Progress_2019.pdf.

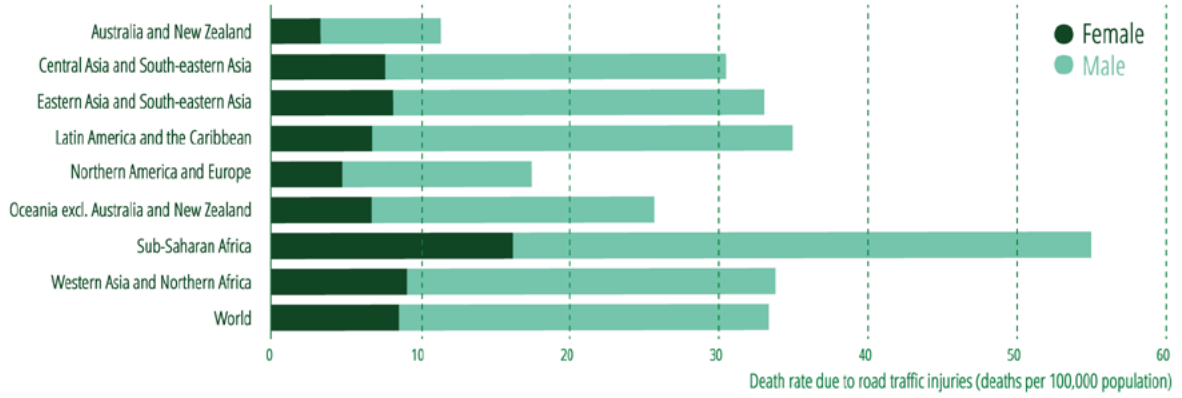
38 Peralta-Santos, A., Gimbel, S., Sorensen, R., Covele, A., Kawakatsu, Y., Wagenaar, B. H., ... & with input from the INCOMAS Study Team. (2022). The neglected epidemic—Risk factors associated with road traffic injuries in Mozambique: Results of the 2016 INCOMAS study. PLOS Global Public Health, 2(2), e0000163.

39 Carvajal, K. G., & Burlacu, A. F. (2021, March 3). Who is safer on the road, men or women? World Bank Blogs. https://blogs.worldbank.org/transport/who-safer-road-men-or-women

Furthermore, approximately 22.4% of youth between 15 and 24 years are not in education, training or employment globally[40]. Evidence suggests that for many young people, road traffic injury and fatalities are linked to the journey to and from school. A 2017 study of crashes involving children and adolescents in Mexico City revealed that up to 74% of crashes occurred less than 200 metres from schools[41]. When children are not walking to school, they are often still using modes of transport that puts them at risk. Road safety, education and poverty are undoubtedly interlinked, causing a vicious cycle that prevents the achievement of multiple SDGs[42].

Over 50% of global deaths are vulnerable road users such as cyclists, pedestrians or motorcyclists[6]. This is largely due to a lack of safe infrastructure, which makes it impossible for vulnerable road users to travel safely.

Figure 7: Road traffic mortality by region, 2019



Source: World Health Organisation, 2021[43]

The first step towards safer commutes for young people starts with a shift to multimodal transport and appropriate land use planning. While the former ensures a mix of motorised and non-motorised forms of transport accessible to all, the latter can facilitate increaseduse of healthy and clean transit options[33].

There is a need to address the environmental impact of today's automobile dependency. Urban planning and development focused on a complete street design approach, which provides safe, accessible and sustainable transport for all road users, is one of the effective solutions proposed and being implemented by urban planners and engineers. It is a human-centric approach which prioritises vulnerable road users, develops dedicated pathways for active modes of transport and manages transit demand through street planning to reduce GHG emissions and prevent road traffic injuries[44].

40 International Labour Organisation. (2019). Young People Not In Employment, Education Or Training (Technical Brief No. 3). ILO. https://sustainabledevelopment.un.org/content/documents/26634NEET_Sida_brief.pdf

41 Universidad Nacional Autónoma de México. (2017). Unidad de Geotecnología en Infraestructura y Sustentabilidad. Cuantificación de atropellamientos en zonas de escuelas de nivel preescolar y primaria, Ciudad de México. 2017

42 Gruner, T., & Ayub, A. (2022). Save Lives and Deliver Education for all: Our Action Agenda for Safe Journeys to School. YOURS- Youth for Road Safety. https://static1.squarespace.com/static/5d417dafca99980001f34799/t/62664aae7b211a35fea48f9e/1650871003827/Policy+Brief+on+Quality+Education+and+Road+Safety.pdf

43 WHO. Estimated number of road traffic deaths. Available on the Global Health Observatory website: https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-number-of-road-traffic-deaths

44 Mirzahossein, H., Rassafi, A.A., Jamali, Z., Guzik, R., Severino, A., Arena, F. (2022). Active Transport Network Design Based on Transit-Oriented Development and Complete Street Approach: Finding the Potential in Qazvin. Infrastructures 2022, 7, 23. https:// doi.org/10.3390/ infrastructures7020023

Target 13.1:

Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries

Relying on the current global commitments to reduce GHG emissions and accelerate the energy transition, the Emissions Gap Report 2020 foresees a world which is 3.2°C warmer in 2100[45]. While the transport sector is a significant contributor to global emissions and climate change, it is also vulnerable to climate-induced disasters and extreme weather events. Unprecedented weather has a detrimental effect on road infrastructure and the overall safety of road users[14].

As future citizens, if the current climate agenda and SDG commitments fail to mainstream climate resilience and lay the foundations for an adaptive and sustainable transit system, it is the young people who will suffer the most. As highlighted at international forums and summits, it is now time for country commitments to be translated into reality through accelerated action.

Coastal erosion, floods, and road inundation restricts the use of transportation and deteriorates critical infrastructure like-road pavements, bridges, railway tracks, etc. A 2019 risk assessment shows that around 27% of global transport infrastructure is exposed to climate hazards. It not only creates inconvenience for commuters and interrupts goods and service supply chains but also limits access to essential goods, places of employment, schools and healthcare facilities[35]. Another study emphasised that this loss can increase to 12-20% of global GDP in the absence of climate adaptive and resilient transport strategies[46].

It is therefore important, now more than ever, to ensure that mobility and transit systems in the post-pandemic period are built back better to be climate resilient[35]. It is yet another reason for transport planning to adopt the safe system approach and ensure safe and climate-adaptive mobility for young people worldwide.

45 United Nations Environment Programme. (2020). Emissions Gap Report 2020. Nairobi https://www.unep.org/emissions-gap-report-2020

46 Kirezci, E., Young, I. R., Ranasinghe, R., Muis, S., Nicholls, R. J., Lincke, D., & Hinkel, J. (2020). Projections of global-scale extreme sea levels and resulting episodic coastal flooding over the 21st Century. Scientific reports, 10(1), 1-12. https://www.nature.com/articles/s41598-020-67736-6

Target 13.2:

Integrate climate change measures into national policies, strategies and planning

COP26 emphasised the need for all participating countries to urgently integrate climate resilience into their national and regional policies and plans. Despite the Nationally Determined Contributions (NDCs) and ambitious global goals, evidence shows that these commitments are falling short of action. Hence, the Glasgow Climate Pact called on the international community and all government bodies to introduce stronger climate mitigation and adaptation plans, along with pragmatic strategies for achieving SDGs[47].

More and more young people are getting involved in climate action advocacy at regional, national and international levels. This has not only helped gain momentum for climate adaptation and mitigation interventions but also put added pressure on the government and all energy-intensive sectors to adopt resilient climate technologies, processes and plans[48].

Youth leaders of the Global Youth Coalition for Road Safety are playing a crucial role in advocating for climate mitigation by promoting sustainable, safe and energy-efficient modes of transport within national and regional plans, policies and government decisions. Additionally, the International Student Environmental Coalition and Plant for the Planet project initiated in Nigeria brought together climate action advocates from across countries to push for meaningful youth engagement in climate action decisions of their respective government[49].

It is time for these global collaborations and commitments to tackle the climate crisis through sustainable, safe and inclusive transport systems to trickle into government policies and developmental plans, particularly in emerging and developing economies. Government policies should be designed to help regional communities understand the social cost of GHG emissions before urging for behaviour change[50].

Creating streets that support walking and cycling requires a system transformation, which the Safe System approach to road safety can deliver. This approach accepts that human error is a fact of life and that mobility should not cost us life or health[51]. It also doesn't need to cost the earth. Climate-resilient infrastructure designs, safe vehicles, safe speeds and post-crash care can make it possible to save young lives and accelerate decarbonisation.

Figure 8: Picture from #ClaimingOurSpace Campaign by the Global Youth Coalition for Road Safety leader

Source: YOURS, 2022

47 United Nations. (n.d.). COP26: Together for our planet. United Nations: Climate Action; United Nations. Retrieved 3 August 2022, from https://www.un.org/en/climatechange/cop26

48 Climate Action Network. (2021, December 23). Role of youth in climate action advocacy. https://caneecca.org/eng/role-of-youth-in-climate-action-advocacy/

49 Berggruen Institute. (2022). Youth-led climate action: Strategic recommendations for the Civilian Climate Corps (p. 7). https://www.berggruen.org/docs/Youth-Led_Climate_Action_Recommendations%20for_CCC_FINAL.pdf

50 International Transport Forum. (2022). The 2022 ITF Annual Consultation With International Organisations. https://2022.itf-oecd.org/sites/2022.itf-oecd.org/files/2022_ITF_Consultation_International_Organisations_Summary.pdf

51 Brake. (n.d.). The Safe System and road safety. Brake. Retrieved 12 August 2022, from https://www.brake.org.uk/get-involved/take-action/mybrake/knowledge-centre/safe-system

Target 13.3:

Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning

Most national governments understand the urgency of tackling the climate crisis, but there is a mismatch of local policy priorities in some countries. Their perception of climate change and its imminent risk is not always aligned with scientific evidence or even other regional policies within the same country. Sometimes it serves local politicians better to work on more 'visible' concerns like economic growth and social development for obvious reasons[52].

There is a disconnect between global commitments and policy consensus among regions due to complex political, economic and institutional interplay. For climate action to be successful, it is important that young people are meaningfully engaged and inter-generational dialogues are held by decision-makers to design transport policies.

International youth-led networks and organisations like AEGEE and Generation Climate Europe advocate for accelerated action on the climate goals. They empower and invest in capacity development of young people to engage with regional decision-makers to push for safe, sustainable and clean transport[53]. The YOURS Academy provides young people with evidence-based information and resources, to build on their skill-sets and motivate them to be road safety advocates in their region[54].

Figure 9: Picture from Youth-led consultation at the 2nd World Youth Assembly for Road Safety

Source: YOURS, 2020

52 Dolšak, N., Prakash, A. (2018). The Politics of Climate Change Adaptation. Annual Review of Environment and Resources, 43(1), annurev-environ-102017-025739–. doi:10.1146/annurev-environ-102017-025739 https://www.annualreviews.org/doi/10.1146/annurev-environ-102017-025739#abstractSection

53 Bárta, O., & Ples, M. (2021). Sustainability in learning mobility: An exploratory study. European Union- Council of Europe Youth Partnership, 26. https://pjp-eu.coe.int/documents/42128013/47261800/Sustainability+in+Learning+Mobility_Exploratory+Study+by+B%C3%A1rta+Ples.pdf/fef158f2-5309-5156-f571-da65253095e1

54 YOURS- Youth for Road Safety. (2021). YOURS Academy. Global Youth Coalition for Road Safety. https://claimingourspace.org/yours-academy

Recognising road safety as a priority within the climate change agenda can help reduce the impacts of transport on the environment and address the adverse effects of climate change whilst unlocking multiple health benefits. Global youth have been successful at identifying this link and are driving awareness campaigns and conducting capacity building training in their respective communities to address the triple planetary crisis through safe and sustainable mobility.

"Young people's unprecedented mobilisation around the world shows the massive power they possess to hold decision-makers accountable"
- United Nations[55].

Target 13b:

Promote mechanisms for raising capacity for effective climate change-related planning and management in the least developed countries and small island developing States, including focusing on women, youth and local and marginalised communities

The journey toward the SDGs is not the same for all countries due to their varying levels of vulnerability and exposure to external stresses. Ensuring inclusive growth and sustainable changes towards net-zero emission in the least developed countries (LDCs), land-locked developing countries (LLDCs), and small island developing countries (SIDs) is the biggest challenge faced by the 'leave no one behind' commitment of the 2030 Agenda. Sustainable and transformative development of the transport sector is one of the key issues that these countries often struggle with[33].

Public transport trips are expected to increase by 50% by 2030, particularly in developing economies. However, these countries struggle to meet even the current public transport demand due to financial challenges. This study predicts that although the percentage of people walking and cycling will increase, the share of private motorised transport will also increase by almost 80%. If no action is taken now and the current mobility trend continues, access to safe, affordable and sustainable transport will be a far-fetched dream for the vulnerable population as well as for several economies around the world[56].

Furthermore, it is the fundamental right of women, young people and marginalised communities to be consulted and meaningfully engaged on these serious issues impacting their lives. As major victims of unsafe and environmentally detrimental transport systems, investment needs to be made to improve their capacity for increased involvement in these solutions.

55 United Nations. (n.d.). Youth in Action. United Nations Climate Action; United Nations. Retrieved 30 August 2022, from https://www.un.org/en/climatechange/youth-in-action

56 International Association of Public Transport & United Cities and Local Governments. (2019). Mobility and the SDGs: A safe, affordable, accessible, and sustainable transport system for all. https://cms.uitp.org/wp/wp-content/uploads/2021/04/190520-UITP-UCLG_on_Mobility_and_SDGs.pdf

SUCCESS OF NET-ZERO GOALS IS NOT POSSIBLE WITHOUT REDUCTION IN TRANSPORT EMISSIONS

Global climate negotiations urges for increased focus on the development of low or no-emission, safe and sustainable transport options designed to cater to the needs of young people. The New Urban Agenda, adopted at the Habitat III Conference, highlights the need for sustainable mobility and environment-friendly transport technologies. It stresses on the promotion of safe public transport infrastructure and no-emission transit options like cycling and walking over privatised fuel-intensive transportation[57]. These initiatives are also central to the road safety paradigms of Vision Zero and Safe System approach[58].

Reducing global and regional GHG emissions to a net zero is one of the most difficult yet much-required targets set by the international community. The transport sector is the second largest contributor to climate change due to its heavy dependence on fossil fuels. Its sectoral emission has more than doubled since 1970. According to IPCC reports, aggressive policies to reduce transport emissions is neccesary for the net-zero race[59]. Hence, the success of the 2030 Agenda for Sustainable Development and the Global Climate Action Agenda is not possible without active, safe and sustainable transport[60].

Emissions from vehicles are also a significant contributor to the public health crisis caused by air pollution[61]. The resulting outdoor air pollution leads to acute respiratory diseases, stroke, heart disease and lung cancer[62]. While poor air quality is a public health challenge and impacts all alike, it is particularly damaging for young people and children.

Every human being, particularly the future generation, has the right to breathe clean air. Reduction of GHG emissions from the transport sector is an absolute necessity if international efforts to tackle climate emergency are to succeed. Walking and cycling are not only low-carbon transport options but also promote healthy living[35].

57 United Nations. (2017). New Urban Agenda. Habitat III. https://habitat3.org/documents-and-archive/new-urban-agenda/languages/

58 Swedish Traffic Safety Council for Active and Sustainable Mobility. (2022). Vision Zero and the 'Safe Systems Approach'. Moving Beyond Zero. https://movingbeyondzero.com/the-safe-systems-approach/

59 Foster, V., Dim, J. U., Vollmer, S., & Zhang, F. (2021). Understanding Drivers of Decoupling of Global Transport CO2 Emissions from Economic Growth: Evidence from 145 Countries. The World Bank. https://doi.org/10.1596/1813-9450-9809

60 United Nations Framework Convention on Climate Change. (2022). Action on Climate and SDGs. United Nations Climate Change. https://unfccc.int/topics/action-on-climate-and-sdgs/action-on-climate-and-sdgs

61 Murray, C. J., Aravkin, A. Y., Zheng, P., Abbafati, C., Abbas, K. M., Abbasi-Kangevari, M., ... & Borzouei, S. (2020). Global burden of 87 risk factors in 204 countries and territories, 1990–2019: a systematic analysis for the Global Burden of Disease Study 2019. The Lancet, 396(10258), 1223-1249.

62 World Health Organisation. (2021, September 22). Ambient (outdoor) air pollution. World Health Organisation. https://www.who.int/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health

SOLUTIONS THAT ALREADY EXIST

Travelling from point A to point B should be safe and by sustainable modes which have minimal to zero GHG emissions. The promotion of zero-emission transport is neither possible overnight nor is it sustainable if imposed forcefully, without making infrastructural and behavioural shifts. **New strategies, policies and investments are required to accelerate action** on the achievement of commitments to make roads safer, climate resilient and accessible to all.

Transport demand and consumer behaviour are big driving forces when it comes to the mode of transport people opt for moving. Existing solutions suggest adopting **strategies to incentivise active transit options, avoiding high-emission travel options** and **shifting to climate-resilient/sustainable transit designs** to be at the heart of this paradigm shift[63].

Fiscal tools like carbon tax and parking policies are important to manage transport demand. High and medium-income countries with high private car share, transport demand management policies and regulations emphasise the need to shift to active and low-carbon public alternatives. In low-income counties, where the share of non-motorised transport networks is already widespread, the focus is on preventing car dependency or high-carbon mobility. Strict parking policies and road pricing like- pollution tax, congestion fee during peak hours, tolls and additional charges for high occupancy lanes move road users towards public or active transport options over time[64].

The complete paradigm shift requires **decarbonising all forms of transport while also developing infrastructure to ensure safety and accessibility for those using these sustainable modes**. Separate lanes should be developed for pedestrians and cyclists to avail active modes of transport with ease. This is to be complemented by e-buses for public transport, particularly those powered by hydrogen cells or green fuels. All old and new non-zero emission or energy-intensive public and private vehicles for passengers and freight need to be phased out over a stimulated time. Investments are required from the decision-makers side to conduct large-scale awareness generation campaigns to influence passenger behaviour. Modal shift is possible only when people's first choice becomes the cleaner and greener transport modes[65].

More space needs to be diverted to shared transit options to reimagine transport planning and make it accessible to all. This will **ensure increased frequency, reliability and safety while availing shared mobility**. To make transport more climate resilient, **land-use planning should consider multimodal transport systems and focus on safe, clean travel alternatives**. Bike-

63 Welle, B., Berg, R. van den, & Adriazola-Steil, C. (2022). 3 Ways to Reimagine Public Transport for People and the Climate. World Resources Institute.
https://www.wri.org/insights/3-ways-reimagine-public-transport-people-and-climate

64 Ardila-Gomez, Arturo, Bianca Bianchi Alves, and Joanna Moody. 2021. Decarbonising cities by improving public transport and managing land use and traffic. Washington D.C.: The World Bank Group. Licence: Creative Commons Attribution CC BY 3.0
https://thedocs.worldbank.org/en/doc/dec35433d7ba89e18cf01a124bd8d059-0190062021/original/TDI-paper-Decarbonizing-Cities-by-Improving-Public-Transport-and-Managing-Land-Use-and-Traffic-October-2021.pdf

65 The Department for Transport. (2021). Decarbonising Transport: A better, greener Britain. The Government of the United Kingdom.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

share systems can help everyone access connecting public transport systems (buses, trains, trams) with increased ease and increase their usage[63].

Sustainable and climate-resilient transport also requires **sustainable funding opportunities.** National and regional dependence on private investment for the development of energy-efficient and smart transport networks needs to be reduced. Increased government funding will help establish a sustained finance mechanism[63].

Integrate informal transits, which are a lifeline for several regions in developing countries, into the public transport system, instead of displacing or not acknowledging them. Lack of regulation of auto-rickshaws, minibuses, etc. adds to the congestion, local air pollution and unregulated amount of GHG emissions due to the use of low-grade fossil fuels. This problem can be solved by their integration into the public transport system. National programmes on ensuring safe and rapid mass transit in developing countries like India and Mexico need to be strengthened and renewed. Successful implementation of this strategy in cities like London and Vienna shows a decline in the use of private cars and increased use of public mobility[63].

Time and resource investment in proven safe transit options and climate resilient road infrastructure can go a long way in preventing road traffic injuries and reducing GHG emissions. **Young people across countries are leading the way in demanding their right to be meaningfully engaged in climate action planning at decision-making levels.**

The Danish Youth Climate Council is officially acknowledged and consulted several times a year to ensure that the voice and concerns of young people across the country are represented in government decisions. This Climate Council, with its formalised structure, retains independence in its functioning and submits policy proposals to the Minister directly. Policy solutions submitted to the government by the Climate Council are put together through youth consultations held at the community level across the country[66].

In 2018, a group of 25 young people filed a lawsuit in Colombia demanding their right to a safe, climate-resilient future, marking the first of its kind in Latin America. They showcased rampant deforestation to advocate for the right of young people to be actively involved in government decisions which are aimed at tackling the climate emergency. They called out the government for their lack of intergenerational dialogue and space in developmental planning. In a landmark ruling, youth's claims and demands were heard and upheld by the Supreme Court of Justice[67].

Similarly, young people across all countries are leading the way in integrating their voices and needs into the policymaking process. Youth-led movements and initiatives toward safe, protected, low-carbon and sustainable transport options are gaining momentum. As highlighted below, youth-led local actions are generating awareness among communities, and decision-makers and youth are claiming their space at all administrative levels.

66 Borkowska-Waszak, S., Diamantopoulos, S. E., Lavelle, P., & Martinello, O. (2020). Good Practices of Youth Participation. European Commission.
https://ec.europa.eu/info/sites/default/files/eu_regional_and_urban_development/topics/documents/youth_for_a_just_transition_mid-term_deliverable_report_final.pdf

67 Hinton, R., Baltag, V., Omrani, O. E., Ibrahim, M., Imbago-Jácome, D., Kerr, M. V., Lai, J., Quiblier, P., Temmerman, M., Wickham, A., Patil, P., Ranganathan, M., Vujkovac, A. M., Wong, C.-Y., & Zucca, M. C. (2021). Knowledge Summary: Women's, Children's and Adolescent's Health. World Health Organisation

LOCAL ACTIONS TO A GLOBAL PROBLEM

Local actions are innovative community-level projects implemented by young people who are members of the Global Youth Coalition for Road Safety[68]. The projects showcase youth-led solutions to road safety and climate action at a community level.

YOUTH LEADERSHIP FOR A HEALTHY AND CLIMATE RESILIENT FUTURE

OMNIA ELOMRANI

Medical Doctor and COP27 President Envoy on Youth

"Together with 1.4 billion young people globally, we have experienced at least one of the high-risk climate hazards ranging from flooding, cyclones and vector-borne diseases to food and water scarcity. A child born in 2020 will experience a two to seven fold increase in extreme events, compared to people born in 1960, due to the current inadequate climate pledges. Without urgent climate action, we will continue to bear the most severe impacts physically, socially, economically, and psychologically. According to UNICEF, over 50 million children, adolescents, and youth are displaced due to climate-related events, migrating across borders.

As a surgeon, I witness road traffic injuries and mortalities in the emergency room everyday. Majority of these patients are under 35 years. I also see patients experiencing heat-related

68 YOURS- Youth for Road Safety. (2021). Local Actions. Global Youth Coalition for Road Safety #claimingourspace. Retrieved 19 August 2022, from https://claimingourspace.org/localactions

exhaustion due to the increased frequency of heatwaves and worsening of asthma attacks due to air pollution, which unfortunately also prevents them from undergoing the surgical procedure they need. Hence, the most critical issue that my community should address in my opinion is the lack of awareness of the detrimental consequences of road crashes and the untapped potential the transport sector has to drastically improve our health and the health of the planet through reducing carbon emissions.

As a medical student and a young activist, I believe that it is my obligation to not only treat my patients but also to serve my community by promoting their health and protecting the environment on which their life depends. One day I realised that I never learned about climate change or air pollution in my medical curriculum. According to a study that I led with a team of exceptional students in the International Federation of Medical Students' Association (IFMSA), 85% of medical students across 112 countries, including myself, do not learn about climate change. This leaves the majority of the health workforce unprepared for the climate crisis and its accelerating impacts on health. This also presented a powerful opportunity for me to find allies and work on a transformational curricular change by integrating climate change and sustainable healthcare education into the formal curriculum- enabling students from a variety of disciplines to draw the necessary interlinkages between health and climate change and reflect them in our own practice. This has been actively done in the US, the UK, the Netherlands, Indonesia, and now in Egypt due to the inspirational leadership of the President of Ain Shams University, Dr. Mahmoud El-Metiny."

"Through participatory structures such as youth sounding boards, youth councils, and youth advisory groups, nations can close the implementation gap between ambitious policies and impactful actions."

Omnia El Omrani has been working for the International Federation of Medical Students' Association for six years and representing the voice of 1.3 million medical students for two consecutive years. She facilitated 74 hours of capacity-building sessions and modules in 15 countries and published 20 research papers in the Lancet, Nature, the Medical Teacher, and others to help emphasise the need for meaningful youth engagement and youth-led curricular change. Through IFMSA, she worked with a variety of global organisations including UNICEF, the World Health Organisation, and Women Leaders for Planetary Health.

As a member of the Global Youth Coalition for Road Safety, Omnia El Omrani calls on all decision-makers to establish a formal and effective structure for qualitative shift in the meaningful participation of youth, particularly for road safety and climate action policies. Through the execution of youth-led transformative solutions and grassroot initiatives that build societal resilience, decision-makers can elevate the ambition for a safer and more sustainable world.

ART FOR VULNERABLE ROAD USERS
Climate action and transport decarbonisation in Egypt

Egypt is highly vulnerable to extreme weather events and the unprecedented impacts of climate change like water scarcity, drought, and coastal inundation due to sea level rise[69]. Uncertainty about water availability has been a growing concern for the country. It is time for Egypt to transition toward a sustainable and green economy, which will also protect its population against climate change impacts[70]. Moreover, road traffic injury is a major impediment to economic development and healthy living in the African region[71]. As per WHO, the African subcontinent records the highest number of deaths due to road traffic injuries, which was as high as 297,087 in 2019[72].

SHEHAB ABOU ZEID

Local Action Winner, 2021

We are the advocates for tomorrow's victims

"Road Safety and Climate Change are the two sides of the same coin, and if we endeavour for safe and sustainable transport, it can help us achieve both agendas. Egypt is a car-dominated public space, which focuses only on car owners and ignores vulnerable road users like- pedestrians and cyclists.

The main focus of my project is to raise awareness among road users and decision makers through visual art on both the problem as well as solutions for sustainable mobility and road safety.

69 International Monetary Fund. (2022, June 16). Egypt Adapts to Climate Change. IMF Country Focus. https://www.imf.org/en/News/Articles/2022/06/15/CF-Egypt-Nile-Delta-sea-level-rise

70 Wes, M. (2022, April 19). Egypt: Acting Against Climate Change for A Healthier, More Prosperous Future. World Bank. https://www.worldbank.org/en/news/opinion/2022/04/19/-egypt-acting-against-climate-change-for-a-healthier-more-prosperous-future

71 World Health Organisation. (2021). Road Safety. Regional Office for Africa. https://www.afro.who.int/health-topics/road-safety

72 World Health Organisation. (2021). Estimated number of road traffic deaths. https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-number-of-road-traffic-deaths

Youth is vulnerable to both road traffic incidents as well as climate change impacts. We will inherit the decisions made today but still, we are not allowed to take part in these decision-making processes. This project will create a movement to strengthen the role and participation of civil society organisations in Egypt's future decision-making processes. I was empowered earlier, and I want to do the same for other youth.

In Egypt, Monorail is an important mega-project and is being developed to improve the public transit system. However, it is expensive for the general public, and when public transport itself is expensive for the lower-income groups and vulnerable communities, it turns out to be counterproductive.

"We do not need any tokenistic participation or superficial positions. We need commitments in the forms of investment in youth and our meaningful engagement."

The Local Action Project

In 2021, a group of 5 young changemakers came together to ensure livable communities, and safe streets, through the promotion of non-motorised and energy-efficient transit options, including active transportation. Shehab, with other members of this team, launched an alliance for safe, active mobility and sustainable transportation in Egypt. This initiative focused on defending the rights of vulnerable road users.

Inspired by the #ArtforRoadSafety campaign, Shehab designed the project to engage young people in the road safety movement through graffiti drawings on the walls of places with high youth gatherings, such as universities, social meet-up places and sports clubs. To this end, a youth committee was formed to generate awareness of the need for safe, energy-efficient and no-emission transport among local community members.

It catalysed the youth to demand the rights of vulnerable road users. The project focuses on safe and sustainable modes of transport and embraces the holistic approach proposed by the Decade of Action for Road Safety 2021-2030. 'Art for Vulnerable Road Users' project is aimed at achieving the following:

- Increase the number of young leaders advocating for safe and sustainable mobility in local communities in Egypt by creating a hub for the Egyptian Youth Coalition for Road Safety.
- Scale up youth-led grassroots level awareness generation activities.
- Increase knowledge base and capacity to establish an active youth group for road safety, whose potential can be tapped into and expanded in future.
- Use bottom-up approach and youth-led, evidence-based advocacy efforts to convince decision-makers for a modal shift and efficient land-using planning for better transit systems in Cairo by February 2023.

Figure 10: Capacity building workshop at the Art for Vulnerable Road Users camp, Egypt

Source: YOURS, 2022

Impact Achieved So Far

A group of 22 young men and women from different professional and academic backgrounds were selected to join 'art for vulnerable road users' camp. A capacity-building training was conducted for them, using the educational package on- road safety for vulnerable road users. Certified young experts and practitioners conducted peer-to-peer sessions.

This project has initiated a new youth-led movement towards sustainable mobility through awareness generation and community mobilisation in Cairo. It focuses on the intersectionality between road safety and climate action to highlight how one cannot be discussed and tackled without the other.

Advocacy Asks from Decision Makers

- Strengthen road safety and climate change interventions using scientific predictions.
- Existing solutions need to be implemented by meaningfully engaging Egyptian youth in policy-making processes related to sustainable mobility.

YOUTH ACTING FOR ZERO ROAD FATALITIES IN MOROCCO
Expanding transport sector and emission reduction challenges of Morocco

With a 62% urbanised population, Morocco's diversified economy is dominated by industry and services. It aims to become one of the top tourist destinations in the world and this requires a rapid expansion of its transport sector. The main challenge before Morocco, in attaining its NDC commitment of reducing overall energy consumption by 45.5% by 2030, is to keep its CO2 emissions within limits while developing at a fast pace[73].

In 2019, 3622 persons in the country lost their lives to road traffic crashes. 63% of these fatalities are experienced by vulnerable road users, of which 31% were on motorised two-wheelers, 27% were pedestrians, and 5% were cyclists. Moreover, 15% of these victims were between 21 and 24 years old[74].

EL KHALIL CHERIF

Local Action Winner 2021

We have the right to commute safely, and young people have the right to live to see tomorrow. We need to take action now and save the planet!

"Climate challenges and road traffic injuries are two similar factors that are affecting young people. Road crashes are killing young people and the transport system is negatively affecting the environment. Young people are the biggest population worldwide. We need to be included in the decision-making processes because tackling these problems in a traditional way will not result in a fruitful impact and will only lead to more reluctant actions.

In Morocco, road safety is mostly connected to poor infrastructure, weak enforcement, and irresponsible behaviour among road users. We lose people to road crashes more than we lost during the COVID-19 pandemic. People dying of road crashes is something that we are used to hearing about. No one is doing anything.

73 International Transport Forum. (2022). Decarbonising Transport in Emerging Economies—Morocco. ITF. https://www.itf-oecd.org/dtee-morocco

74 International Traffic Safety Data and Analytics Group. (2021). Morocco. International Transport Forum. https://www.itf-oecd.org/sites/default/files/morocco-road-safety.pdf

I personally aspire to influence change at the policy level, when it comes to road safety. Few months ago, I came across the National Road Safety Policy of Morocco, and found it absurd that the government is not adopting Vision Zero. Setting a target of reducing fatalities to 50% less is like saying that we accept losing lives to a badly designed transport system. I took the lead and joined the Global Youth Coalition for Road Safety to translate my ideas into a project proposal.

I would say the safety and sustainability of mobility systems go hand in hand with climate action. My project encourages people to use sustainable alternatives to cars to move. We ask decision-makers to design cities and mobility systems that do not rely on non-sustainable sources of energy. I focus on amplifying youth voices to make sure our national strategies plan for tomorrow and treat people as human lives, not just figures."

"We, the young people, need to work together in a sincere way to raise awareness and push for political participation within the government. We will not get our rights by simply sitting and expecting change to happen on its own."

The Local Action Project

The project 'Youth acting for zero road fatalities in Morocco' aimed to develop an advocacy toolkit for decision makers and all stakeholders in Morocco to meaningfully engage the youth towards the development of safe and sustainable mobility. It adopted the recommendations of the Global Plan for Road Safety 2021-2030 by identifying the youth of Morocco as the main stakeholder that needs to be included at the decision-making level.

The project team realised that transport decarbonisation and development of safe, resilient and inclusive transport infrastructure, cannot be achieved by working in silos. Therefore, the advocacy tool was designed to connect SDG 3 (good health and well-being), SDG 10 (reducing inequalities), SDG 11 (sustainable cities and communities), and SDG 13 (climate action).

To ensure meaningful youth participation, consultations were held with young people as well as decision-makers across Morocco to come up with the resultant toolkit. It created a framework which includes youth while developing national policies for road safety and community mobilisation. The project also emphasised the need to build the capacity of young people to take action and educate their peers on safe behaviour. Campaigning for safe, sustainable and green mobility is essential for this project. It will help increase advocates/supporters of the cause, which in turn will hold the decision-makers accountable for their commitments.

The 'Youth acting for zero road fatalities in Morocco' project will analyse the national road safety policy and its process goals and objectives. Transport policies of countries which are leading in global safe and zero-emission transit planning will also be assessed. Sustainable and safe transportation being a shared responsibility, this project focuses on developing the advocacy toolkit in consultation with all relevant actors, to capture those voices that matter the most.

Figure 11: Campaign to identify youth demands for safe and sustainable roads in Morocco

Source: YOURS, 2022

Advocacy Impact So Far

Over 30 young people have been trained on road safety and meaningful youth engagement. They are going to be the future ambassadors for road safety in their regions and will drive the implementation of the toolkit. An open discussion on the role of civil society and youth in shaping a safer and climate-resilient future for the country was also held. A virtual campaign conducted by the project team helped capture the main demands of young people in Morocco:

- Reduce speed for safer roads
- Provide a seat at the decision-making table for our meaningful engagement
- No more victims on the roads

Meetings with decision makers from NARSA- National Lead Agency on Road Safety as well as the Moroccan Ministry of Transport will be held to advocate for these demands.

Advocacy Asks from Decision Makers

- Adopt and promote Vision Zero within Morocco's Transport Policy
- Ensure dedicated investment to implement the revised national transport policy
- Generate awareness and educate young people and children to become responsible and well-aware road users and citizens
- Collaborate with all stakeholders to achieve the shared vision of a safe, sustainable and climate resilient future

RECOMMENDATIONS

GOVERNMENTS SHOULD:

1. Make provisions for youth consultations and engage young people meaningfully to address their road safety concerns and help implement, monitor and evaluate NDCs ahead of COP summits.
2. Review, update and specify national and local technical safety standards and star rating targets for transport infrastructure and designs.
3. Plan for and invest in multimodal, energy-efficient, integrated smart transit systems.
4. Provide incentives to citizens for shifting from private vehicles towards low-carbon and active transit options like- shared e-bikes, energy-efficient metros or local trains, e-buses and walking.
5. Organise regular skill development training for government officials and all relevant stakeholders to strengthen the institutional and resource capacity of the transport sector.
6. Promote street designs with dedicated and safe cycling and walking pathways.

INTERGOVERNMENTAL and CIVIL SOCIETY ORGANISATIONS SHOULD:

1. Actively engage and consult youth from all regions and socio-economic backgrounds in all policy endeavours to ensure global youth perspectives are included and represented within multilateral organisations.
2. Support governments in addressing the transport sector's impact on health, environment and climate change to foster a shift towards least carbon-intensive travel options for all.
3. Facilitate decarbonisation of the transport sector by increasing the use of sustainable biofuels and renewable energy sources.
4. Encourage and support governments to adopt a safe system approach when defining road safety policies, using the new Global Plan for the Decade of Action for Road Safety.
5. Conduct community-level awareness generation workshops on the importance of road safety for the achievement of climate agenda.

YOUTH AND YOUTH-LED ORGANISATIONS SHOULD:

1. Mobilise peers to lead awareness generation campaigns and advocate for meaningful youth participation at all government levels to ensure that youth voices are heard and fundamental rights to travel safely are recognised and fulfilled.
2. Advocate for youth involvement in sustainable transport policy development and implementation, as young people are identified as key stakeholders in delivering the new Global Plan for the Decade of Action for Road Safety.
3. Act as role models for the community by observing road safety best practices and opting for active and sustainable modes of transport.
4. Prioritise road safety within organisational strategies to contribute to the achievement of the 2030 Agenda.
5. Hold the government accountable for their global and national commitments to deliver healthy and sustainable mobility for all.

The solution to these converging climate change issues, road deaths and air quality is intrinsically related to fostering safe, sustainable transportation and active mobility. Youth play a major role in driving these solutions as the main victims of unsafe/environmentally detrimental transport systems and the adverse impacts of climate change. Young people from all disciplines must be meaningfully engaged in planning and mainstreaming the transport sector's climate adaptation and mitigation measures.

"Stop underestimating us. We will continue to claim our space and right to safe, accessible and sustainable transport. We are the leaders of tomorrow, and without us, there is no future! You need to work with us to achieve the sustainable development goals locally and internationally."

- El Kahlil Cherif

"No more tokenism please, no more superficial talks, we need to be engaged and listened to."

- Shehab Abou Zeid

DEFINITIONS

Anthropogenic emissions: Emission of various forms of carbon and harmful gases associated with human activities, which leads to global warming and climate change.

Biodiversity: Variety of life on Earth at all its levels, from genes to ecosystems, and can encompass the evolutionary, ecological, and cultural processes that sustain life.

Climate resilient: Capacity of social, economic and ecosystems to cope with hazardous climate events or changing trends.

Climate Change Adaptation: Process of adjusting to current or expected unforeseen climate events and their effect.

Climate Change Mitigation: Refers to efforts to reduce or prevent the emission of greenhouse gases. It can mean using new technologies and renewable energies, making older equipment more energy efficient, or changing management practices or consumer behaviour.

Ecosystem: Geographic area where plants, animals, and other organisms, as well as weather and landscape, work together and interact to form a life bubble.

Global climate action agenda (Lima-Paris Action Agenda): Launched to spur rapid climate action, boost cooperation between governments, local authorities, business community, investors, and civil society, and support the adoption and implementation of the Paris Agreement.

Ground-level ozone pollution: Ozone at ground level, is a harmful air pollutant due to its effects on people and the environment.

IPCC: Intergovernmental body of the United Nations responsible for advancing knowledge on human-induced climate change.

NDCs: Non-binding national commitments and plan highlight climate change mitigation, including climate-related targets for greenhouse gas emission reductions.

Net-zero targets: Cutting GHG emissions to as close to zero as possible, with any remaining emissions being reabsorbed from the atmosphere, by oceans and forests, for instance.

Triple Planetary Crisis: The three interlinked challenges of climate change, pollution and biodiversity loss are faced by humanity today.

UNFCCC: Organisation established to prevent 'dangerous human interference with the climate system' through stabilisation of GHG emissions in the atmosphere.

Vision Zero: Multi-national road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries involving road traffic.

Vulnerable population: Groups and communities at a higher risk of health issues due to the barriers they experience to social, economic, political and environmental resources, as well as limitations due to illness or disability.

Initiated by:

YOURS YOUTH FOR ROAD SAFETY

GLOBAL YOUTH COALITION FOR ROAD SAFETY

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