

23 April 2021



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I refer to your email dated 31 March 2021, which we processed under the Official Information Act 1982 (the Act), seeking:

...the feedback... from the Ministry of Transport on the Stockholm Declaration. I am interested in all the feedback, particularly what was mentioned about “some of the key opportunities and challenges for achieving the Declaration’s goals in relation to the proposed global target, speed management and vehicle safety standards.”

Also, has there been any further request from the UN, the Swedish Government or the Conference organisers, regarding this declaration - for example, to endorse, recommit or take action on the declaration? If so, may I have a copy of the request and the reply?

In response the first part of your request, the Ministry of Transport (the Ministry) provided the following feedback on the draft Stockholm Declaration document to the Secretariat for EU and International Affairs in January 2020. Some of our feedback was reflected into the final version of the Stockholm Declaration.

We are broadly supportive of the draft Stockholm Declaration, particularly in recognising the shared responsibility of member states to move towards a world where no one is killed or seriously injured in road crashes. We also support the Declaration’s clear mandate for further actions to improve sustainable health outcomes, particularly through increased walking, cycling and public transport usage.

Our three main pieces of feedback, for your consideration, are set out in the table below.

Article	Feedback	Suggested change
3. ‘Call upon Member States to reduce road traffic deaths by at least 50% from 2020 to 2030...’	We commend this aspirational global goal, but have concerns about the ability of some (particularly lower income) Member States to achieve a 50% reduction by 2030, given the scale and level of investment and lead-in time required on the key actions that the evidence tells us can make the biggest impact on road safety. We note that New Zealand has recently introduced a	We recommend the following change: 3. ‘Call upon Member States to <u>move towards</u> reducing road traffic deaths by at least 50% from 2020 to 2030...’

www.transport.govt.nz

HEAD OFFICE: PO BOX 3175, Wellington 6140, New Zealand. TEL: +64 4 439 9000

AUCKLAND OFFICE: NZ Government Auckland Policy Office, PO BOX 106483, Auckland 1143, New Zealand. TEL +64 9 985 4800



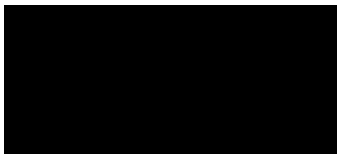
	<p>40% reduction target under its new road safety strategy. This was determined by the Government as being an ambitious but achievable target, based on modelling of a substantial programme of road safety interventions over the next 10 years, including considerably increasing our investment in safety infrastructure, targeted speed limit changes on the highest risk parts of the network, increasing levels of enforcement (including building a new camera network), and lifting the standards of our vehicle fleet.</p> <p>Given the challenges New Zealand faces in achieving its 40% target, even whilst putting in place many of the key interventions that are being considered as part of the Stockholm Declaration, we imagine that lower income countries may find this even harder, and note also that countries further advanced are beginning to see rates of deaths and serious injuries stabilising.</p>	
<p>10. <i>'Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed limit of 30 km/h in areas where vulnerable road users and vehicles mix...'</i></p>	<p>We strongly support the intent of this Article, and note that New Zealand has recently introduced a new approach to speed management, which includes the requirement for road controlling authorities to reduce speed limits around urban schools to 30km/h (or 40km/h where appropriate) and around rural schools to a maximum of 60km/h. We have also encouraged local Government to consider lower speeds in areas where there is significant interaction between vehicles and other vulnerable users, as well as introducing a new approach to speed cameras and speed enforcement.</p> <p>However, there may sometimes be valid reasons for the speed limit on certain roads to be 40km/h or higher, or for variable speed limits, to be set on certain roads. While the rationale for this may involve strong evidence that the higher speeds are safe, there may also be other appropriate factors that mean mandating a blanket and fixed travel speed limit may not be practicable or necessarily lead to improved road safety outcomes overall.</p> <p>For example, some local authorities in New Zealand have already changed speeds to 40km/h outside schools. We believe focussing effort and investment on reducing the speeds around schools that still have speeds higher than 40km/h will have a bigger impact on safety outcomes overall in New Zealand, rather than mandating reducing schools from 40km to 30km in the short to medium term.</p>	<p>We recommend the following change:</p> <p>10. <i>'Focus on speed management, including the strengthening of law enforcement to prevent speeding and encourage a maximum road travel speed limit of 30 km/h in areas where vulnerable road users and vehicles mix...'</i></p>
<p>11. <i>'Ensure that all vehicles produced, sold and used for</i></p>	<p>We agree that improving the level of safety performance in vehicles is critical to achieving reductions in deaths and serious injuries. We note</p>	<p>We recommend the following change:</p>

<p>every market by 2030 are equipped with recommended levels of safety performance...'</p>	<p>that some member states (particularly in the EU) have strong levers to set regulations for vehicles entering their market. However, smaller states (such as New Zealand) have a considerable used car market and therefore rely on the import of vehicles produced in foreign countries outside of our regulatory control.</p> <p>For example, the vast majority of New Zealand's vehicles are sourced from Japan, which traditionally has not regulated specific safety standards at the same pace as the EU. This also means that without careful transition of our vehicle fleet, there may be significant impacts on social equity and access for New Zealanders.</p> <p>Nevertheless, raising standards for vehicles entering New Zealand is a key road safety action for 2020-2022. A comprehensive policy investigation is underway to assess whether regulations should be introduced to mandate key safety technologies, while mitigating supply and equity issues for consumers.</p>	<p>11. <i>'Promote the uptake of recommended levels of safety performance in all vehicles produced, sold and used for every market by 2030...'</i></p>
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In response to the second part of your request, there has been no further request from the UN, Swedish government or the conference organisers regarding this Declaration. I am therefore refusing this part of your request under section 18(e) of the Act, as the information does not exist. In August 2020, the UN endorsed the Declaration through resolution A/RES/74/299 on "Improving global road safety". This was adopted without vote by the General Assembly. The Ministry was not asked to provide further feedback or advice through this process.

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Yours sincerely



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Helen White
Manager Mobility and Safety
for CHIEF EXECUTIVE