



**United  
Nations**

# SAFE ROADS FOR A SUSTAINABLE WORLD

THE BROCHURE OF THE UNITED NATIONS SECRETARY GENERAL'S  
SPECIAL ENVOY FOR ROAD SAFETY

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The secretariat for the UN Secretary-General's Special Envoy for Road Safety is hosted in UNECE. UNECE is the custodian of the United Nations road safety legal instruments applicable worldwide, such as the Convention on Road Traffic, the Convention on Road Signs and Signals, and the 1958, 1997 and 1998 Vehicle Regulations Agreements. UNECE remains the only permanent body in the United Nations system that focuses on improving road safety.

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# CONTENTS

<b>OPEN LETTER</b>	<b>2</b>
<b>SAFE ROADS FOR A SUSTAINABLE WORLD</b>	<b>4</b>
<b>KEY FACTS</b>	<b>6</b>
Who is at risk?	7
How Road safety contributes to achieving the SDGs Agenda	8
<b>STOP THE CARNAGE</b>	<b>10</b>
Solutions exist!	11
Simple actions that make a difference	12
UN road safety conventions	13
A systemic approach	14
Financing for road safety and the United Nations Road Safety Fund (UNRSF)	15
Global Road Safety Performance Targets	16
<b>THE SPECIAL ENVOY</b>	<b>18</b>
Mandate of the Special envoy	19
Initiatives	20
Impact	22
Biography	24



# OPEN LETTER

FROM **MS. AMINA J. MOHAMMED**,  
DEPUTY SECRETARY-GENERAL OF THE UNITED NATIONS AND CHAIR  
OF THE UNITED NATIONS SUSTAINABLE DEVELOPMENT GROUP



**When scientists and doctors began to understand the ravages** that COVID-19 could inflict on humankind, they rapidly and effectively worked together to develop several vaccines and save countless lives. With road crash fatalities

taking nearly 110,000 lives around the world every month, we are facing another pandemic of global proportions that affects millions of families and communities with pain and unbearable loss. The stakes are high enough; we must work together.

Road safety concerns the interconnected nature of our entire development agenda. From human rights to climate action, safe and sustainable mobility must bring together actors from across the United Nations system. Road fatalities, 90 percent of which occur in developing countries, are closely linked to poor infrastructure, weak governance, lax social protection and healthcare systems, unplanned urbanization, and high levels of inequality.

In 2020, the General Assembly extended SDG target 3.6, setting its vision on halving the number of road deaths and injuries by 2030. It is now imperative to

see a surge in partnership activity to deliver progress. The goals of the 2030 Agenda for Sustainable Development strive to “combat inequalities within and among countries” but the divide between rich and poor countries makes unsafe roads a key obstacle to development. Traffic accidents can push entire families into poverty through the loss of a breadwinner or the costs associated of prolonged medical care. Developing countries lose up to five percent of GDP every year because of them. Safer roads promote sustainable development.

These gaps can only be overcome through integrated collaboration between governments, UN agencies, the private sector, civil society and other key parties. We need to secure commitments from the public and private sector alike, including for replenishing the UN Road Safety Fund. And we need to adopt a more holistic approach to road safety. This means better integrating road safety in national policies – from education, health, and transport to climate mitigation, land-use planning, and disaster response.

As highlighted in the new Global Plan for the Decade of Action for Road Safety, safe mobility is a human right, as it relates to States' obligation to promote

and protect the right to life, right to health, right to development and other rights. People's enjoyment of all these rights can be directly enhanced by States' policies on road safety. As global leaders in consensus-building and creating standards, the UN is setting an example.

I wish to thank the special envoy, Jean Todt, for his essential work and leadership, which you can see in more detail in this brochure.

Road safety touches each and every one of us. Everyone has a role to play in making roads safer. And everyone has the right to safe roads.



**Ms. Amina J. Mohammed**

Deputy Secretary-General of the United Nations  
and Chair of the United Nations Sustainable  
Development Group



# SAFE ROADS FOR A SUSTAINABLE WORLD

A VISION FOR A NEW DECADE OF ACTION FOR ROAD SAFETY



**Road traffic collisions are an invisible pandemic.** Some 3,500 fathers, mothers, brothers, sisters, sons, daughters, friends and colleagues are lost on the world's roads every day. Road traffic crashes are the leading cause of death for

children and young adults between 5 and 29 years old, and 90 percent of victims live in low- and middle-income countries.

As we resolve to build a strong recovery from the COVID-19 pandemic, our mobility systems must have safety at their core. This is the only way we will achieve the ambitious goal of halving road deaths and injuries by 2030. **Putting safety at the core of our mobility systems is an urgent moral imperative.** Safety must never be compromised, as the only number of deaths that we can ever accept on our roads is zero.

Worldwide, road users want a stronger focus on safety. This is especially true for parents that wish to protect their children, but also among other vulnerable road users such as the elderly, pedestrians and cyclists. To reduce the greatest risks and tragedies, **we must focus on the most vulnerable.**

The United Nations has invested significantly in tackling the problem of road safety globally. **The Global Plan for the Decade of Action for Road Safety 2021–2030 calls for a fundamental shift in how we approach mobility,** and how we make the best use of our investments in safe transport systems.

In July 2022, the road safety community met in New York City for the first ever High-Level Meeting on Improving Global Road Safety at the United Nations General Assembly, unanimously adopting a text titled: "Political declaration of the high-level meeting on improving global road safety", that reconfirmed its commitment to halving the number of global traffic deaths and injuries by 2030.

Smarter approaches to safe transport systems will bring huge benefits in tackling many other crucial issues. By encouraging walking and cycling, we can reduce the burden of non-communicable diseases and help fight climate change. By prioritizing the safety of vulnerable road users, we can reduce poverty and tackle inequalities, including access to jobs, education and gender equality.

In my role as the UN Secretary-General's Special Envoy for Road Safety since April 2015, I have been

advocating for putting safety first and increasing awareness of the magnitude of the issue.

I am working to build considerable and sustained political commitment to improving road safety, through establishing strategic **partnerships** with governments, civil society, regional bodies, development banks and the private sector. I am extensively promoting **UN Road Safety Conventions**, which provide a strong legal framework for road safety governance.

Most importantly, I am reminding each person I meet of our shared responsibility for the cause. Having travelled to more than 100 countries and held nearly 70 bilateral meetings with high-ranking government officials, I am delighted to witness increased attention, greater political commitment, and, above all, willingness to take action towards advancing road safety.

I am convinced that by putting safety first and expanding our joint efforts we can significantly reduce the number of road fatalities and injuries and achieve our common goal to halve the number of victims on the road by 2030.



**Jean Todt**

UN Secretary-General's Special Envoy  
for Road Safety



In September 2020, the UN General Assembly adopted resolution A/RES/74/299 "Improving global road safety", proclaiming the Decade of Action for Road Safety 2021–2030, with the target of halving at least 50% of road traffic deaths and injuries by 2030.

A political declaration (A/RES/76/294) was issued at the High-level Meeting on Improving Global Road Safety on 30 June 2022, reconfirming the commitment of the UN Member States for road safety.



Download the political  
declaration (A/RES/76/294)



Download the full  
**resolution A/RES/74/299**  
document in PDF format.

# KEY FACTS<sup>1</sup>



One person dies  
on the road every

**24**  
seconds



**1.3**

million people die each  
year in a traffic crash



Every day

**600**

children & adolescents  
die on the roads



**1/2**

of the annual global  
road fatalities happen  
in cities



Road crashes  
mobilize health

**RESOURCES**  
in communities suffering  
from other severe  
health issues



Speed is responsible  
for up to

**30%**

of road crashes  
and alcohol for up to

**35%**

of road crashes

<sup>1</sup> WHO 2018

<sup>2</sup> UITP 2020





Cities with higher public transport have proven to cut their traffic fatality rate by

**HALF<sup>2</sup>**



Road traffic crashes cost

**3 TO 5%**

of the annual GDP of many countries

## WHO IS AT RISK?

**1**

### LOW- AND MIDDLE-INCOME COUNTRIES

More than 90% of the world's fatalities on the roads occur in low- and middle-income countries, even though these countries have approximately 60% of the world's vehicles.

**2**

### PEOPLE FROM LOWER SOCIO ECONOMIC BACKGROUNDS

All over the world, people from lower socioeconomic backgrounds are more likely to be involved in road crashes.

**3**

### YOUTH

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

**4**

### PEDESTRIANS, CYCLISTS, MOTORCYCLISTS

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

**5**

### WOMEN

Men are more likely to be involved in road traffic crashes than women. However, women are 47% more likely to be injured and 17 times more likely to be killed compared to men involved in a car crash.

# HOW ROAD SAFETY CONTRIBUTES TO ACHIEVING THE SDGs AGENDA

## SUSTAINABLE DEVELOPMENT GOALS

Safe mobility is essential to achieve the goals of the 2030 Agenda for Sustainable Development, especially those related to health, climate change, infrastructure and cities or economic growth.

**3** GOOD HEALTH AND WELL-BEING



### SDG 3 – Health

#### SDG 3.6

To halve road traffic deaths and injuries by 2030

An investment in strong public health systems and safe road use and infrastructure are mutually reinforcing. Safer roads mean decreased road deaths and injuries and less of a burden on public health systems already overstretched by COVID-19.



**11** SUSTAINABLE CITIES AND COMMUNITIES



### SDG 11 – Sustainable Cities

#### SDG 11.2

To access safe, affordable, accessible and sustainable transport systems as well as improve road safety for all.

Every minute, one person dies in city traffic. Half of traffic fatalities happen in cities. Among people killed on city streets, 8 of 10 are pedestrians, cyclists, and other vulnerable road users.

Research shows that traveling on public transport is ten times safer than traveling in private cars. However, there is no access to public transportation for about 2 billion people on earth.

**4**QUALITY  
EDUCATION

### SDG 4 – Road safety and education

Road traffic injuries are the leading cause of death for children and young adults aged 5–29 years. With safer roads, more children and young people will be safeguarded to ensure safe access to quality education, which is also crucial to building a culture of safe road user behaviour.

**5**GENDER  
EQUALITY

### SDG 5 – Road safety and gender equality

Women are more often traveling by foot or as passive passengers which increases their vulnerability on unsafe roads. Safe mobility is a prerequisite to access to education, work, health, social and cultural services.

**8**DECENT WORK AND  
ECONOMIC GROWTH

### SDG 8 – Road safety, decent work and economic growth

The cost of road crashes is estimated up from 3 to 5% of countries' GDP. Population aged between 15 -64 years are the most affected by road crashes fatalities and long-term disabilities. It therefore leads to diminished productivity and reduced growth prospects ranging between 7–24%.

In many countries, companies pay a steep price as road crashes are a leading cause of on-the-job deaths.

**10**REDUCED  
INEQUALITIES

### SDG 10 – Road safety and inequalities

Poor road safety conditions affect the world's poorest people the most. With more than 90% of road crash fatalities occurring in low- and middle-income countries, the devastation of road crashes disproportionately affects society's poorest and most vulnerable members.

**13**CLIMATE  
ACTION

### SDG 13 – Road safety and climate change

The transport sector is responsible for approximately 23% of total energy-related CO<sub>2</sub> emissions. This is set to increase to one-third by 2050. Zero-carbon mobility and transport is step in decarbonizing the transport sector.

**17**PARTNERSHIPS  
FOR THE GOALS

### SDG 17 – Partnership for development

Multi-stakeholder networks and ecosystems are crucial to advocate for, and catalyze, financing for road safety to shape the future of mobility in a safer and more sustainable way for people, the planet and for prosperity.

# STOP THE CARNAGE





# SOLUTIONS EXIST!

ROAD TRAFFIC DEATHS AND INJURIES ARE PREDICTABLE AND PREVENTABLE



UN ROAD SAFETY CONVENTIONS TO BUILD NATIONAL LEGAL FRAMEWORKS



COLLABORATING AND WORKING IN PARTNERSHIPS WITH A MULTISECTORAL APPROACH



ADVOCATE AND RAISING AWARENESS FOR ROAD SAFETY



INVESTING IN ROAD SAFETY THANKS TO GLOBAL, NATIONAL, PRIVATE FUNDING



A SAFE SYSTEM APPROACH

# SIMPLE ACTIONS THAT MAKE A DIFFERENCE



## SPEED LIMITATION

People have a 90% chance of surviving after being hit by a car travelling at 30 km/h but less than 50% at 50 km/h



## WEARING A SEATBELT

reduces the risk of deaths among drivers and front seat occupants by 45-50%



## The use of CHILD RESTRAINTS

can lead to a 60% reduction in deaths



## Awareness of VISION-RELATED PROBLEMS

will help you continue to drive safely



## CORRECT HELMET USE

can lead to a 42% reduction in the risk of fatal injuries



## DON'T DRIVE UNDER INFLUENCE

Alcohol or drugs increases the risk of a car crash that results in deaths or serious injuries



## AVOID DISTRACTED DRIVING

Drivers using phones are approximately 4 times more likely to be involved in a crash

# UN ROAD SAFETY CONVENTIONS

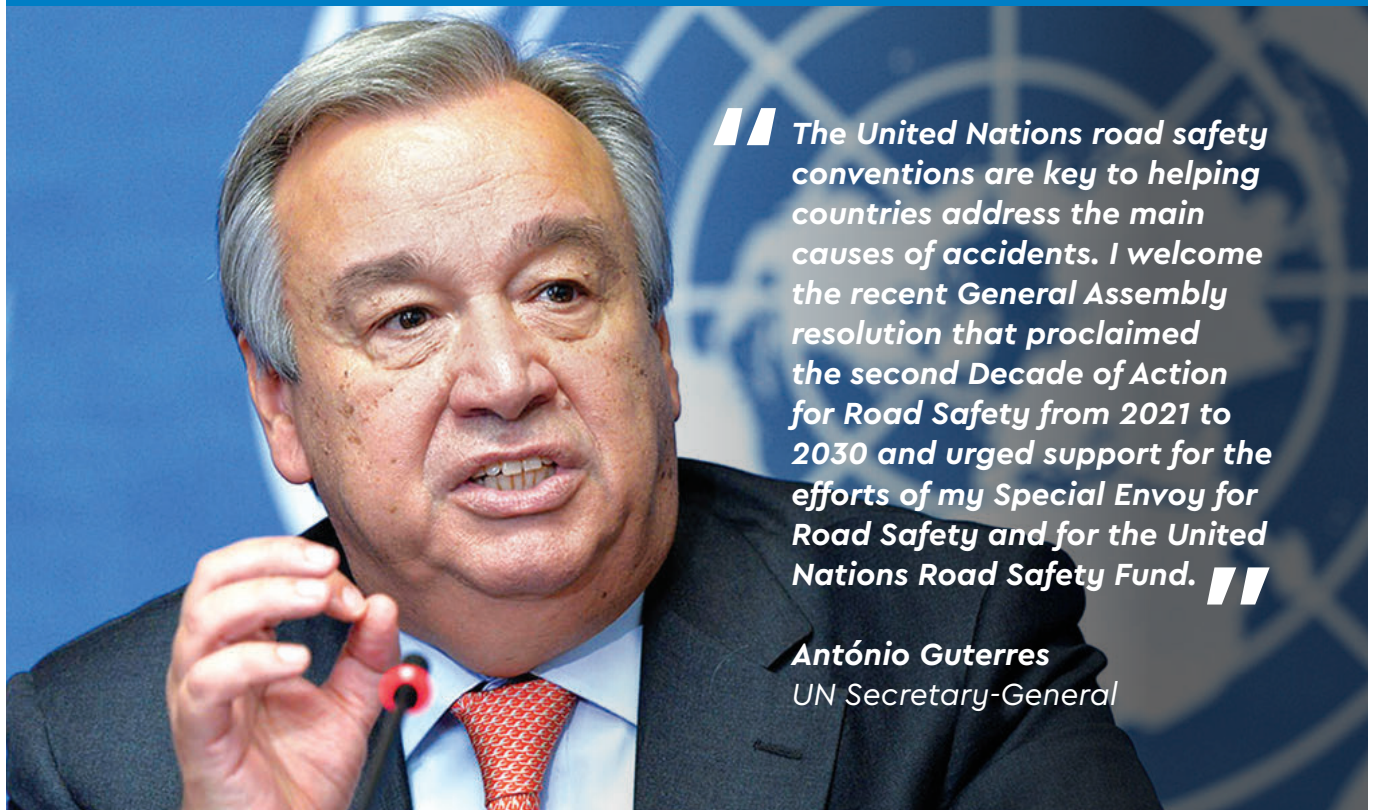
The road safety conventions are administered by the United Nations Economic Commission for Europe (UNECE). The conventions serve as a foundation for states to build national legal frameworks which prevent death and injuries from road traffic crashes. Seven of them are considered to be priorities for accession.



Download the **UN Road Safety Conventions** document in PDF format.



Download the **Global Plan** document in PDF format.



*“The United Nations road safety conventions are key to helping countries address the main causes of accidents. I welcome the recent General Assembly resolution that proclaimed the second Decade of Action for Road Safety from 2021 to 2030 and urged support for the efforts of my Special Envoy for Road Safety and for the United Nations Road Safety Fund.”*

**António Guterres**  
UN Secretary-General

# A SYSTEMIC APPROACH

The Global Plan aligns with the Stockholm Declaration, by emphasizing the importance of a safe system approach to road safety.





# FINANCING FOR ROAD SAFETY AND THE UNITED NATIONS ROAD SAFETY FUND (UNRSF)

## THE COST OF ROAD SAFETY

- Road traffic crashes **cost most countries 3% of their GDP**. (WHO)
- In low- and middle-income countries alone, GRSF estimates that road death and serious injuries cost economies **\$1.7 trillion per year, and over 6.5 percent of GDP**. (World Bank 2020)
- It is estimated that **tens of billions of dollars** are needed per year to fully address the issue. In contrast, the three main international donor bodies dedicated to road safety disburse less than \$50 million per year. (World Bank 2020)
- Between **12 and 70 million people are kept in poverty** per year due to road traffic fatalities. (World Bank 2020)



## THE UNITED NATIONS ROAD SAFETY FUND

It is made up of a global partnership of key road safety actors from governments, UN agencies, companies and civil society. The Fund has delivered for its first phase from 2018–2021, 25 projects in 30 countries thanks to support from 17 donors.

\$100 million contributed to the Fund will help save 64,000 lives, prevent 640,000 serious injuries and leverage \$3.4 billion of country and city road safety investment.



The UNRSF is open to individual donations



Visit the United Nations Road Safety Fund

# GLOBAL ROAD SAFETY PERFORMANCE TARGETS



The 12 voluntary global performance targets for road safety risk factors and service delivery mechanisms are a means to enable countries to monitor and report on the progress on road safety efforts (see Annex 4). These targets align with the UN Decade of Action for Road Safety and provide further opportunities for countries to take up evidence-based road safety interventions to support a reduction of child and adolescent road traffic deaths and injuries.



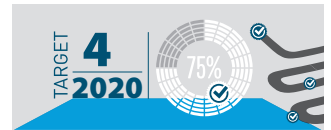
**Target 1:** By 2020, all countries establish a comprehensive multi-sectoral national road safety action plan with time-bound targets.



**Target 2:** By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.



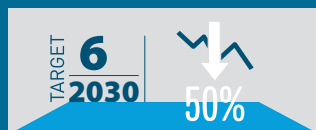
**Target 3:** By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.



**Target 4:** By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.



**Target 5:** By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.



**Target 6:** By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.



**Target 7:** By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.



**Target 8:** By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.



**Target 9:** By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.



**Target 10:** By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.



**Target 11:** By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.



**Target 12:** By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

# THE SPECIAL ENVOY

“ As the UN Secretary-General's Special Envoy for Road Safety, my goal is to make this world a better place where everyone has access to safe and sustainable mobility. ”

**Jean Todt**

*UN Secretary-General's Special Envoy  
for Road Safety*



## A WORLDWIDE INFLUENCE

The Special Envoy works all over the world for more commitments to road safety. He has visited and met so far:

**100 COUNTRIES**  
**300 GOVERNMENT OFFICIALS**  
**30 HEADS OF STATE**



# MANDATE OF THE SPECIAL ENVOY



## ADVOCACY

Advocating with governments, civil society and the private sector for road safety to be high on their agenda.



## PARTNERSHIPS AND FINANCING

Promoting a global partnership with UN Member-States, partner countries, local authorities, civil society, private sector and international organizations to support the design and implementation of strategies and activities to improve road safety. This includes increased financing



## VISIBILITY

The Special Envoy continuously advocates for improved road safety and increased investment globally, during international conferences and meetings on road safety. And beyond, communicating the interlinkages to other global issues.



## LEGAL INSTRUMENTS

Advocating the accession to, and more effective implementation of, United Nations road safety legal instruments.

# INITIATIVES

## THE GLOBAL MARKETING CAMPAIGN "STREETS FOR LIFE" WITH JCDECAUX AND PUBLICIS:

Raising awareness on road safety is key if we want to achieve our common goal to halve the number of victims on the road by 2030. The initiative was launched in NYC on 1 July 2022 and will be implemented in 80 countries.



## SAFE AND AFFORDABLE HELMET INITIATIVE:

Vulnerable Road users constitute the majority of road traffic deaths in the developing world, with a growing number of fatalities and disabilities from head injuries. Access to helmets that meet UN minimum safety standards would have a direct impact on reducing fatalities and injuries.

## SAFETY OF USED CAR MARKETS:

To meet the growing demand for mobility, most developing countries rely on imports of used vehicles. However, without minimum regulations to incentivize import of cleaner and safer vehicles, it can be a leading contributor to both global climate emissions, local air pollution, and increased road crashes.



## ARTIFICIAL INTELLIGENCE (AI) FOR ROAD SAFETY:

The AI for Road Safety initiative is in line with the UN General Assembly Resolution (UN A/RES/74/299) on Improving Global Road Safety, which highlights the role of innovative automotive and digital technology, as well as with the UN Secretary-General's roadmap on digital cooperation. One of its main goals is to ensure equitable access to data and ethical use of algorithms at all levels of the safe system.



## REGIONAL ROAD SAFETY OBSERVATORIES:

Low- and middle-income countries face challenges in collecting fatal crash data, which limits the understanding of the road safety problem locally and hinders identification of appropriate actions. Regional observatories are being established in Africa, the ASEAN, the Arab Region, in the Western-Balkans and in Latin America.

## FRIENDS OF THE SPECIAL ENVOY

The members of the informal Network of the Friends of the Special Envoy Road Safety are high-level representatives from Governments, local authorities, international institutions, civil society or corporates who promote increased engagement and stronger cooperation for road safety in their capitals.

The Friends will also be supported by road safety champions in public spheres with celebrities from all over the world. Local hubs will contribute to a worldwide Friends group that draws together interests and expertise to advance global targets. Such hubs, led by the diplomatic community, currently include Geneva, New York City, Washington DC, Brussels, and Bangkok.

# IMPACT



Launch of the Friends of the Special Envoy and its  
**5 DIPLOMATIC HUBS:**  
Bangkok, Brussels, Geneva, New York City and Washington DC



**280 MEETINGS**  
in 92 Member States to advocate for road safety



Led the establishment of and fundraising for the UN Road Safety Fund; over 20 million USD



Speaking at more than  
**80 EVENTS**  
per year to address road safety



Hosting  
**5 UN PARTNERSHIP**  
Meetings for Road Safety with 30+ agencies



Launch the Kofi Annan Road Safety Award with the presence of Ghana, ECA and the Kofi Annan Foundation







Securing a Manifesto from the Automotive Industry for a minimum set of safety standards for new vehicles



44 new adhesions to UN Road Safety legal instruments and conventions since the start of the mandate



Supporting civil society organizations, such as NGOs, associations of victims, academics, or youth organizations in their work for road safety



Development of the Global safe and affordable helmet initiative



Road Safety Performance Reviews  
Cameroon, Ethiopia, Uganda, Zimbabwe



Inspiring the UN internal Road Safety Strategy, in partnership with UNDSS



Hosting 15 regional and national capacity building workshops, with ECA, ESCAP, ECLAC, ECE, UN-Habitat, WB and IADB

# BIOGRAPHY



**Jean Todt was born on 25 February 1946 in Pierrefort, Cantal (France). He has one son, Nicolas, and shares his life with actress, film producer and UNDP Goodwill Ambassador Michelle Yeoh. He is an alumnus of the Ecole des Cadres in Paris.**

**RALLY CO-DRIVER** – In 1966, he began his career as a rally co-driver, while also frequently working as a team organizer, in multiple series, including the World Rally Championship, until 1981. That same year, alongside Guy Fréquelin, he won the World Rally Championship for Manufacturers with a Talbot Lotus. In all, Jean Todt co-drove with 18 of the most successful drivers of the period and for 12 major manufacturers, winning many international rallies in the process.

**PEUGEOT TALBOT SPORT** – He was then appointed Peugeot's Director of Racing and founded Peugeot Talbot Sport (PTS), which claimed the Drivers' and Manufacturers' FIA World Rally Championship titles in 1985 and 1986 before going on to take first place in the general classification in four editions of the Paris-Dakar Rally between 1987 and 1990. In 1990, Jean Todt became Director of Sporting Activities of the PSA Peugeot Citroën Group, overseeing Peugeot's participation in the World Sportscar Championship, which Peugeot won in 1992. It also took two consecutive victories at the 1992 and 1993 24 Hours of Le Mans.

**FERRARI** – On 1 July 1993, Jean Todt left Peugeot and became Director of Ferrari's Racing Division. Under his leadership, from 1993 to 2008, Scuderia Ferrari won 14 FIA Formula One World titles (eight Constructors' and six Drivers' titles, five thanks to Michael Schumacher and one with Kimi Räikkönen) and 106 Grand Prix victories. In June 2004, he was appointed CEO of Ferrari in addition to his title of General Manager of the Racing Division. In October 2006

he took up a new post as a Special Advisor for the Scuderia Ferrari. He left Ferrari in March 2009.

**FIA PRESIDENCY** – Jean Todt was elected President of the Fédération Internationale de l'Automobile (FIA) on 23 October 2009, re-elected on 6 December 2013, and again in 2017, until December 2021.

**UN SECRETARY-GENERAL'S SPECIAL ENVOY** – On April 29, 2015, Jean Todt was appointed by the UN Secretary-General Ban Ki-moon as his Special Envoy for Road Safety, and he was confirmed again in April 2017 and in December 2021 by the new UN Secretary-General António Guterres.

**OTHER ACTIVITIES** – Jean Todt also devotes his time to several charitable causes. He is one of the Founders and Vice-President of the Institut du Cerveau et de la Moelle Epinière (ICM), an institute devoted to medical research for brain and spinal cord disorders, which was set up in 2005. He has been President of the Board of Directors of the Suu Foundation since December 2014, and a member of the Board of Directors for the International Peace Institute (IPI) since June 2015. He has been a member of the IOC's Commission for Public Affairs and Social Development through Sport since April 2017. Since January 2018, he has been a board member of

the Ban Ki-moon Centre for Global Citizens. He also sits on the boards of Gaumont, the Groupe Lucien Barrière, Edmond de Rothschild SA. He is also a Member of the Automobile Club de France and of the Polo de Paris.

**DISTINCTIONS** • Grand Cross of the Legion of Honour (2011) • Gold Medal of Youth and Sports (1987) • Laurent Perrier Grand Siècle Award (1987) • Officer of the National Order of Merit (1991) • Commander of the Italian Republic (2002) • Doctor Honoris Causa in Mechanic Engineering at Florence University (2004) • Dato Seri of Malaysia (2006) • Member of the Ukrainian Order of Prince Yaroslav the Wise (2011) • Grand Officer of the Order of Saint Agatha (San Marino) (2012) • Commander of the National Order of Merit of Senegal (2013) • Medal of the First Class of the Kingdom of Bahrain, awarded by the King (2014) • Medal of the Order of Friendship of the Russian Federation (2015) • Palme d'Or of the International Automobile Festival (2015) • Humanitarian of the Year Award by the United Nations Association of New York (2016) • Doctor Honoris Causa by the National Sports Academy of Sofia (2017) • Medal of the Order of St. George from the SemperOpernball (2019) • Lifetime Achievement Award for Contribution to Road Safety by the European Commission (2022).



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