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**UN-OHRLLS**

**Video Remarks**

**by**

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**at the**

**8th United Nations Partnerships Meeting for Road Safety  
Hosted by the UN Secretary-General's Special Envoy for Road  
Safety**

**3 December 2024**

**Geneva, Palais des Nations**

**12:00 – 17:00**

**Excellencies,  
Distinguished Colleagues,**

**I thank Mr. Jean Todt, the UN Secretary General's Special Envoy for Road Safety, for inviting me to share a few thoughts.**

**Today's meeting is both timely and essential as we reflect on the progress of the Second Decade of Action for Road Safety (2021-2030) and set the stage for the Fourth Global Ministerial Conference on Road Safety in February next year.**

**Road safety remains a critical and pressing challenge, especially for the 1.2 billion people in the 92 most vulnerable countries that my Office supports - Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs), and Small Island Developing States (SIDS).**

**Th statistics are stark and sobering and demand urgent action.**

- **A staggering 93 per cent of global road fatalities occur in low- and middle-income countries, despite hosting 60% of the world's vehicles.**

- **In LDCs, LLDCs, and SIDS, the median death rate from road traffic injuries is 16.4 per 100,000 people - far exceeding the global average.**
- **Two-thirds of the 50 countries with the highest road traffic injury rates are LDCs, LLDCs or SIDS.**
- **Economically, the impact is severe, with road crashes consuming 3% of GDP in the most affected nations.**

**Excellencies,**

**Addressing road safety is not just a health or infrastructure issue, it is central to achieving the Sustainable Development Goals (SDGs).**

**And the three dedicated programmes of action for these vulnerable groups of countries have recognized this critical linkage.**

- **The Doha Programme of Action for LDCs, targets universal access to safe, affordable, and sustainable transport systems by 2030, prioritizing public transport.**

- **The Antigua and Barbuda Action Agenda for SIDS commits to developing transportation infrastructure that is sound, safe, climate-resilient, and affordable.**
- **The New Programme of Action for LLDCs prioritizes transit, transport, and connectivity, with a specific focus on upgrading and maintaining safe transport infrastructure.**

**While significant progress has been made in improving road infrastructure, much more remains to be done.**

**Allow me to highlight some specific priorities in this regard:**

**First, we must prioritize investments in both physical and soft infrastructure.**

**This includes building not just roads, but also essential features like sidewalks, bicycle lanes, and safe crossings.**

**And it is equally important to ensure complementary efforts for maintenance, road safety audits and assessments, and adherence to high design standards, and monitoring.**

**Second, targeted efforts are needed to strengthen road safety measures.**

**This involves bolstering the capacity of road agencies to monitor conditions; establishing dedicated authorities for road construction and maintenance; and enforcing harmonized technical standards.**

**Emergency management systems for post-crash care and regulating the quality and safety of used vehicles are equally vital.**

**Third, safe and sustainable public transport must be prioritized.**

**Improving public transport helps provide access to trade, jobs, markets, education, health care and other services that contribute to economic growth and quality of life.**

**Fourth, especially for LLDCs, there is an urgent need to address the low density and poor quality of road networks.**

**Investments in road infrastructure should be tailored in a way to also consider road safety issues, which is crucial to achieving SDG target 3.6, which aims to halve road fatalities by 2030.**

**The New Programme of Action for LLDCs includes establishing an Infrastructure Investment Financing Facility to address these gaps.**

**Finally, reliable data is the backbone of effective policymaking, infrastructure planning, and sharing best practices.**

**Investments in statistical capacities are a core pillar of the SDGs and will enhance our ability to identify challenges and measure progress effectively.**

**Excellencies,**

**Road safety is a shared responsibility and the goal is clear – the goal to reduce road traffic deaths and injuries by 50% by 2030.**

**Achieving this ambition in LDCs, LLDCs and SIDS is integral to realizing the SDGs.**

**As we prepare for the Fourth Global Ministerial Conference on Road Safety in Marrakech, let us commit to bold and collective actions. Together, we can pave the way for safer and a future where no life is lost needlessly to preventable road crashes. And we will continue to keep that high on our agenda for the LDCs, LLDCs, and SIDS.**

**I thank you.**