

HIGH-LEVEL ROUNDTABLE

“CHARTING NEW ROUTES: NAVIGATING THE POWER OF PPPS FOR THE SDGS IN ROAD SAFETY FINANCE”

May 9, 2024, Istanbul – Turkey
8th UNECE International PPP FORUM

Moderator Welcome

Good morning, Ladies and Gentlemen.

Welcome to day two of the 8th International Forum on PPPs. My name is Nneka Henry, and I head the secretariat of the UN Road Safety Fund. It is my honour to be here today with you to moderate this morning’s plenary discussion on PPPs for Road Safety.

Today there are still 1.19 million people who die from preventable road crashes every year, and another 50 million who suffer permanent or other injuries.

In response to this global burden of mortality and injury on our health sector and economy, the UN system agreed to create the UN Road Safety Fund, to support government action in low- and middle-income countries towards the achievement of the SDG 3.6 target to halve road deaths. Our capacity building programmes cover many topics cutting across emergency post-crash care, police enforcement, harnessing road crash data for better policies, introducing rules for importing safe vehicles and designing safe roads.

Our partnership today benefits close to 90 countries and relies on the support of over fifty different UN agencies, civil society organizations, and donor member states and companies.

Last December, the WHO reported that there has been a 5% drop in road deaths since 2010. This means the direction of travel is a positive one; but it also means that there is a lot of room for improvement for the pace of that travel towards the global target of cutting deaths by 50%.

While PPPs for the prevention of road traffic injuries has been around for at least two decades, through today’s plenary session we are keen to take stock and explore the feasibility and next steps required to catalyze PPPs as a more readily accessible mechanism for safer roads.

On this note, I know PPPs means different things to different people, and for today’s purposes, allow me to describe PPPs as any mechanism by which the government uses

private sector expertise and/or financing to support it in providing traditional public sector services; resulting in a sharing of risks, responsibilities and benefits to both parties and ultimately to citizens.

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On this note of urgency and promise, allow me to give the floor to our UN Secretary General Special Envoy for Road Safety, **Mr. Jean Todt**, who joins us virtually through video message. Mr Todt, the floor is yours.

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As mentioned by the UN Special Envoy for Road Safety, a major advantage of PPPs is that it can lead to governments receiving additional financial and technical resources that can deliver on sustainable development objectives, which otherwise may be delayed or unmet.

In the case of road safety, experts from the Road Traffic Injury Research Center, have indicated that PPPs – large or small – may have application in a range of measures from construction of roads, car safety maintenance, public education, drivers' monitoring, to pre-hospital services to road crash victims.

All of you here today know more than most that it is not a simple task to employ PPPs – whether large or small-scale. There is a lot to consider and weigh up. These include identifying which areas of the road safety agenda does PPPs make the most sense; which are the necessary challenges and problems which must first be addressed; and finally, which practical strategies and necessary hard infrastructure and soft capacity building are required as prerequisites.

This is why the UNRSF has convened this impressive panel of experts – to discuss whether, and how best the benefits of, PPPs can be realized for improving road safety, especially in low- and middle-income countries.

In September 2024, the UNRSF will launch its 6th Call for Proposals. We encourage countries and development partners to consider where they may need help with amending legislation to encourage PPPs; or help with identifying financing models to support government financial obligations under PPPs; or simply, help with checklists and guidelines that can strengthen government capacity to identify necessary experts and expertise to design PPPs for road safety and also help shorten lengthy delays with using PPPs for road safety.

Joining me today for these important questions are:

- **Mr. Young Tae Kim: Secretary-General of the International Transport Forum (ITF) at the OECD.**
- **Ms. Jelena Tadic: Executive Director of PPP Investment, Serbia.**
- **Mr. Philip J. Wijers: Director of Government Affairs at Sensys Gatso Group and Chair of the Road Safety Committee at the International Road Federation.**
- **Mr. Volkan Recai Çetin: Senior Transport Sector Consultant at the World Bank.**
- **Mr. Daniel Pulido: Lead Transport Specialist for Eastern Europe and Central Asia Region at the World Bank.**
- **Ms. Rose Lourdes Élysée: General Coordinator of the Public-Private Partnership Unit at the Haiti Ministry of Economy and Finance (online).**
- **Mr. David Osafo Adonteng: Acting Director-General of the National Road Safety Authority (online).**

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To kickstart today's discussion, I would like to invite **Young Tae Kim** to share his insights, drawing on the ITF's global perspective, on the importance of international cooperation in advancing PPPs for road safety and to highlight some of the areas he has seen PPPs working to deliver road safety benefits as well as some of the accompanying challenges.

Let me now turn to **Jelena Tadic** to highlight successful road safety PPP projects from the region and to briefly mention some challenges as well as any lessons learned for other countries to consider.

Zooming into the experience of using small scale PPPs for road safety, it is my pleasure to invite **Philip Wijers** to outline the context and timelines involved with Sensys Gatso implementing traffic safety enhancement systems through PPPs in Ghana.

Volkan Cetin, drawing from his experience as a Transport Sector Senior Consultant at The World Bank may I ask you to share your views on areas where PPPs for road safety could be applied – whether large scale PPPs on construction or small-scale PPPs on pre-hospital services. Feel free to highlight also any related capacity gaps which should be considered.

Last on the podium is **Daniel Pulido**, who I would like to invite to share innovative financing mechanisms for PPPs in road safety, based on his comprehensive experience in infrastructure finance, and how these mechanisms can be adapted and applied to support PPP projects effectively.

I will now turn online to my online speakers. I invite **Rose Lourdes Élysée** from Haiti and **David Osafo Adonteng** from Ghana to share insights on what are some practical areas which international partners can provide to low- and middle-income governments to strengthen the government capacity to effectively and efficiently use PPPs for road safety.

Time permitting, I would like to hear from each of you one practical challenge or prerequisite that you would consider important for governments, especially in low- and middle-income countries, to tackle if they are to ensure the best conditions for success of large or small-scale PPPs for road safety.