



Good afternoon,

Honorable Minister of Transport and Logistics of the Kingdom of Morocco, His Excellency Abdessamad KAYOUH,

UN Secretary-General's Special Envoy for Road Safety, Jean Todt,

Distinguished Ministers, heads of agencies, donors, ladies and gentlemen;

Operational towards the end of 2019, and today involving:

- 88 beneficiary countries,
- 13 lead technical agencies, and
- 29 donors,

The mandate of the UN Road Safety Fund has always been clear:

- To support governments in building road safety systems that cut road traffic deaths; and
- To promote sustainable mobility with safety at its core.

This journey has not been an easy one:

- The COVID-19 pandemic, stalling project implementation within our first two years;
- Limited donor country engagement amidst competing and long-standing ODA priorities; and
- Global apathy, driven by the mistaken belief that road deaths are inevitable; are but a few of the challenges which have hindered our progress.

To combat these headwinds,

1. The UNRSF has optimized its limited resources through joint multi-stakeholder programming; as well as multi-country regional programmes;
2. We narrowed our funding priorities to critical aspects of road safety systems that would deliver the biggest result, including projects that improve safety for motorcyclists, which are the largest group of people being killed on our roads today;
3. The UNRSF also strengthened its core pool of technical implementing partners by allowing NGOs to directly deliver targeted support in member states, in partnership with the UN; and
4. While a few important donors have had to reassess, reduce or pause their funding, we also grew and diversified our pool of donors, resulting in an increase from 10 founding donors in 2019 to 29 donors today, including major donors from the Arab region and for the first time, from the vehicle manufacturing sector.
5. We also secured support from fiduciary partners to help us generate sustainable financing, including through the "24 seconds" brands for safer roads initiative, managed by Pvblic Foundation aimed at channeling innovative financing from companies; as well as through online individual donations made possible on our website by Every.org.

On that note, I wish to thank all our donors pledging today in Marrakech, and those supporting us from afar. We deeply value and count on your continued support. I also take this opportunity to thank major donors that have remained committed to our work from the beginning, including France, the European Commission, Michelin Corporate Foundation and Pirelli.

However, despite these mitigating measures and growing pool of donors, the picture is far from rosy.

The first founding donors in 2018 committed some \$19 million dollars as initial capital, and over the last six years, we have just managed to double that figure with some \$38 million dollars now committed to date.

Out of this, every year we allocate \$5 million dollars to deliver the support we have been mandated to provide. A simple calculation will show that there is an urgent need to continually replenish the UNRSF to enable its important work to continue.

You may ask, why is it so important to continue this work?

UNRSF stands apart, because it tackles road safety at its root—supporting governments in building systemic, long-term solutions rather than just temporary fixes. The UNRSF fills critical gaps across entire road safety systems, ensuring sustainable impact across policies, data, urban planning, post-crash care, vehicle safety, and enforcement. Our global reach, expert multi-stakeholder partnership model, and alignment with UN Sustainable Development Goals on climate, sustainable transport and economic growth make us uniquely positioned to drive government actions that create or leapfrog specific changes in national road safety systems that can be scaled, replicated and sustained.

Taking a look at a few of our closed projects:

In Bangladesh, the work we did with the Ministry of Health to professionalize post-crash protocols and a 24/7 crash victims' hotline, lives on and was embedded in the national health action plan.

In Armenia, we had similar sustainable and scaled outcomes where our work to coordinate with the Ministry of Interior, Ministry of Health and Ministry of Infrastructure to share and digitize data collection on black spots is being continually enhanced under the Ministry of Interior and used by Ministry of Infrastructure to secure budget funding for road infrastructure improvements.

In Brazil and Rwanda, the government introduced policy and regulations at national level around highway speed enforcement and UN standard motorcycle helmets respectively, thanks to capacities built through our projects.

Looking ahead this year and beyond, I am pleased to announce that with earmarked support from Autoliv on motorcycle safety and pooled contributions from our generous donors, several of whom are represented here today, we are funding new projects that continue to directly address the critical challenges in road safety.

I. We know that **weak regulatory frameworks** and poor enforcement hinder progress. That's why we're investing in new projects like "Empowering Law Enforcement and Regulations in Sub-Saharan Africa" and "Protecting Riders in the MENA Region & beyond." These projects will help countries align their laws with UN standards for drink driving, helmets, speed, and ABS, while also improving enforcement and strengthening lead agencies. Just as we've seen success with past initiatives like Brazil's speed control program and Armenia's data-driven road infrastructure improvements, these new projects will trigger or help boost government actions in weak areas of their national road safety system.

II. Another key challenge is the **persistent underfunding** of road safety. Building on successful models like Zambia's road safety investment case and Tanzania's "Ten Step Plan for Safe Road Infrastructure," which helped the government make the business case for meaningful investment in road safety, we are launching four new projects focused on sustainable domestic financing. Our new project on "Investing in Mongolia's Safer Roads" will help the government to unlock national road safety budget and use data to target interventions effectively. And the, "Mobilising Sustainable Financing for Safer Roads" pilot project will strengthen coordination, promote data-driven solutions, and unlock funding through PPPs, ODA, loans, and other financing mechanisms in multiple countries spanning three regions.

III. We also recognize the urgent need to prioritize sustainable **transport**. Following the inspiring example of the "Reclaiming Streets for Pedestrians and Cyclists" initiative and the "Safer and Cleaner Used Vehicles Project," we are introducing a new project on "Building Safer, Greener Cities." This programme will build on good results already achieved by further engaging cities in developing and scaling innovative, locally tailored solutions, focusing on inclusive and sustainable transport for all road users.

IV. Finally, addressing **high-risk factors** remains a top priority. It goes to the heart of our strategy to halve road deaths. Building on the success of projects promoting motorcycle ABS in Southeast Asia, and helmet safety standards in Rwanda, we are launching two new initiatives. The "Star Rating for Safer Motorcycles" project will empower consumers to demand safer motorcycles by establishing a regional star rating system for motorcycles similar to the highly effective star rating system for vehicles. And, recognizing the importance of strong legal frameworks,

we are supporting new projects that advocate for stronger helmet laws, insurance requirements, licensing programs, and passenger restrictions in Latin America and the Caribbean.

With the contributions being announced today and those in the pipeline, we look forward to continuing our work with you to build road safety systems in countries to cut road deaths.

Thank you