

Good day to everyone.

I'm so pleased to be joining you here today to share the UN Road Safety Fund's perspective on this inspiring topic of "vision zero and how do we get there by 2050?"

Although....to be more accurate, what I would like to highlight in the five minutes that I have with you is not "original" thinking on the part of the UN Road Safety Fund. It is the view expressed by the 193 UN member states through a UN General Assembly resolution adopted in 2016 – a little under a year after the two road-safety SDGs were endorsed.

In a nutshell, the view of member states, on the best way to substantially improve road safety has been translated into the 3 key UN Road Safety Fund objectives to:

1. Fund road safety programmes at the national and local levels across the five pillars of the Global Plan for the Decade of Action for Road Safety.
2. Coordinate complementary channels of road safety and sustainable transport assistance to countries and cities to harmonize initiatives for maximum SDG effectiveness and efficiency.
3. Mobilize global financial and technical resources for road safety, including by unlocking sustainable sources of domestic road safety financing in low and middle-income countries.

On the first objective – of funding road safety projects – the Fund and its partners across and outside of the UN system have been busy reaching out to government partners to understand, assess and respond to country needs with a targeted \$17 million dollars' worth of scalable and replicable "proof of concept" projects between 2018 and 2020.

In large part, thanks to the efforts of the UN Special Envoy for Road Safety and the Fund secretariat, this financial target was met, albeit with a delayed deadline of end 2021 instead of end 2020 – no thanks to the on-going coronavirus pandemic.

With this short-term financial target met, important achievements in terms of proof of concepts were delivered – as reflected in the Fund’s 36 projects in over 45 low- and middle-income countries in 2022.

Looking ahead, the medium-term financial target for this objective of supporting road safety projects, runs around \$40million dollars’ worth of private and public sector financing by the end of 2025 (and drawing close to the end of 2022, we are \$16 million dollars closer to achieving the 40 million target by 2025) – this had to be reduced from the 2018 projection of \$55 million in light of unforeseen challenges like the global health crisis triggered by COVID 19 and the humanitarian crisis caused by the Ukraine invasion and the worsening climate crisis – which quite frankly has been stretching the funding capability of public and private sector donors alike.

On the second objective – of coordinating and harmonizing road safety and other SDG priorities – the Fund and its partners launched 6 Platforms of Engagement one year ago. These Platforms are virtual innovation labs, anchored in conversations about the nexus between 6 different SDG priorities and road safety goals and they are co-chaired by various parts of the Fund’s network of global partners. The discussions in the Platforms are geared towards improving the quality and content of road safety interventions, whether funded through, or outside of the Fund.

We were pleased that the ideas discussed in some Platforms made their way into several concept notes submitted in this year’s Call for Proposals and that one or two of them are even to be funded.

The Platforms of Engagement is now being re-imagined taking into consideration practical lessons learnt like scheduling global partners on different time zones and ensuring a capture of project ideas that could trigger real interest from among non-traditional development partners and investors who may have more funding capacity beyond the traditional donor doors.

The third objective – on mobilizing global financial and technical resources for road safety and also unlocking domestic financing – is the crucial next area of investment for the Fund in 2023

and beyond. The financial target set back in 2018 for the Fund to mobilize innovative financing was \$265 million dollars' worth of innovative financing by the end of 2025. The Fund has already been engaging with key partners from MDBs to commercial banks, to the ITFs, IRAPs to interested private sector partners and others who have been exploring ideas on innovative financing for road safety for much longer than the 4 years of the Fund's existence. So, through these strategic dialogues with experienced partners, we envision a future launch of a growing portfolio of catalytic finance initiatives which can meet if not beat the 2018 target of \$265 million.

Certainly ambitious – but as THE United Nations Road Safety Fund – it's really if not us, then who? And if not now, then when?

So with that, we see three clear paths to getting to vision zero:

1. Fund road safety programmes in low- and middle-income countries across the Global Plan pillars that demonstrate the case for road safety investment.
2. Harmonize with other complementary SDGs for maximum impact and visibility; and
3. Unlock innovative catalytic financing that can deliver road safety transformation as scale and speed to meet the 2050 vision zero target.

Thank you