

**Fifth United Nations Partnership Meeting for Road Safety**  
**Hosted by the UN Secretary-General's Special Envoy for Road Safety**

**10 December, 15:30-17:30 CET/09:30-11:30 EST**

Virtual, Cisco Webex platform

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**Meeting Summary**

**Moderator: Mr. Dmitry Mariyasin, Deputy Executive Secretary, UNECE**

**1. Opening and Welcome**

• **Mr. Jean Todt, UN Secretary-General's Special Envoy for Road Safety**

The Special Envoy welcomed the meeting participants, expressing his appreciation for all the efforts made in the past year to achieve the global road safety targets (SDG 3.6 and SDG 11.2). He noted that political support has been mobilized by the United Nations, Member States and road safety partners through the Stockholm Declaration and UN General Assembly Resolution on Global Road Safety ([A/RES/74/299](#)) in 2020, and most recently the UNGA Resolution ([A/RES/75/308](#)) on modalities for the UN High Level Meeting for Road Safety, 30 June to 1 July 2022. The Special Envoy called for support to encourage participation from Heads of Government and Heads of State.

In the context of gradual control of the COVID-19 pandemic this year, the Special Envoy was pleased to announce the October launch of the Global Plan for the Second Decade of Action for Road Safety (2021-2030). Developed by WHO and the UN Regional Commissions, the Global Plan makes recommended interventions across the five pillars of the safe-system approach to guide national and regional road safety action plans.

With the Plan, the road safety related SDG targets would be more achievable than in the past through its wealth of information, resources, and tools. He asked for support in the Plan's implementation through cross-sectoral collaboration. The Special Envoy further reiterated the importance of road safety investments to address other global challenges, such as climate change, access to education and employment, human rights, sustainable cities, poverty, child health, social inclusion, gender equality and the digital divide.

Lastly, the Special Envoy underlined the following agenda items: 1) Maximizing international and domestic road safety financing over the next decade for implementation of the Global Plan and accelerating progress on the SDGs; 2) Engaging the initiatives launched under the Secretary-General's road map for digital cooperation and AI (Artificial Intelligence) for Road Safety to address road safety challenges; and 3) Supporting implementation of the UN internal road safety strategy.

• **Ms. Amina J. Mohammed, UN Deputy Secretary-General**

The UN Deputy Secretary-General contributed to the meeting through a video message available [here](#). In her remarks, she noted the United Nations' role, including UN country teams and Resident Coordinators, will be critical in contributing to the Plan's objectives and to achieving the 2030 Agenda; this included a Vision Zero within UN operations. She encouraged fostering collaboration and coordination among the UN-system to build partnerships that transform global road safety outcomes.

• **Ms. Armida Salsiah Alisjahbana, Executive Secretary, UNESCAP**

The Executive Secretary remarked that efforts would be made to realize sustainable transport by addressing global road safety challenges and the corresponding SDG targets 3.6 and 11.2. Ms.

Alisjahbana also presented ESCAP's planned and implemented initiatives and projects, at the country, regional and global levels, to promote road safety and support the Global Plan of Action.

Ms. Alisjahbana introduced the meeting '*Saving Lives on the Asia-Pacific Roads*', held on 14 December 2021 concerning the adoption of a five-year regional action plan for sustainable transport development, in which road safety was identified as one of seven key areas for discussion. The Executive Secretary further reaffirmed ESCAP's commitment to collaborating with all UN agencies to achieve the goal of safe and sustainable transportation for all.

- **Ms. Olga Algayerova, Executive Secretary, UNECE**

The Executive Secretary thanked meeting participants for joining forces to discuss and address the critical issue of road safety, a priority area for the UNECE in advancing progress to achieving the 2030 Agenda. She outlined the major conclusions of the 3 December 2021 preparatory meeting for the High Level Meeting on Road Safety next July.

Ms. Algayerova further elaborated on how the UNECE provides support to Member States through UN Conventions on Road Safety, policy instruments, training workshops, advisory services, research, and national road safety performance reviews. Furthermore, the Executive Secretary called for all to engage in the activities of the Special Envoy for Road Safety and the UN Road Safety Fund (UNRSF), particularly, and to support the UNRSF's First Replenishment Cycle (2022-2025).

- **Ms. Rola Dashti, Executive Secretary, UNESCWA**

The Executive Secretary highlighted that it was an urgent priority to reduce road fatalities and injuries, especially in low- and middle-income countries. Road fatalities poses a significant barrier for Member States to achieving the 2030 Agenda. Ms. Dashti outlined two key aspects for successful implementation of the Global Plan of Action. The first was to push for political commitment at the highest levels of government, and the second was to call for shared responsibilities across government, private sector, civil society, donors, and the entire UN system.

## **2. Global Plan of Action for Road Safety (2021–2030) and Preparations for the 2022 High-Level Meeting on Road Safety (HLM)**

- **Mr. Zhenmin Liu, Under-Secretary-General, UN DESA**

The Under-Secretary-General thanked the Special Envoy for Road Safety, Mr. Todt and UN Regional Commission executives for their work on road safety. Mr. Liu expressed his appreciation to Mr. Todt for his virtual contribution during the Second UN Global Sustainable Transport Conference held in Beijing on 14-16 October 2021.

Mr. Liu further briefed on highlights of the Second UN Global Sustainable Transport Conference convening around 1,000 participants from 130 governments, UN agencies, and other stakeholders. The following was established as a result of the conference:

- The Beijing Statement was delivered by China's Minister of Transport H.E. Mr. LI Xiaopeng and it lays out a framework for accelerating progress towards sustainable transportation.
- An online repository was established to capture both ongoing and new commitments for sustainable transport related initiatives. So far, the online repository has attracted notable submissions. It remains active and accessible through DESA's website for future submissions.

The Under-Secretary-General concluded by expressing his willingness to continue working closely with the Special Envoy and UN agencies to promote sustainable transport and improve global road safety worldwide.

- **Mr. Nagaraj Naidu Kakanur, Chef de Cabinet of the President of the General Assembly, UN**

The Chef de Cabinet thanked the WHO, the Special Envoy, the UN Regional Commissions and other participants for their support in launching the Global Plan of Action, and in organizing the one-day preparatory meeting ahead of the upcoming HLM on road safety in June 2022.

Mr. Kakanur touched on key points that had been discussed during the Preparatory Meeting, emphasizing the urgency to have better and safer ways to move people and goods on the world's roads. He highlighted that financing road safety is not a liability but an investment to generate socio-economic benefits and reduce economic loss and reiterated a call to rethink mobility and transport financing. While governmental agencies have the primary responsibility to design a safe road transport system and implement a road safety action plan, the private sector, civil society, academia, and other non-state actors can also contribute in important ways. He continued that the collective, global power of public and private organizations adopting road safety practices as part of their contributions to the SDGs, together with their endorsement, leadership and purchasing power, is substantial. New ideas and innovations are leading to transport solutions that are affordable, socially inclusive, as well as environmentally sound.

The Chef de Cabinet elaborated on a vision about the High-level Meeting: "it's should not be business as usual": It is necessary to organize the most comprehensive dialogue among all actors, including UN systems, governments, businesses, donors, international financial institutions, and private investors and mobilize them to contribute to the road safety-related SDGs while also shaping a more sustainable, future transport system. He particularly underscored the Youth Power. Additionally, Mr. Kakanur proposed to discuss harnessing the value of AI in enhancing the safe system approach to road safety, with the caveat that the initiative would be applicable to low- and middle- income countries. .

- **Ms. Naoko Yamamoto, Assistant Director-General, WHO**

The Assistant Director-General provided a detailed elaboration concerning the Global Plan of Action by expounding on the following points: purpose, key principles, elements, areas for action and implementation. Ms. Yamamoto further emphasized on the importance of shared responsibility among government, donors, civil society, private sector, and UN agencies in promoting collaborative effort in realizing sustainable transportation and the corresponding SDG targets.

- **Ms. Maimunah Mohd Sharif, Executive Director, UN-Habitat**

The UN-Habitat Executive Director contributed to the meeting through a video message available [here](#).

Open floor discussion:

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

The Special Envoy expressed his thanks once again for all efforts made in launching the Global Plan of Action and preparing for the HLM on road safety to be held in June 2022. Mr. Todt reiterated the importance of joint forces across all sectors to contribute to the successful implementation of the Global Plan of Action, and its ultimate target of halving traffic deaths and injuries by 2030. The Special Envoy concluded by conveying his strong willingness to support the work of UN agencies on the issue of road safety.

- **Ms. Olga Algayerova, Executive Secretary, UNECE**

The Executive Secretary responded by supporting the Special Envoy's proposal to streamline all activities. Ms. Algayerova further reminded that road safety was inextricably linked to issues such as health, energy, environment, city, children, infrastructure, and so forth. It is of vital importance to utilize the consensual attitude of Member States on the issue of road safety.

- **Mr. Dmitry Mariyasin, Deputy Executive Secretary, UNECE**

The Deputy Executive Secretary seconded the proposal of Mr. Kakanur by calling for joint efforts from all UN agencies in the preparatory process for the HLM on Road Safety. Mr. Mariyasin further pointed out that, from the perspective of the regional commissions, UNECE would use its role as coordinator next year to offer a focused and practical agenda for the HLM in 2022.

- **Mr. Mohamed El Moctar El Hacene, Director of Economic Development and Integration Division**

The Director raised a question on what role was expected from regional commissions in the preparation and implementation for the upcoming HLM in 2022.

The below provides a brief summary of all the comments and replies concerning this question.

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

The Special Envoy commented by giving the following two proposals: 1) the regional commissions could coordinate with each other and work with countries within each region to contribute jointly; 2) the regional commissions could also submit plans to the Road Safety Observatories so that the Special Envoy could get input from Member States and provide guidance in related fields.

- **Ms. Olga Algayerova, Executive Secretary, UNECE**

The Executive Secretary responded by recalling the General Assembly Resolution adopted in July 2021 ([A/RES/75/308](#)), which contained detailed objectives regarding the HLM to be held in June 2022 and to follow its guidance. The high-level event will be organized under auspices of the President of the General Assembly with the strong support of all five regional commissions and WHO.

- **Mr. Nagaraj Naidu Kakanur, Chef de Cabinet of the President of the General Assembly, UN**

To conclude, the Chef de Cabinet remarked by calling for regional commissions to reach out to Member States regarding their specific requests on the issue of road safety, and then to coordinate with the UN agencies systematically.

### **3. Financing for Road Safety**

- **Mr. Binyam Reja, Acting Global Director for Transport Global Practice, World Bank**

The Acting Global Director first thanked the Special Envoy for his recent visit to the World Bank on promoting a further collaboration with UN agencies on road safety. He then briefed meeting participants on World Bank initiatives to improve road safety. The World Bank is a major source of financing, contributing approximately \$ 27 billion USD in support of rural and inter-urban road construction and continues to invest significantly in the transport sector. Additionally, the World Bank seeks to diversify its funding sources by developing approaches to attract private sector and foundation financing.

Mr. Reja further stated three key points concerning the Global Plan of Action as well as the upcoming HLM on road safety.

- Partnership building, and the relevance of road safety for economic growth and public health in a developing countries context;
- Motivations and strategies to encourage private sector involvement and more participation in road safety financing;
- Designing an approach that can support philanthropic foundations in contributing to road safety as a socially responsible investment.

The Acting Global Director concluded by expressing the willingness of the World Bank to collaborate with all UN agencies in ongoing efforts to achieve the Global Plan of Action.

- **Mr. Robert Lisinge, Chief of Section, Infrastructure, Energy and Services, UNECA**

On behalf of Dr. Vera Songwe, the Executive Secretary of the Economic Commission for Africa, Mr. Lisinge offered remarks based on the work that had been done in the region for road safety financing.

The Chief of Section outlined the following lessons learnt in financing for road safety throughout the first decade of action:

- Over 23% of lead road safety bodies on the continent were not funded through the national budget;
- The target of road safety finance existed but was not made by many African countries;
- Over-reliance on donor funds instead of on multiple funding sources.

Notwithstanding these challenges, Mr. Lisinge further shared good practices that had been implemented. For example, the UN Road Safety Fund has been allocated to projects in Ghana, Guinea, Ethiopia, and Cameroon. Notably, in South Africa, unlike other African countries which rely on the continent for financing, national road safety programs were supported by the government.

The Chief of Section further noted that it was not enough to rely solely on governments to promote road safety financing for activities in Africa; but private sector funding, as well as business, should be encouraged to contribute financially to provide technical assistance for road safety.

Mr. Lisinge concluded by proposing three recommendations for future efforts to address road safety in Africa, which are: 1) develop a national budget allocated specifically for road safety; 2) create road safety funds and allocate a share of funds where they exist to road safety initiatives; 3) collaborate with existing road safety entities, such as the UNRSF.

- **Ms. Nneka Henry, Head, UN Road Safety Fund**

Ms. Henry first shared data on the operation of the UNRSF, indicating that the UNRSF had mobilized \$ 18 million USD so far and were able to support 30 countries. Moreover, she also expressed concern that there was a huge gap to fill as 95 countries remained unsupported. She reiterated the importance of financing to implement solutions that had been designed for road safety improvements.

In light of this, the UNRSF's First Replenishment Cycle (2022-2025) was launched on 3 December. Ms. Henry was pleased to announce that some early pledges had been received from Hungary, Luxemburg, Nigeria, Russia, and private sector companies. The Head of the UNRSF further urged for continuous advocacy for the importance of replenishing the fund, given that only 9 countries have contributed to the fund. The UNRSF anticipates an increase in the number of Member States contributing to this cause.

In conclusion, Ms. Henry reiterated the importance of mainstreaming the issue of road safety and proposed the following actions:

- More efforts should be made by UN agencies to build their capacity and expertise on road safety;
- Road safety issues need to be have more visibility to increase global awareness;
- Implementing UN agencies should work together to disseminate good practices and the results of UNRSF-funded projects.

- **Ms. Jennifer Topping, Executive Director, UN MPTFO**

The Executive Director thanked the Special Envoy, Ms. Olga Algayerova, and Mr. Mohamed El Moctar El Hacene for their outstanding leadership in addressing road safety initiatives and involvement with the Multi-Partnership Trust Fund.

Ms. Topping reminded that road safety was a shared responsibility that needed a holistic and inclusive approach at its core. The MPTFO's engagement would be as a financing instrument that was specifically developed to connect multi-stakeholders, bringing them together, and allowing for policy and program operational coherence at all levels. The Executive Director applauded the \$ 18 million USD that UNRSF had capitalized so far, but noted that the amount was insufficient for the ambitious goal ahead of us during the Second Decade. Ms. Topping reiterated the importance of replenishment of funding to support road safety activities in the next year, and concluded by committing to continued joint efforts to support the realization of road safety-related SDG targets.

Open floor discussion:

- **Mr. Mohamed El Moctar El Hacene, Director, Economic Development and Integration Division, ESCWA**

The Director supported Mr. Robert Lisinge's recommendation by further emphasizing the significance of enabling national authorities to identify local resources to finance road safety in a sustainable manner.

- **Ms. Agi Veres, Director, UNDP Office in Geneva**

Ms. Veres responded by mentioning the Integrated National Financing Framework, the new global framework for financing the 2030 Agenda, and the 17 SDGs. The Director further proposed and encouraged that the issue of road safety should be included in the implementation of the global agenda for sustainable development. Ms. Veres concluded by asking for private sectors to contribute financially to road safety and related SDG targets, stressing the need of raising more public awareness on road safety.

#### **4. Digitalization for Road Safety**

- **Ms. Maria-Francesca Spatolisano, Assistant Secretary-General for Policy Coordination and Inter-Agency Affairs, Office of UN Envoy on Technology**

The Assistant Secretary-General thanked the Special Envoy for his leadership on road safety. She elaborated on the relation and relevance of digitalization for road safety. Under the COVID-19 pandemic, there was an increased reliance on digital technologies and she noted the UN Secretary General's Roadmap on Digital Cooperation called for a global digital compact to create a more open, free, and secure digital future. Leveraging technologies, supporting global AI cooperation, and promoting digital trust and security are crucial areas of work for the UN Envoy on Technology and its engagement with road safety.

Ms. Spatolisano further explained how digital technologies could be supportive to reach sustainable transportation. First, technologies such as AI, machine learning have changed driving behaviour and are useful in controlling speed as well as avoiding huge traffic blockages. The auto-driving vehicle could be useful in reducing road traffic fatalities. Second, AI could be supportive in enabling more efficient transportation and road management, which constitutes a motivating factor to improve city design and create environmentally friendly living conditions.

While managing expectations on how digital technologies could be supportive for road safety, Ms. Spatolisano also noted that it was important to ensure equal and affordable access to technology tools,

as well as setting safety standards to evade technology abuses, violations of human rights, and breaches in privacy.

Lastly, the Assistant Secretary-General highlighted three key areas for a better understanding of the nexus between road safety and digital cooperation:

- Connectivity, particularly in less developed countries, regions, and underserved communities;
- Road safety as a systemic issue that should be integrated into the sustainable development plan;
- Digitalization for road safety to contribute to the ongoing broader work to define global digital government.

- **Mr. Chaesub Lee, Director of the Telecommunication Standardization Bureau, ITU**

The Director extended greetings and thanks to the Special Envoy and meeting participants on behalf of ITU Secretary-General Mr. Houlin Zhao.

The AI for Road Safety Initiative was launched under the AI for Good Platform in October 2021. Mr. Lee reiterated that AI had a great potential to improve safety for all road users, whether traveling by automobile, motorcycle, bicycle, or foot.

The primary objective of the AI Initiative, according to the Director, was to study how AI can be used to improve road safety in low- and middle-income countries. He further elaborated on the following points to realize this objective.

- Promoting the use of AI to enhance data collecting and analyses, which could be beneficial to build up safer road infrastructures;
- Recognizing the importance of automobiles on promoting safer driving behaviours to reduce traffic fatalities and injuries;
- Exploring the application of mobile phones to enable functions for road safety such as emergency call services.

To conclude, Mr. Lee highlighted the importance of the partnership with the UNECE Transport Division on road safety. He further encouraged meeting participants to share their expertise and join the ITU Global Standards Symposium on 28 February 2022 where road safety is already on the agenda.

## **5. Internal Road Safety Strategy**

- **Mr. Gilles Michaud, Under-Secretary-General, UNDSS**

While recognizing the importance of the Global Plan of Action for road safety, the Under-Secretary-General urged for focus on UN internal road safety policies as well. Mr. Michaud recalled the Secretary-General's Report on Road Safety and pointed out that one of the critical issues discussed within the report was the security of UN personnel. Traffic fatalities already pose a major challenge to the health and well-being of UN personnel.

The Under-Secretary-General outlined the ongoing works that had been done in internal road safety, through the Inter-Agency Security Management Network (IASMN) Working Group on Road Safety. The Working Group plays a key role in supporting road safety activities through a coordinated and multi-disciplinary area of security, medical services, training, administration, and management across the entire UN system.

Further, Mr. Michaud reiterated the significance of the security issue, by noting that traffic accidents involving UN vehicles had also caused deaths and injuries to non-UN personnel. Data indicated that within the first six months of 2021, there had been 14 non-UN personnel fatalities and 86 non-UN personnel injuries.

Given the gravity of the situation, the Under-Secretary-General emphasized that further efforts should be made to strengthen internal UN road safety. He mentioned that the Working Group had updated the UNSMS (UN Security Management System) policy on road safety, and the Working Group is currently developing guidelines to support policy implementation, which will be discussed for approval by the IASMN in February 2022. Mr. Michaud concluded by encouraging collaborative efforts in raising awareness of road safety and security.

Request from the floor:

▪ **Mr. Jean Todt, UN Secretary-General's Special Envoy for Road Safety**

The Special Envoy remarked by reiterating the significance of the Vision Zero Network. Mr. Todt further called for increasing awareness of this project and the current situation.

**6. Open Floor**

• **Ms. Sara Adam, Director Management Services Division, World Food Programme (WFP)**

A written statement by Ms. Adam highlights how, with 45 million people on the brink of famine, WFP is relentlessly focused on delivering food and assistance to hard-to-reach and high-risk locations. With over 3,000 passenger vehicles and 5000 trucks on the roads every day, road crashes unfortunately still are causing tragic losses to WFP's personnel. Therefore WFP's continued commitment to road safety rests at the core of our ability to save lives and to build a pathway to peace, prosperity and stability.

To enhance focus on Road Safety, in 2021 WFP launched the new Occupational Safety & Health framework to improve data reporting and analysis, helping to manage, measure and mitigate risks.

Another element deserving mention is WFP's Engineering work for safer roads. WFP just completed 150 km of roads across South Sudan, recently constructing 48 km of road from Torit to Magwi in East Quatorial state, transforming a flooded feeder road from a dangerous six-hour journey to a safe and secure 45-minute trip for all humanitarian agencies and communities, ensuring access to food and safety for over 5,000 families.

At the inter-agency level, WFP's significant contribution include:

- vehicles safety: in January 2022, together with UNHCR, WFP will be launching the UN Fleet Global Solutions Centre. The first pillar of the UN Fleet Global Solutions Centre mandate is to offer safe, effective and sustainable vehicles to the UN system at large, by leveraging the significant fleet management expertise of both Agencies.
- development of a corporate Mobility Service on the digital booking platform, known as the UN Booking Hub, allowing to book drivers and light vehicles online, which is currently covering 4,000 vehicles from 12 different UN Agencies. The tool includes the instant customer feedback feature, to improve customer experience and encourage safe driving behaviour.

Last but not least, a safe fleet is a more environmentally sustainable fleet. Well-maintained vehicles, optimized fleets and route planning as well as trained drivers are crucial elements of WFP's fleet management efforts, which not only lead to safer road travel, but also to a lower CO2 footprint, reduced particulate emissions and less fleet-related waste.

Finally, Ms. Adam extended special thanks to Mr. Jean Todt for organizing and taking the lead on coordinating road safety across the UN system. She reinforced WFP's commitment to strengthen collaboration across the UN system by leveraging each others' expertise for a stronger and even more robust road safety culture throughout the next Decade of Action.

- **Mr. Dominic Grace, Deputy Director and Head of the Global Transportation Infrastructure Service, UNHCR**

In a prepared statement, Mr. Grace noted improving road safety is a central pillar of UNHCR's new Global Fleet Strategy, along with reducing UNHCR's environmental impact. As one of the largest fleet operators in the UN system, UNHCR is committed to tangibly improving road safety. In 2021, road crashes had caused a tremendous loss of life to UNHCR's personnel and assets, including an attributed annual average cost of close to \$ 953,000 USD.

In addition to the steps taken by UNHCR already to improve road safety, such as providing extensive training for drivers, further action is still required. In 2022, UNHCR will undertake a concerted effort to better understand the root cause of road crashes. Further research, assisted by a commercial partner, will be conducted on the following aspects: driver distraction, fatigue, speeding, overtaking, driving under the influence, mechanical failures, and road conditions.

UNHCR reiterated the significance of technology in supporting solutions to target the causes of road crashes, noting that ongoing improvements had been made in this area. A driver app that provides personalized feedback to the drivers on their driving style was piloted with 151 drivers in Sudan, Ethiopia and the Republic of Congo over the past few months. Further efforts will be made to scale up this app to capture data at the site of a road crash.

For 2022, UNHCR will emphasize the following areas to improve road safety:

- Initiatives addressing protection to vulnerable road users;
- Improving road safety data;
- Analysing the possibility of implementing an accrued bonus for partner organization drivers;
- Improving UNHCR road safety-related regulations;
- Improving speed controls as part of a driver performance monitoring pilot project;
- Improving drivers' job descriptions;
- Completing the installation of the Vehicle Tracking System across the entire fleet.

- **Rory Nefdt, Senior Adviser Health, Health Section, UNICEF**

The Senior Advisor confirmed that UNICEF would organize a Child Road Safety Side Event at the upcoming HLM to increase awareness of global road safety. Mr. Nefdt further thanked WHO for co-hosting and encouraged other stakeholders and countries to participate. The Senior Advisor concluded by expressing UNICEF's continued efforts to work with road safety colleagues to contribute to safe and sustainable transportation.

- **Hillary Bakrie, Programme Officer on Youth, Innovation, and Technology, OSGEY**

Ms. Bakrie thanked the UN regional Commissions, the WHO, the Special Envoy for Road Safety, and all partners within and outside the UN for their continued leadership in mobilizing the Road Safety agenda and for ensuring the voices of young people, as the group that most affected by road trauma, was included in this important discussion.

Young people are recognized not only as victims of road crashes, but also key partners in the recently launched Global Plan for Road Safety. The OSGEY stands ready to continue their collaboration in mobilizing young people to be key partners in achieving the targets addressed in the Global Plan in the next decade. Ms. Bakrie further noted that the OSGEY continuously heard from youth movements and constituencies that young people are keen and eager to contribute substantively to the implementation of this global plan, in particular, OSGEY also hope to extend the views of young people where many have called for the need to address road safety as an intersectional theme that should not be separated

from topics such as climate action, environmental protection, gender equality, and fostering rights-respecting technologies.

OSGEY also wishes to echo the key points that have been addressed by all previous speakers, that Road Safety agenda implementation must champion gender equality, environmentally sound, and leverage from innovation such as AI as addressed by UN Technology Office. There are opportunities to engage young people to support in this area, particularly young innovators and entrepreneurs who are working on new frontier solutions on these topics, and leverage from the fact that they are digital natives and solutions makers.

The OSGEY will continue to be partners in bridging and convening partnerships with youth and for youth for this agenda. Ms. Bakrie highlighted the opportunity to leverage from the system-wide implementation of the UN Youth Strategy that OSGEY has been mandated to lead, particularly in finding ways to highlight the need for stronger and better implementation of road safety agenda with youth and for youth, that is aligned with the UN Youth Strategy's Priority Area on Informed and Healthy Foundations.

Ms. Bakrie concluded by welcoming collaboration opportunities for OSGEY to support future work in mobilizing youth both at global, regional, and local levels, so that youth voices and their solutions can be reflected for road safety agenda.

Requests from the floor:

- **Mr. Mohamed El Moctar El Hacene, Director of Economic Development and Integration Division, ESCWA**

The Director cited that the current Internal Road Safety Strategy was drafted based on the five pillars of the Global Plan of the First Decade of Action. He further recommended revisiting this strategy and bringing it in line with the new Global Plan for the Second Decade.

- **Mr. Earle Courtenay Rattray, High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States**

The High Representative contributed to the meeting through a video message available [here](#).

## **7. Closing**

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

In conclusion, the Special Envoy recalled the significance of collaborated efforts to efficiently implement the Global Plan of Action and for the upcoming HLM in June 2022. He asked for support to ensure high-level participation to the meeting in July with representation from Heads of State and Heads of Government. The Special Envoy further encouraged multi-partner sources of financing for road safety across all sectors.

Following the Fifth UN Partnership Meeting on Road Safety, Mr. Todt thanked all meeting participants for their continued efforts in supporting road safety activities and welcomed them to participate in the HLM on road safety.