

Dear Colleagues,

UNOPS is delighted to be part of this Committee on Transport (Seventh Session) in its vital role to support the development of SUSTAINABLE, RESILIENT and INCLUSIVE, and also SAFE TRANSPORT.

Safe transport which is sustainable, resilient and inclusive is a fundamental part of our sustainable development agenda, particularly in the support of sustainable development goals, and more specifically targets 3.6 and 11.2:

**SDG 3.6: Halve the number of deaths and injuries** caused by road traffic accidents worldwide.

**SDG 11.2: Provide access to safe, affordable, accessible and sustainable transport systems for all** and improve road safety with particular attention to women, children, older persons and persons with disabilities.

The "Global Status Report on Road Safety 2018", published by the World Health Organization in December 2018, highlights that the number of annual road traffic deaths has reached 1.35 million - that is 1 every 24 seconds.

**South-East Asia has the highest rate of Road traffic fatalities per 100,000 inhabitants, and the situation is getting worse rather than better. Thailand, Vietnam, Myanmar, Sri Lanka, Cambodia and Lao are in the top 12 countries with the highest death rate in the region. In the Philippines, as in other low and middle-income countries, road traffic deaths have been increasing in recent years. From a total of 6,806 in 2006, this number had climbed to 12,690 in 2016, which is a 86 percent total increase and an average 6.2 percent annual increase in fatalities over a ten-year period.**

We tend to think that deaths and injuries due to traffic accidents are predominantly the responsibility of users, and we mistakenly believe that the vast majority of accidents are caused by human error, and subsequently our efforts tend to be focused on improving the capacity of the human factor for the reduction of victims of this sad global pandemic.

However, there are important factors which are often missing when assessing the problem or identifying solutions: Traffic accidents NEVER occur for a single reason, there are many factors, not only in the human, but also in the vehicle and especially in the INFRASTRUCTURE, that affect and contribute to an accident . A HUMAN MISTAKE SHOULD NEVER COST A LIFE!

Following the limited success of the First Decade of Action for Road Safety 2011-2020, the United Nations General Assembly adopted resolution A/74/L.86 "Improving global road safety", which proclaims the Second Decade of Action for Road Safety 2021-2030, **with the aim of halving the number of deaths and serious injuries from road traffic accidents by 2030. All of us must be committed to this goal of the United Nations, prioritizing life in our transport development objectives.**

**The United Nations Office for Project Services – UNOPS, as an agency of the United Nations with the mandate in infrastructure, is the Agency most and best able to work on two of the 5 essential pillars of United Nations Road Safety:**

**PILLAR 2: SAFER ROADS AND STREETS:** The design and modification of transit routes to make them safer not only reduces accidents, but more importantly, MODIFIES THE BEHAVIOR OF THE USER OF THE TRANSPORT ROUTES.

**PILLAR 5: RESPONSE AFTER ACCIDENTS:** Not only must we ensure good care for victims of road traffic accidents, and seek a perfect reintegration into society, we must ENSURE THAT VICTIMS ARE CARED FOR IN A MINIMUM SPACE OF TIME to exponentially increase the probability of survival by designing safe or alternative fast routes, SAFE and efficient transportation of the injured and strategically located care centers.

In summary, UNOPS as an agency of the United Nations is committed to working hard in support of Sustainable, resilient and inclusive transport and above all that is **SAFE**.

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