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x In LDCs, LLDCs, and SIDS, the median death rate from road 
traffic injuries is 16.4 per 100,000 people - far exceeding 
the global average. 
 
x Two-thirds of the 50 countries with the highest road traffic 
injury rates are LDCs, LLDCs or SIDS. 
 
x Economically, the impact is severe, with road crashes 
consuming 3% of GDP in the most affected nations. 
 
Excellencies, 
 
Addressing road safety is not just a health or infrastructure 
issue, it is central to achieving the Sustainable Development 
Goals (SDGs). 
 
And the three dedicated programmes of action for these 
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x The Antigua and Barbuda Action Agenda for SIDS commits 
to developing transportation infrastructure that is sound, 
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Second, targeted efforts are needed to strengthen road safety 
measures. 
 
This involves bolstering the capacity of road agencies to 
monitor conditions; establishing dedicated authorities for road 
construction and maintenance; and enforcing harmonized 
technical standards. 
 
Emergency management systems for post-crash care and 
regulating the quality and safety of used vehicles are equally 
vital. 
 
Third, safe and sustainable public transport must be 
prioritized. 
 
Improving public transport helps provide access to trade, jobs, 
markets, education, health care and other services that 
contribute to economic growth and quality of life. 
 
Fourth, especially for LLDCs, there is an urgent need to address 
the low density and poor quality of road networks.

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Investments in road infrastructure should be tailored in a way 
to also consider road safety issues, which is crucial to achieving 
SDG target 3.6, which aims to halve road fatalities by 2030.

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As we prepare for the Fourth Global Ministerial Conference on 
Road Safety in Marrakech, let us commit to bold and collective 
actions. Together, we can pave the way for safer and a future 
where no life is lost needlessly to preventable road crashes. 
And we will continue to keep that high on our agenda for the 
LDCs, LLDCs, and SIDS. 
I thank you.