



Life Support: Advancing the Global Agenda on Road Safety Financing

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1 Increase the levels of finance
MDBs catalytic role, but not only MDBs

2 Raise Government demand
Addressing the capacity gap a major priority

3 Scale-up the effective solutions
Triage approach, prioritising for impact over 5 years

4 Integrate funding streams,
Road safety, sustainable mobility, climate.



Raising Government Demand for Finance

Government road safety strategy, targets.

Demand raised, request for MDB support

MDB loan to catalyse govt investment

Increase in capacity & expertise to implement safe system

Reaching national strategic targets, RTI reduction, climate objectives

Improved road safety, and sustainable transport

Connect with sources of climate financing

Further investment, incl private finance at sub-national level

**1 Design for safety. Protect vulnerable road users.
Safe school journeys embedded into roads projects.**

**2 Target high risk roads. Road assessments.
Remedial action on roads with high levels RTI.**

**3 Addressing in national plans and financing priorities
motorcycle/2 wheeler safety – major LMIC concern**

**4 Coordinate climate transport urban financing
Active mobility focus. Safety, environment outcomes**



	Investment	Package	Type of Road	Length of road (km)	No. of Schools within ~2km radius of road (affected by road)	No. of Children within ~2km radius of road (affected by road)	No. of Schools directly along road (within ~500m radius of road)	No. of Children directly on project road/use project road (within ~500m radius of road)
Mozambique: World Bank Integrated Feeder Roads Development Project (IFRDP) – N1/N10	\$185 million	Truck Road (N1-N10)	Trunk Road Paved single carriageway	67.70	43	76,792	25	41,197
Zambia: World Bank Improved Rural Connectivity Project (IRCP) – Lusaka Package 19	\$200 million	Lusaka Package 19	Feeder Road Unpaved single carriageway	283.76	32	14,183	17	8,404
Tanzania: World Bank Roads to Inclusion & Socioeconomic Opportunities (RISE) – Iringa Roads	\$350 million	Iringa Package: Wenda-Mgama Road Package: Mtili-Ifwagi-Mkuta Road	Paved single carriageway	33.00	10	4,892	6	3,099
Ghana: African Development Bank Eastern Corridor Road Development Programme (ECRDP) – Lots 3 & 4	\$81.67 million	Section 3 & 4	Paved single carriageway	63.10	26	8,089	13	3,656
Mozambique: World Bank Maputo Metropolitan Area Urban Mobility Project (MOVE) – Connector Roads	\$250 million	Matibwana Connector Road & Muhalaze Connector Road	Paved single carriageway	9.50	10	46,368	2	13,358
Sao Tome and Principe: World Bank National Road (EN1) Rehabilitation – Section 2	\$219 million (World Bank) Not disclosed (EIB)	Section 1 & 2	Paved single carriageway	27.00	18	9,000	7	3,500
Zambia: European Investment Bank (EIB) – T2 (Mpika to Chinsali Road)	\$182.45 million	Mpika to Chinsali	Trunk road	163.00	43	13,677	12	9,073
Safe School Africa (2022 - 2024)				647.00		173,001		82,287
SARSAI (2012 - 2022) – For Comparison								85,732



Safe Schools Africa & Collaborating on Multilateral Development Bank Financed Projects



Investment case for active mobility in public transportation financing

Investment

Return

**Tianjin
China**

Public transport:
\$1.16bn
Active mobility:
\$144.7m

Impact
Increase public transport, active mobility to 70% of total mode share

IRR
Initial: 17.6%
Ex Post: 53.5%

Dar es Salaam

BRT, total:
\$800m
Active mobility:
12%

Impact
Majority 41% pedestrian access to BRT

IRR
Ex ante: 31.6%

**Lima
Peru**

Metro project:
\$5.35bn
Active mobility:
\$320m

Impact
Time savings \$2.6bn
Road safety \$997m

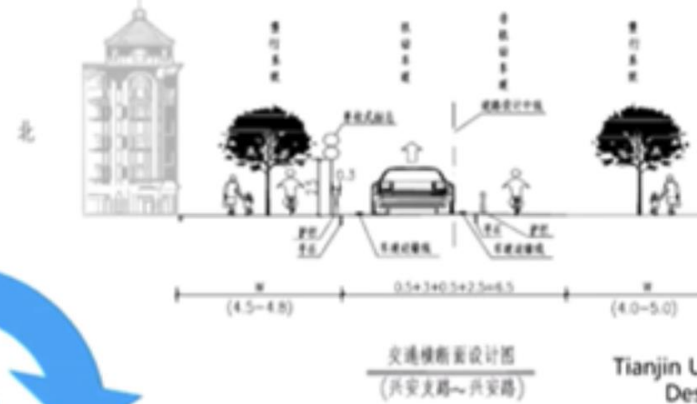
IRR
Ex ante: 145.3%

The Path Less Travelled

Scaling Up Active Mobility to Capture Economic and Climate Benefits

Tianjin: safety at the core of the investment case

IMPLEMENTATION



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Global finance reform & sustainable mobility

- Safe & sustainable mobility must become elevated as global priority
- Essential for reaching climate & sustainable development objectives
- By focusing on it, can reach objectives on effective financing for development
- Business as usual \$1.4-\$2 trillion on transportation. High cost of RTIs at 3-5% GDP



Effective finance for safe sustainable mobility

- **MDBs responsive to in-country priorities**
- **Coordinated technical assistance between MDBs supporting local expertise**
- **Jointly improving project pipeline development**
- **Whole system, including finance Ministry – MDB process focused to achieve outcomes**
- **This requires support & development platform bringing partners together**



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Thank you

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