



RSF

UN ROAD SAFETY FUND

UN

**ROAD SAFETY FUND
ANNUAL REPORT
2023**



**STAYING
THE COURSE**

**BUILDING
GOVERNMENT
CAPACITIES**

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WE WORK

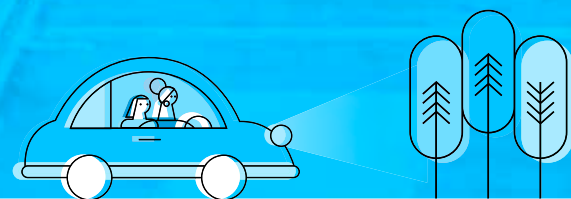
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WHAT
WE DO



Introduction

JOINT FOREWORD



LOTTE KNUDSEN
Chair of the
Advisory Board



JEAN TODT
UN Secretary-
General's
Special Envoy
for Road Safety



As global advocates for safe roads, we are impatient to see the SDG 3.6 target to halve road deaths become a reality.

We learned from the WHO Global Status Report on Road Safety 2023, that over the last decade ten countries met this SDG target; and that there are an additional 87 countries that reported road death reductions ranging from 10-49%. We are proud that, with only six years in existence, the UN Road Safety Fund has been providing targeted support to many of the countries reporting reductions. This includes for example Thailand, which successfully reduced road deaths by up to 40% over the last decade; Argentina, which reduced deaths by up to 30% over the same period; as well as Mongolia, which reduced deaths by up to 20%.

As demonstrated by partner testimonials throughout this 2023 Annual Report, progress in preventing road deaths is attributed to long-term and persistent implementation and financing of effective “safe system” road safety measures, similar to those that are being deployed by the UN Road Safety Fund.

While familiar challenges of scarce resources, low absorption capacity of governments and the concurrence of other crises continue to present

themselves in countries served by the UN Road Safety Fund, we are confident that we must stay the course to continue and expand the contribution to reducing road safety fatalities.

Staying the course means that more UN member states and companies must take new or increased commitments to finance

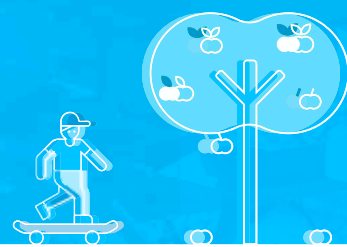
the necessary work of the UN Road Safety Fund, which can only happen when its trust fund, dedicated to capacity-building programmes, is financed and continually replenished. Until now, over \$35 million has been pledged by 11 member states and the European Commission, alongside 12 corporate foundations and companies.

“ WITH ONLY SIX YEARS IN EXISTENCE, THE UN ROAD SAFETY FUND HAS BEEN PROVIDING SUPPORT TO MANY OF THE COUNTRIES REPORTING REDUCTIONS. ”

But more is needed. At least another \$30 million is required to help stay the course until 2030 to be able to help more countries with their efforts to save lives on the road. We therefore call on more member states, corporate leaders and individual donors to rally behind the UN Road Safety Fund and support building government capacities to adopt and implement effective road safety measures and sustainable domestic financing models.

Introduction

REFLECTIONS FROM THE HEAD OF THE SECRETARIAT



NNEKA HENRY

Head of the UN Road Safety Fund and the Office of the UN Secretary Generals' Special Envoy for Road Safety



The UN Road Safety Fund's progress and achievements in 2023 represent a continuation of our united efforts to advance global health targets through the reduction of road traffic deaths and injuries.

The UN Road Safety Fund, housed in the UN Economic Commission for Europe and working in sync with the Office of the UN Secretary General's Special Envoy for Road Safety, is a voluntary global partnership of member states, companies, UN agencies and civil society devoted exclusively to the achievement of the SDG 3.6 target of halving road deaths by 2030.

Our global framework of action covers:

Road Safety Management, such as robust data collection analysis, strategic intervention prioritization and fiscal policy selection.

Safe Road Use, including through the adoption of road safety laws on speed, the use of helmets, seat belts and child restraints; police checks, speed camera use, and driver penalty point systems.

Safe Vehicles focusing on new vehicle standards, imported used vehicle regulations and vehicle inspection requirements.

Safe Roads measures ranging from road signals regulations to safe road design and infrastructure investment.

Effective Post-Crash Care that improves pre-hospital actions, increases the pool of trained first responders, and ensures efficient emergency care systems amongst others.

In 2023, we celebrated our 5th anniversary and ended the year by renewing our commitment to continue our mission with a focus on accelerating the pace of adoption and implementation of road safety laws and standards aligned with UN legal instruments and international best practice; as well as with a focus on building government capacities to identify and implement sustainable models of domestic financing for road safety.

Among the reflections we take forward into 2024 is that there is clear momentum rebuilding for the 2030 Global Development Agenda on road traffic injury prevention, including with increasing engagement from Ministries of Health and Ministries of Finance. And that, with sustained engagement from partners, the UN Road Safety Fund must stay the course, within our niche, of building relevant government capacities.

“ WITH SUSTAINED ENGAGEMENT FROM PARTNERS, THE UN ROAD SAFETY FUND MUST STAY THE COURSE OF BUILDING RELEVANT GOVERNMENT CAPACITIES. ”

In response to the alarming figures and trends in the WHO Global Status Report on Road Safety 2023, that means working with governments – in spite of socioeconomic and political setbacks – to more rapidly build their legislative, regulatory and operational knowledge and capacities to implement laws and standards on known risk factors; as well as to work with governments to identify and implement sustainable domestic financing models – both of which will, at a faster pace, yield the decrease in road traffic injuries and fatalities that we all seek to achieve.

Reflections from the Head of the Secretariat

Prince Michael
INTERNATIONAL
ROAD SAFETY AWARD

and innovations
road safety

2023
HIGHLIGHTS



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JANUARY

IN THE MEDIA:

Swiss Art Geneva
Exhibition
profiles UNRSF & IPU
and Pirelli publish
UNRSF podcasts.



FEBRUARY

KNOWLEDGE FORUM:

UNRSF holds 1st
online Open Day event
with 300+ participants
& contributes to 85th
Inland Transport
Committee.

MARCH

PROJECT HIGHLIGHT:

FIA and UNEP profile UNRSF
Safer Cleaner Vehicles project
in Brussels.

IN THE MEDIA:

Nations Africa publish
UNRSF opinion on gender
and road safety.

APRIL

DONOR UPDATE:

New donor pledges received
from the European Union,
Germany and Swiss
Philanthropy Foundation.

IN THE MEDIA:

UNRSF celebrates five years
and progress highlighted in
Bangkok Post in Thailand.



MAY

PROJECT HIGHLIGHT:

UNRSF Annual Report "Local Actions.
Global Impact" launched at ITF Summit.

IN THE MEDIA:

The OECD blog publishes opinions by
UNRSF and iRAP on road safety data.
UNRSF contributes to ITF panel on
safe and sustainable transport nexus.



UNRSF at the ITF on Financing Panel



Annual Report Launch



JUNE

PROJECT HIGHLIGHT:

First road safety investment case methodology developed in Zambia.

IN THE MEDIA:

UN SDG Lounge at Cannes Lions Festival profiles UNRSF programmes.

UNRSF at Cannes Lions



JULY

POLICY HIGHLIGHT:

UNRSF support 48th session of the joint ACP-EU parliamentary Assembly adoption of resolution with member state commitments on road safety.

AUGUST

DONOR UPDATE:

New donor pledge received from Hungary.

OCTOBER

PROJECT HIGHLIGHT:

Launch of the Global Alliance of Cities for Road Safety.

IN THE MEDIA:

UNRSF contributes to PIARC World Congress and in podcasts by Autoliv. UNRSF partners with UPU on Road Safety Letter Writing Competition in 35 countries with awards made to youth from Kenya, Portugal and Viet Nam.

NOVEMBER

DONOR UPDATE:

New donor pledge received from Croatia.

PROJECT HIGHLIGHT:

Safer Cleaner Used Vehicle and Reclaiming Streets for Pedestrians projects profiled in UNRSF's 3rd edition of the #moments2live4 social media campaign.

IN THE MEDIA:

World Remembrance Day for Road Traffic Victims commemorated with World Economic Forum article by UNRSF and Global Widows Fund. Inaugural World Sustainable Transport Day commemorated with online panel with UNRSF contributions.

World Sustainable Transport Day Inaugural Event



DECEMBER

POLICY HIGHLIGHT:

UNRSF joins the UN Interagency Task Force on non-communicable diseases.

DONOR UPDATE:

Autoliv profiles UNRSF in the NYSE global giving campaign.

IN THE MEDIA: Prestigious Prince Michael Awards won by UNRSF and two UNRSF programmes in Tanzania and the Philippines. UNRSF articles published by IPS News and Future of Transport and Mobility.

2023 HIGHLIGHTS



A WORD OF THANKS TO OUR DONORS

We express our gratitude to all our donors for their trust in, and support to, the UN Road Safety Fund. Your generous voluntary contributions enabled the UN Road Safety Fund to successfully pioneer innovative approaches in low and middle-income countries, replicate and scale proven road safety models, and trigger catalytic action for domestic road safety financing.

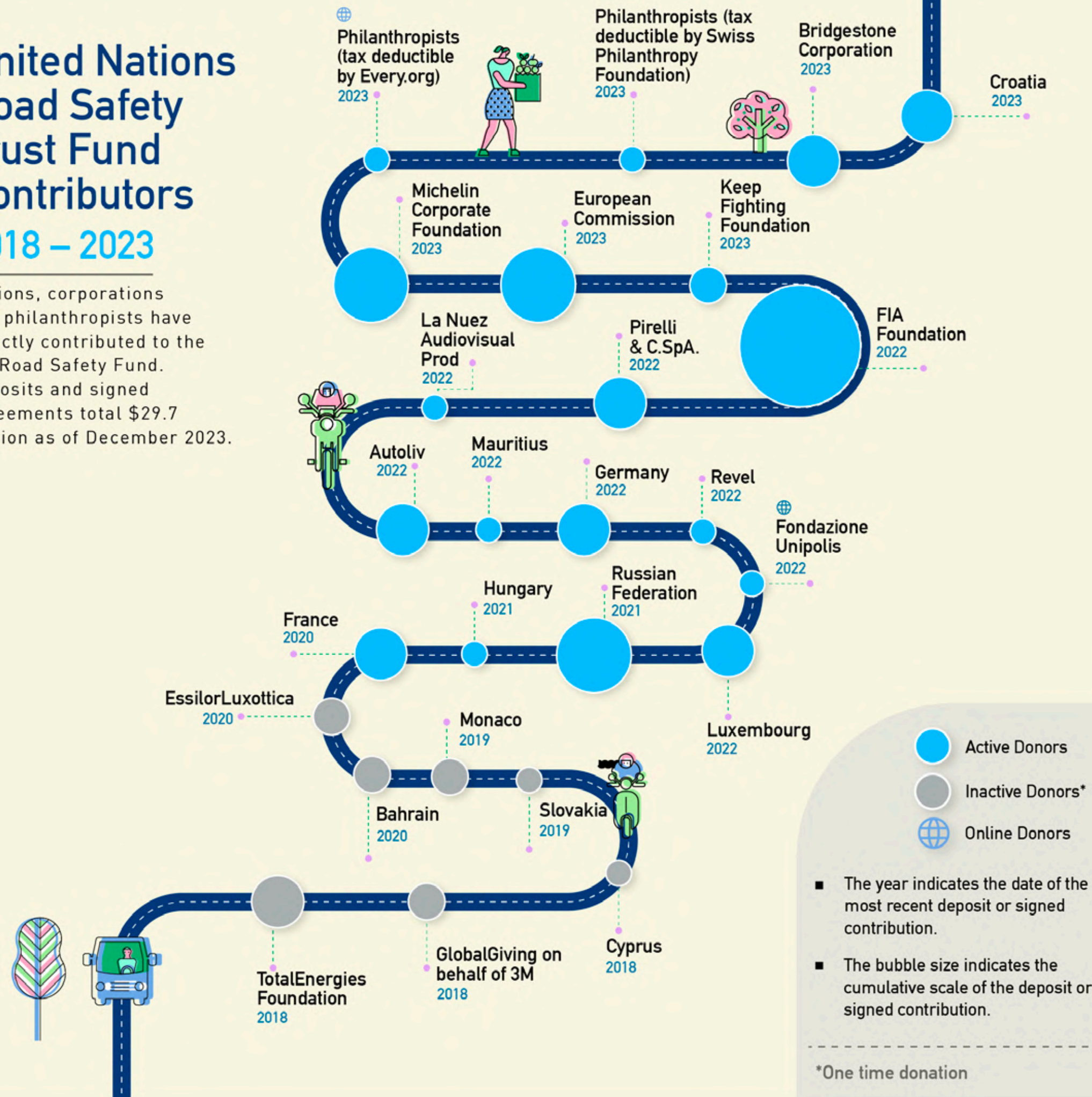
Advocating for increased and coordinated funding will also be a major priority for the UN Road Safety Fund in 2024. We are therefore pleased that during the 4th Global Ministerial Conference on Road Safety in February 2025, the Moroccan Minister of Transport and the UN Secretary General's Special Envoy for Road Safety will co-chair a high-level pledging forum in support of replenishing the UN Road Safety Fund, helping the UN and its implementing partners to help more countries make the leap towards achieving SDG 3.6.

As we reflect on the actions taken and improvements made to national road safety systems by our beneficiary countries, we invite our existing donors and prospective new partners to join us in staying the course and continuing to build government capacities for safer roads. We encourage you to announce your support at the upcoming High-Level Pledging Forum, which will be held during the 4th Global Ministerial Conference on Road Safety in Morocco on 18 - 20 February 2025.

Together, let us continue to drive forward initiatives that prioritise the safety and well-being of all road users worldwide.

United Nations Road Safety Trust Fund Contributors 2018 – 2023

Nations, corporations and philanthropists have directly contributed to the UN Road Safety Fund. Deposits and signed agreements total \$29.7 million as of December 2023.



WE ENHANCE GOVERNMENT CAPACITIES

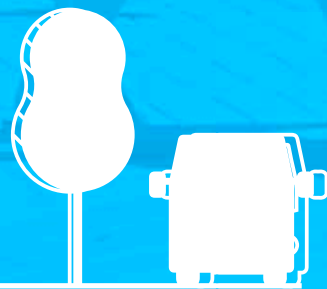
As the only global UN-supported public-private partnership designed to catalyse funding for programmes that prevent road traffic deaths and injuries in low- and middle-income countries, the UN Road Safety Fund continued its critical work in 2023 by building capacity within government institutions around the world. Recognising that effective road safety strategies require a multi-faceted approach, the UNRSF focused on equipping government officials with the knowledge and skills they need to implement data-driven, life-saving interventions.

This section details our efforts in training thousands of officials in data collection, safe infrastructure design, vehicle safety, police enforcement of safe road user behaviour, and emergency care. Our focus is to establish, enhance or sustain their national road safety systems in line with UN legal instruments and best practices.

“ BY STRENGTHENING NATIONAL ROAD SAFETY MANAGEMENT SYSTEMS, WE ARE EMPOWERING COUNTRIES TO MAKE DATA-DRIVEN DECISIONS, IMPROVE ENFORCEMENT, AND ULTIMATELY CREATE SAFER ROADS FOR EVERYONE. ”

We Enhance Government Capacities

01 THIS IS WHAT WE ARE DOING TO STRENGTHEN ROAD SAFETY MANAGEMENT



Building on the imperative need for improved road safety in low- and middle-income countries, 2023 saw us staying the course on strengthening national road safety management systems.

Road traffic deaths and injuries remain a devastating global issue, claiming an unacceptable number of lives and causing immense suffering. This is particularly true for young people. Road crashes are the leading cause of death for those aged five to 29. With an estimated 1.19 million annual deaths and 50 million injuries.

Strong road safety management systems are the key to reversing this trend. These systems provide a coordinated approach to tackling road safety challenges, allowing countries to make data-driven decisions, improve enforcement, and ultimately create safer roads for everyone.

Throughout 2023, the Fund actively supported lead agencies in low- and middle-income countries by:

- **Developing National Strategies:** our projects collaborated with countries to develop and implement national road safety strategies that address their specific needs and challenges.
- **Fostering Government Collaboration:** our projects facilitated communication and cooperation between government agencies, NGOs, and other stakeholders to ensure a unified approach to road safety at a national level and among countries and cities.
- **Facilitating Data-Driven Decisions:** the Fund supported the establishment of systems for collecting, analysing, and utilising road safety data. This data informs policy changes, enforcement efforts, and monitoring & evaluation.

For example, in 2023, our project in **Armenia** addressed a critical lack of data standardization and collaboration. We implemented a platform to analyse and visualise crash data, leading to the

identification of high-risk areas (“black spots”) and informed policy recommendations for the National Road Safety Strategy. This platform fosters data-driven decision-making, allowing for targeted infrastructure improvements based on crash causes, not just anecdotal reports.

Additionally, the project facilitated collaboration between key government agencies and local universities, promoting knowledge-sharing and behaviour-change initiatives among road users. The project set up an inter-departmental committee, approved by the Prime Minister of the Republic of Armenia, to mainstream data and road safety behaviour-change interventions piloted under the project into various ministries, ensure coordination on road safety in Armenia, facilitate data-driven and evidence-based policymaking and service delivery.

Our Global Alliance of Cities for Road Safety project has been instrumental in facilitating knowledge exchange and collaboration among Alliance members, particularly in **South Africa, Mozambique, Kenya, Ethiopia, Rwanda, Uganda, Liberia, Jordan and Egypt**. The African and Middle East regions are experiencing rapid urbanisation, but not enough emphasis is given to public transit, shared commuting, walking, and cycling (multimodal) transportation, which would not only enhance road safety but also reduce emissions. The main objective of the Alliance is to provide a platform for cities to learn from each other to find the most appropriate local solutions to solve their road safety challenges while contributing to climate goals.

On World Cities Day 2023, a forum of mayors held in Istanbul resulted in the adoption of a forum of mayors communique on road safety, which prioritises pedestrian and cyclist safety, and domestic road safety financing in urban areas. Furthermore, we organized a Sustainable Urban Mobility Course in Lagos to provide training to city experts on topics such as road safety and non-motorized transportation.

While the Alliance continues to develop a wide range of resources, such as a series of webinars on the safe system approach, to support knowledge exchange and capacity-building,

we have also been actively involved in supporting the development of Mozambique’s National Road Safety Master Plan through workshops and project meetings. This plan is now nearing completion. Similarly, we have worked with Kenya to encourage a strong commitment to road safety from city leadership, with the Governor of Nairobi signing an Action Plan for Road Safety.

In **Jamaica**, emphasis was placed on strengthening the multisectoral coordination mechanisms and capacities among the National Road Safety Council and its strategic partners. The coordination mechanisms include the Ministry of Health and Wellness, the National Transport Authority, the Road Safety Unit and the Ministry of Science, Energy and Technology, and Transport. In 2023, our project completed the Emergency and Critical Care System Assessment. This WHO tool, designed to help policymakers and leaders assess their emergency care system, helped the authorities to identify gaps and set priorities. They are now drafting the road map for implementing interventions in the most efficient way.

In the **Arab Region**, we strengthen evidence-based interventions for road safety by addressing the processes of data collection, recording, processing, and analysis. By making these processes more reliable, Arab governments will be sustainably able to produce effective and optimal interventions. A regional workshop on road safety data and policies gathered national coordinators of eleven countries for the establishment of the Arab Integrated Road Safety Observatory. They validated the gaps identified in the existing processes of collecting, processing, and analysing police records on road crash fatalities and injuries in these countries. As a result, the fact sheets about the survey results were updated as well as the proposed template for road crash recording. This is a key milestone towards a harmonised form for the digital recording of road crash data through handheld devices.

On top of our capacity-building programmes by implementing partners, the UNRSF Secretariat also contributed to strengthening road safety management at a regional level. With in-person and virtual advice from the Secretariat, parliamentarians of the 73 member states of the OACPS and the EU, adopted a historic road safety resolution at the 43rd session of the ACP-EU Joint Parliamentary Assembly in Brussels in summer 2023. Among other things, the resolution made commitments to adopt UN legal instruments, prioritise road safety financing, and call for further government capacity-building efforts by international partners.

The UNRSF Secretariat has also been laying the foundation in 2023 for a groundbreaking declaration on domestic road safety financing with the 35 member states of the African Road Maintenance Funds Association, to be announced in Abidjan in May 2024.

By strengthening national road safety management systems, we are empowering countries to make data-driven decisions, improve enforcement, and ultimately create safer roads for everyone.



Paraguay Project, Source: UNICEF



Jamaica, Source: PAHO



Rwanda Project, Source: Rwanda National Police



Armenia, Source: UNICEF, Armenia

“ OUR MISSION IS TO HELP GOVERNMENTS
CREATE SAFE, INCLUSIVE, AND SUSTAINABLE
ROAD CONDITIONS FOR ALL, ESPECIALLY
THOSE MOST VULNERABLE. ”



Road traffic crashes aren't just a human tragedy, they inflict a massive economic burden – an estimated \$1.8 trillion, equivalent to 10-12% of global GDP. These preventable crashes disproportionately impact developing countries, where pedestrians, cyclists, and motorcyclists lack proper infrastructure protection.

The UN Road Safety Fund is actively addressing this challenge. Our mission is to help governments create safe, inclusive, and sustainable road conditions for all, especially those most vulnerable. We achieve this through multi-sectoral partnerships that fund projects around the world. These projects focus on building safe road infrastructure from the ground up. Safe road infrastructure prioritises the safety of all users, not just drivers, by eliminating or minimizing risks. This means planning, designing, building, and operating roads that enable everyone to get around safely, including those using public transport, walking, or cycling.

For example, our project in **Mozambique** carried out in 2023, played a key role in developing a new National Road Safety Master Plan. The plan prioritised the protection of vulnerable road users and the environment by including features such as crosswalks, cycle lanes, and other public spaces for safe road use.

In **Ethiopia**, our project utilizes “pop-up” community demonstration interventions to change infrastructure and support pedestrians, cyclists, and other non-motorized transport users in various cities. Additionally, with our support, the city of Addis Ababa secured international funding for a 40 km cycling network expansion.

In **Afghanistan**, our project “People Friendly Streets” is a powerful initiative for Afghan cities. We tackle road safety and mobility, prioritizing the needs of pedestrians and cyclists. The project garnered support from the city mayors, who, upon attending the launch programmes, emphasised the importance of road safety measures. Designed safer urban streets with proposed traffic calming measures were developed for Kabul and Mazar-e-Sharif.

The implementation of the pilot project will be starting in 2024.

In **Kenya**, our project tackles safety in multiple ways. In 2023, roundabouts in Mombasa gained pedestrian crossings and signage, while Nairobi's central business district saw parking spaces transformed for pedestrians and cyclists and streets converted to one-way for safety.

In **Zambia**, six schools from Lusaka's urban area, identified as traffic hotspots during the 2021 International Road Assessment Programme (iRAP), have implemented road safety infrastructure such as signs, barricades and 11 km of bicycle lane and pedestrian paths.

In **Tanzania**, our award-winning project supported the review and update of the National Strategy and Action Plan on Road Safety and the National Road Design Standards and Guidelines, ensuring they address road safety for all road users.

We trained over 500 Tanzanians, including government officials, to conduct road safety audits, ensuring new projects prioritise safety. Additionally, 15 officials became certified as Road Safety Auditors in 2023. Assessing the strengths and weaknesses of current infrastructure management systems has also led to improved national strategies by the government.

Building local capacity is an essential component for the UN Road Safety Fund. In **Kenya**, the project contributed to developing guidelines for Sustainable Urban Mobility Plans, encouraging safe and healthy transportation options across the region.

In **Colombia**, our project delivers participatory road safety education workshops. This approach empowers municipalities and local communities to find low-cost, high-impact road safety solutions collaboratively.

We Enhance Government Capacities

02



THIS IS WHAT
WE ARE DOING
TO BETTER THE
SAFETY OF ROAD
INFRASTRUCTURE



Zambia Project, Source: UNDP



Participatory Workshop, Montería, Colombia, Source: UNECLAC



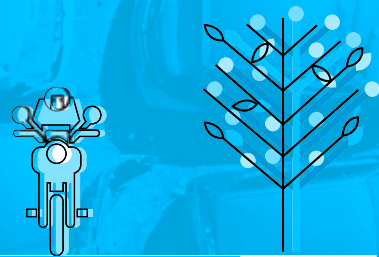
Ten Step Plan, Tanzania, Source: ITF



Participatory Workshop, Pereira, Colombia, Source: UNECLAC

We Enhance Government Capacities

03



THIS IS WHAT WE ARE DOING TO ENHANCE THE SAFETY OF VEHICLES

“ THIS PROJECT IS
OF UTMOST IMPORTANCE
TO ACHIEVE THE GLOBAL
OBJECTIVE OF SAFE VEHICLES
AND TO DATE HAS A GLOBAL
REACH OF 38 COUNTRIES. ”

Millions of vehicles on the road today lack basic safety features, increasing the risk of crashes and fatalities. This is especially true in low- and middle-income countries, where older, used vehicles are often imported without essential safety technology.

The UN Road Safety Fund supports projects that promote harmonised international safety standards for vehicles. This means ensuring all vehicles, regardless of origin or destination, are equipped with life-saving features like seatbelts and child restraint systems, Anti-Lock Braking systems (ABS), Electronic Stability Control, and Pedestrian protection standards.

For example, in **Southeast Asia**, where many motorcycles lack ABS, our project gathered representatives from Malaysia, the Philippines, and Viet Nam to discuss motorcycle regulations and the benefits of mandatory ABS government requirements. A successful meeting was conducted November 1-2 in 2023, in Sepang, Malaysia. This output laid the groundwork for reforming the motorcycle ABS legislation in the participating countries. The event builds understanding of relevant vehicle regulations and their implementation and establishes key anchors in each of the three targeted countries (Malaysia, Philippines, and Viet Nam) for the technical recommendations workstreams for the application of UN Regulation No. 78/UNGTR No. 3. These recommendations are the foundation of a roadmap for the participating countries, and other ASEAN member countries, to implement motorcycle ABS into their legislations. Also, a live motorcycle demonstration showcasing the functionality and effectiveness of motorcycle ABS technology in avoiding collision and its life-saving benefits was organised and targeted the country representatives.

In many developing and transitional countries, used vehicles play a crucial role in improving mobility. However, they also pose challenges in terms of air pollution, climate emissions, fuel economy, and road safety. To address this issue, our **Safer and Cleaner Used Vehicles for Africa, Asia, Latin America and the Caribbean** project aims to create minimum safety and environmental standards for used vehicles, ensuring that only quality vehicles are allowed on the roads. This

will not only improve road safety and reduce air pollution, but also support the local economy by promoting the use of higher quality vehicles. This project is of utmost importance to achieve the global objective of safe vehicles and to date has a global reach of 38 countries which are progressing towards harmonization used vehicle standards.

The Phase 1 of the project has been completed with 22 countries adopting harmonised regional vehicle regulations and EURO 4/IV equivalent vehicle emission standards for both new and used vehicles. The Economic Commission of West African States (ECOWAS) and the East Africa Community (EAC) led the adoption of these regulations in their respective sub-regions of West and East Africa, with their fifteen and seven member states respectively.

Currently, Phase 2 of the project is under implementation and has already seen the endorsement of two road maps for the harmonisation of fuels and used vehicle standards for the SADC region by 14 out of 16 SADC countries, including Angola, Botswana, Democratic Republic of Congo, Eswatini, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, South Africa, United Republic of Tanzania, Zambia, and Zimbabwe, in addition to representatives from Kenya. This endorsement was made during a workshop held in December 2023, as a result of the project.

The project is currently supporting two sub-regions in Africa, Southern and Central Africa, as well as two countries in Asia, Cambodia and Mongolia. In 2023, Phase 2 has made significant progress with an intercontinental impact on legislation.

An exporters meeting was convened in March 2023 in Brussels culminating in an EU policy recommendation on end-of-life vehicles (the ELV Regulation) in July 2023. This legislation, driven by the advocacy of the participating partners of the project, regulates the export of vehicles from the EU, ensuring export of only good quality used vehicles through increased inspections, interoperable vehicle registration systems, improved distinction of used vehicles from ELVs and banning the export of unroadworthy used vehicles. Building on this momentum, an exporters meeting was held in October 2023 in Paris.

Exporting countries and regions including the EU, USA, UK, Japan, and the Republic of Korea attended, to understand the new standards for used vehicles by importing countries. The ELV Regulation of the EU was presented to all participants. This was key to align import and export exchanges in a transparent manner.

Through our vehicle safety work, progress continues to be made to include a requirement for used vehicle inspections before exportation to the Global South.



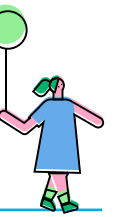
SADC Workshop, Source: UNEP



Used vehicle exporters meeting, Brussels, Source: UNEP



“ FOLLOWING THE PROJECT, THERE HAVE BEEN REPORTS THAT ROAD CRASHES HAVE SIGNIFICANTLY DECREASED IN THE PILOTED SCHOOL AREAS. ”



Disturbing statistics paint a clear picture: only six countries have laws on all five key risk factors (speed, drink driving, helmet use, seatbelt use, child restraints). A staggering 10% of road traffic deaths are linked to drink driving, according to the Global Status Report on Road Safety 2023. But the problem goes far deeper. Nearly half of all drivers admit to exceeding the speed limit, and in some countries up to 47% of motorcyclists don't wear helmets correctly or at all despite head injuries being the lead cause of death among motorcyclists.

These risky behaviours are major contributors to the immense human cost of road crashes. A global approach for UN Road Safety Fund projects like the 'Road Policing for Road Safety', aims to mainstream support for building national capacity for road policing in countries of greatest need. Their ongoing objective is translated into a vision zero through the Safe System Approach.

In **Argentina**, we implemented a project focused on speed management, with awareness workshops targeting professional drivers and stakeholders from municipalities and transport companies. These workshops have increased awareness of speed as a risk factor and encouraged safer driving and safer fleet management. Live demonstrations of braking tests were also conducted for traffic enforcement officers in collaboration with MAPFRE to increase awareness of speed as a risk factor.

We have also been working hard to promote road safety and sustainable mobility. We have carried out 10 road safety diagnostics in 10 school zones in **Paraguay**, providing crucial data for authorities to act on. Following the project, there have been reports that road crashes have significantly decreased in the piloted school areas.

In **Armenia**, the police, Ministry of Infrastructure and UNDP developed a real-time road crash data visualisation tool that enabled government action for physical 'black spot' road improvements and targeted behavioural interventions with over 21,000 Armenian drivers. The tool shows where fatal crashes happen most often and what were the main causes and demographics. Using behavioural data science, online prompts on the road traffic fines platform, SMS and letters were also used to nudge speed offenders towards respecting speed limits. Among these prompts, the financial forecast on future losses from

speed fines proved to be the most effective at discouraging speeding ultimately resulting in an 18% reduction in repeat speed violations among the control group.

In addition to these achievements in Armenia, the UN Road Safety Fund supported the establishment of an inter-ministerial working group comprised of the police, Ministry of Education, Ministry of Health, UNICEF Armenia and the NGO Family Academy, which developed an educational programme for pre-schools countrywide. Piloting implementation in 21 kindergartens in Yerevan, Lori and Tavush, there were 300 teachers, 500 children and 800 parents who benefitted from targeted videos, workbooks, in-person demonstrations at crosswalks and workshops aimed at increasing safe road behaviours and school zone infrastructure changes.

In **Jordan**, we addressed the issue of seat belt and child restraints use and exceeded expectations by influencing the most recently amended traffic law and promoting broader road user safety practices. Many parliamentarians were involved and engaged in designing a Comprehensive Seat Belt Regulatory Framework for Jordan. All activities combined produced momentum, which led to an increase in the penalties for seatbelt non-compliance in the last modified traffic law in 2023. Moreover, the project produced a report titled "Designing the Comprehensive Seat Belt Regulatory Framework for Jordan," which serves as a practical guide for implementing and enforcing seatbelt and child restraint programmes at the national and local levels. Related Training of Trainers (ToT) programmes were delivered in close collaboration with the Public Security Directorate to increase the knowledge repository on seat belts and child restraint use.

In the **Lao People's Democratic Republic**, we are implementing new standards on licencing for drivers and increasing awareness and knowledge of new drivers. We saw substantial progress on these points. The new driver licencing curriculum is being finalized, with the scheduled completion date of April 2024. In addition, the review of the regulations related to the driver's licence has been completed. The online driver licencing system has further improved with the testing system completed and a launch imminent, allowing for easier access to obtaining a licence – all while with updated knowledge and requirements.

Working in partnership with governments, and if adequately financed, the UN Road Safety Fund is well poised to help more countries take actions to prioritise and improve road safety.

We Enhance Government Capacities

04 THIS IS WHAT WE ARE DOING TO IMPROVE THE BEHAVIOUR OF ROAD USERS





Road Safety Awareness Campaign, Paraguay, Source: UNICEF Paraguay



Dandora Street Audit, Kenya, Source: UN Habitat



Safe roads to school, Ethiopia, Source: UN Habitat



Road Safety Event in Kindergartens, Armenia, Source: UNICEF Armenia

We Enhance Government Capacities

05



THIS IS WHAT WE ARE DOING TO STRENGTHEN EFFECTIVE POST-CRASH CARE RESPONSE

“MANY COUNTRIES LACK ADEQUATE SYSTEMS FOR COORDINATING PRE-HOSPITAL AND HOSPITAL CARE, AND THERE ARE FEW LAWS IN PLACE TO PROTECT BYSTANDERS WHO OFFER HELP.”



Road crashes can have a devastating impact on people's lives, causing physical and emotional trauma that can last for years. While it's important to prevent this from happening in the first place, it's also crucial to ensure that effective post-crash care is in place. Unfortunately, many countries lack adequate systems for coordinating pre-hospital and hospital care, and there are few laws in place to protect bystanders who offer help.

To address this issue, we are working to strengthen national capacity for responding to post-crash emergencies, especially in the first hours after a crash, either before or at the hospital. In **Bangladesh**, for example, a pilot programme was implemented on a ten-kilometre stretch of the Dhaka Chattogram highway, where local volunteers were trained in providing pre-hospital care and transportation for victims of road traffic injuries. The volunteers are able to respond within five to ten minutes and deliver victims to emergency care units within 20 minutes. The programme also involved creating a promotional video for first responders to raise awareness about post-crash response and developing a virtual data dashboard to record injury and mortality data.

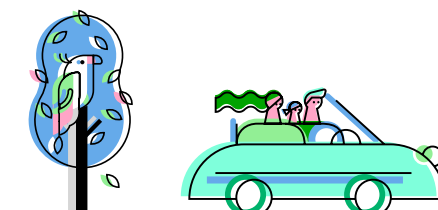
In **Azerbaijan**, the project contributed to the assessment and improvement of the emergency care system by conducting a national assessment using the ECCSA tool to identify gaps and areas for improvement. It evaluated eight hospitals using the WHO Hospital Emergency Unit Assessment Tool (HEAT) to assess their emergency care provision and develop improvement plans. The project also helped establish the Azerbaijan Medical University Emergency Department, including the curriculum for its 4th-year Emergency Medicine clerkship program.

In **Jamaica**, the project served as a starting point for implementing prioritised actions by various stakeholders in multiple sectors including the police and health sectors. Our implementing partners supported the Ministry of Health and Wellness and other key stakeholders in

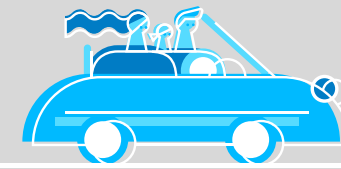
conducting a national evaluation of the Emergency Care System using the ECCSA, a tool designed to help policymakers and leaders assess their emergency care system to identify gaps and set priorities. The project's web-based survey involved 85 key actors from emergency care services (ECS) across Jamaica, followed by a two-day consensus meeting with 37 participants representing different institutions. The participants agreed on a set of essential actions that could strengthen each component of the emergency care system in the country.

During the process, a wide range of variables were considered, including feasibility, impact, implementation time, and political support, while prioritizing potential actions.

Thanks to the project support, which provided resources and a solid framework for action, the various sectors were strengthened in their capacity to implement and improve their emergency critical care service.



PARTNERS' TESTIMONIALS



“ *Road crashes have become one of the most serious major public health problems in our country, mainly among the poorest population.*

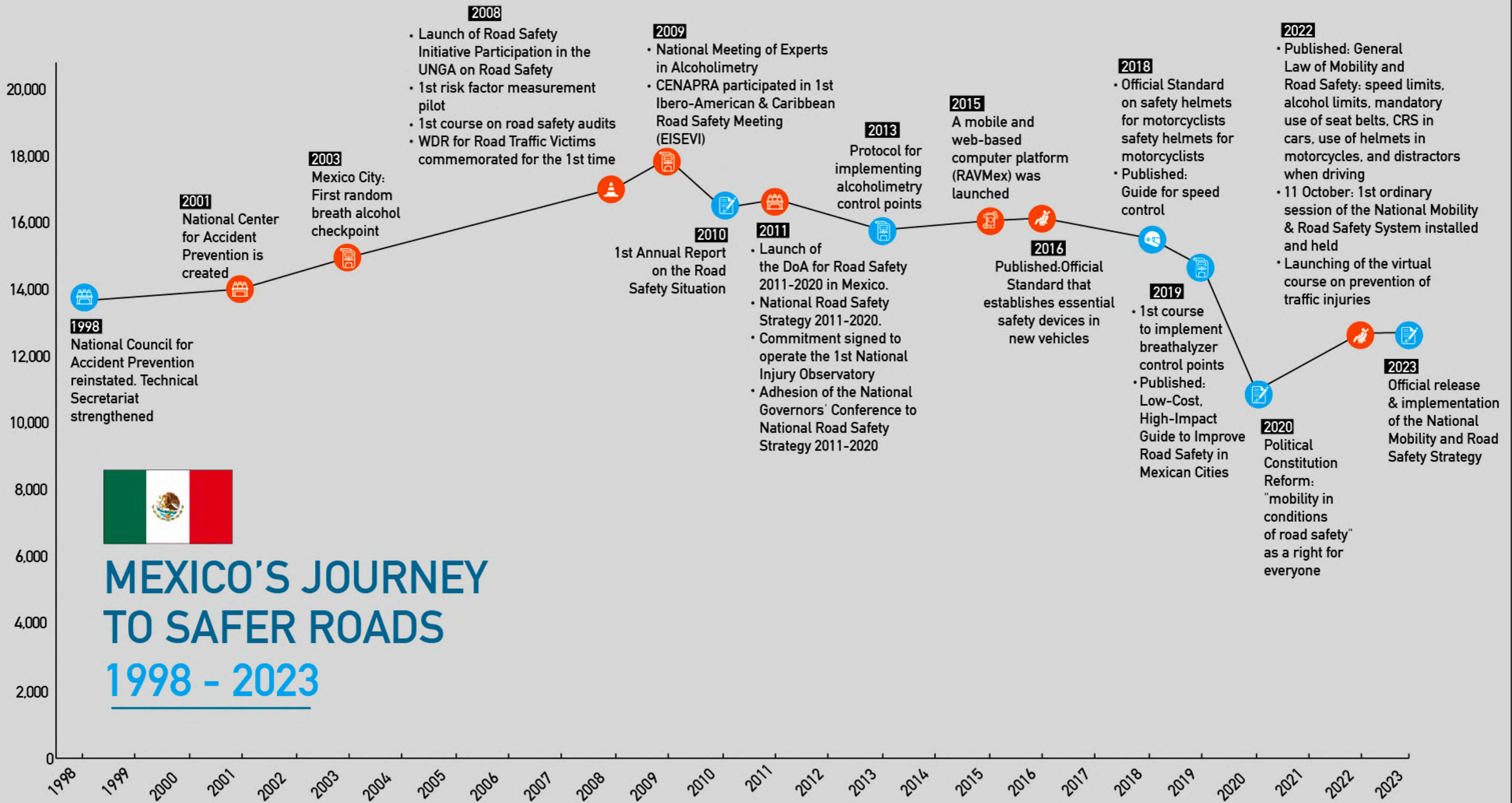
No one should have to be a victim of a crash.

We aspire to zero deaths from road crashes, but we require the participation, not only of civil society, but mainly of decision makers.

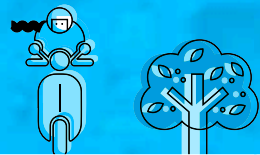
”

DR. RUY LÓPEZ RIDAURA

Undersecretary of
Prevention and
Health Promotion - Mexico



GOVERNMENTS ARE TAKING ACTION



The ambitious journey towards achieving our mandate of halving road deaths is as challenging as it is long. Nonetheless, the UN Road Safety Fund has been laying the groundwork for change, working alongside our implementing partners, beneficiary nations, and donors. And those efforts are coming to fruition - governments worldwide are taking meaningful action to improve road safety.

This section will highlight a few of these important actions being taken by governments in 2023. In the following pages we explore how our capacity-building is translating into practical measures for safer roads across the globe.

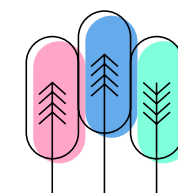
ARGENTINA



Argentina combats speeding under the UNRSF-funded project. Municipalities in Azul, Ca uelas, and Pergamino led the charge, endorsing best practices for speed control and implementing a multi-pronged approach. This included infrastructure improvements at pedestrian crosswalks, educational programmes in schools, and a public awareness video campaign promoting safe speeds. Public surveys confirmed residents' enthusiasm for these measures, paving the way for future speed management improvements and wider use of speed radars.



Source: UNRSF



ARMENIA

Within the UNRSF-funded project, the Government of Armenia established an interdepartmental commission on road safety and drafted a new National Road Safety Strategy. The strategy includes a unified platform for data collection, analysis, and behaviour change among road users. This platform facilitates information-sharing protocol that informs road infrastructure changes in the highest black spot of the pilot area. Additionally, the platform has helped inform behavioural interventions resulting in 18% reduction in repeat speed violations among the control group of over 21,000 drivers.



Road Safety event at a Kindergarten in Yerevan, 2023



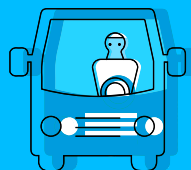
BANGLADESH

Bangladesh, within UNRSF-funded project, have incorporated a piloting project into their Health Sector Operational Plan, established a Technical Committee for multisectoral coordination, and improved the emergency call number to operate 24/7, including location tracking for effective emergency response. These actions address the gap of immediate care and transport for crash victims and aim to strengthen post-crash response throughout the deadliest highways in Bangladesh.



Source: WHO

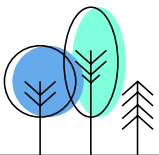
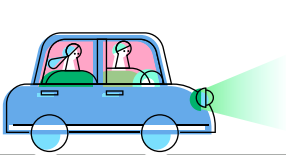
COLOMBIA



The Government of Colombia, within UNRSF-funded project, collaborated with local municipalities and community members to finalize a strategy for implementing urban road safety infrastructure improvements. Through workshops and public engagement, the project identified risks faced by vulnerable citizens and reviewed final designs for tactical urban interventions before implementation.



Participatory Workshop, Ocaña, 2023

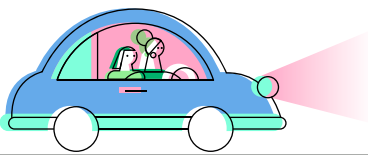


ETHIOPIA

With support of the project’s capacity building, the Government of Ethiopia developed an Urban Street Design Manual, which covers government directives on how to design or modify streets in the future, with a focus on road safety and non-motorized transportation.



Jinka Town, Nacione, Image credit: Adobe Stock



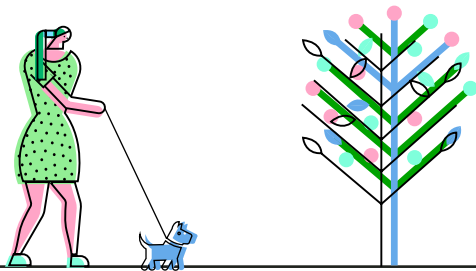
JAMAICA



The Government of Jamaica, within the UNRSF-funded project, adopted the WHO Emergency Critical Care Assessment Toolkit and has begun to identify and close gaps in the current post-crash emergency care system with actions being undertaken across the Ministries of Transport, Interior and Health.



Fire department meeting, Portmore, 2023



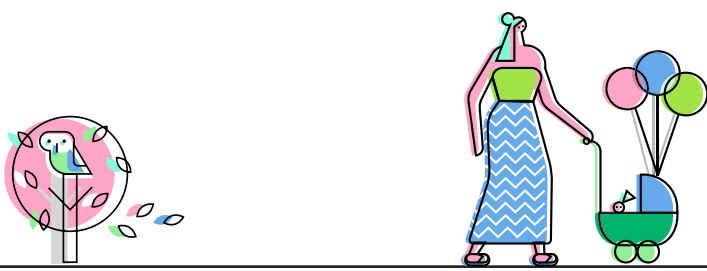
KENYA



Kenya’s government has finalized a City Master Plan that includes integrating road safety measures for all road users. Additionally, within the UNRSF-funded project, they have developed guidelines for a Sustainable Urban Mobility Plan.



Signage in Kenya, mage credit: Adobe Stock





MOZAMBIQUE

With support of the project's capacity building, the Government of Mozambique published a National Road Safety Master Plan and is developing a National Urbanisation Policy with a focus on implementing crosswalks, cycle lanes, and other public spaces. National and local strategies have integrated Road Safety and non-motorized transportation components. The project has also provided technical support for the National Street Design Manual to target safer roads and better walking and cycling conditions.



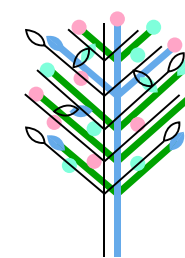
Streets of Maputo, Image credit: Adobe Stock



MULTI-COUNTRY

With the support of the UNRSF-funded project, mayors from over 100 cities signed a Communiqué at the Road Safety Forum in Istanbul, committing to actions for Road Safety. In October 2023, major used vehicle exporters gathered in Paris to discuss the importing countries' new standards. At the meeting, the EU introduced their new end-of-life-vehicle regulation proposal. The project is helping developing and transitional countries meet their mobility needs while avoiding highly polluting used vehicles.

14 Southern African Development Community (SADC) member states have endorsed roadmaps for harmonizing fuel and used vehicle standards across the region, marking a significant policy shift towards cleaner transportation. This move is expected to reduce vehicle emissions and regulate the import of older, polluting vehicles, leading to improved air quality and public health.



TANZANIA

With the support of the UNRSF-funded project, the government launched the Tanzania Road Assessment Programme (TanRAP) to improve infrastructure and policy based on data. The TanRAP project is being scaled up to eliminate high-risk roads, and the government has expressed commitment to increasing participation in road safety. Government officials, who were accredited and trained through the project, are now improving road safety and design, sharing knowledge.



Source: UNRSF



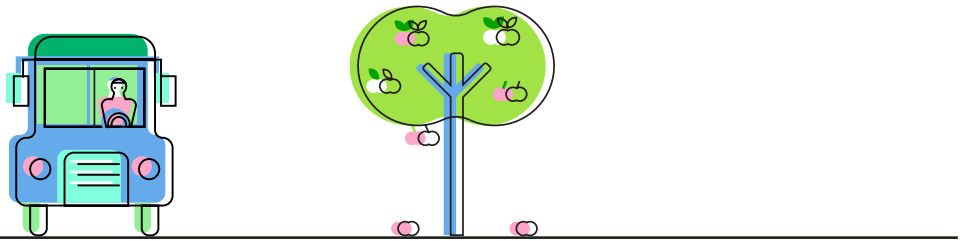
ZAMBIA

The Zambian government, within the UNRSF-funded project, has passed legislation to implement 30 km speed limits around schools and highly pedestrian areas. They are also piloting standardised safety infrastructure, such as signage and crosswalks, around schools in Lusaka. These efforts aim to improve road safety for pedestrians and cyclists, and the government has pledged to include road safety measures in all its road projects.

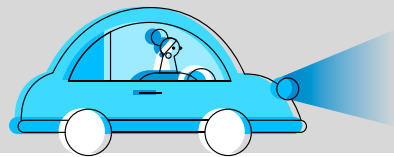
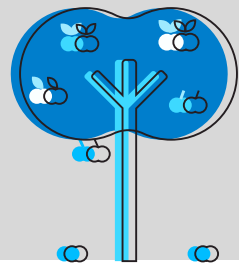


Road Safety Campaign in schools, Zambia

To learn more, visit: roadsafetyfund.un.org/impact



PARTNERS' TESTIMONIALS

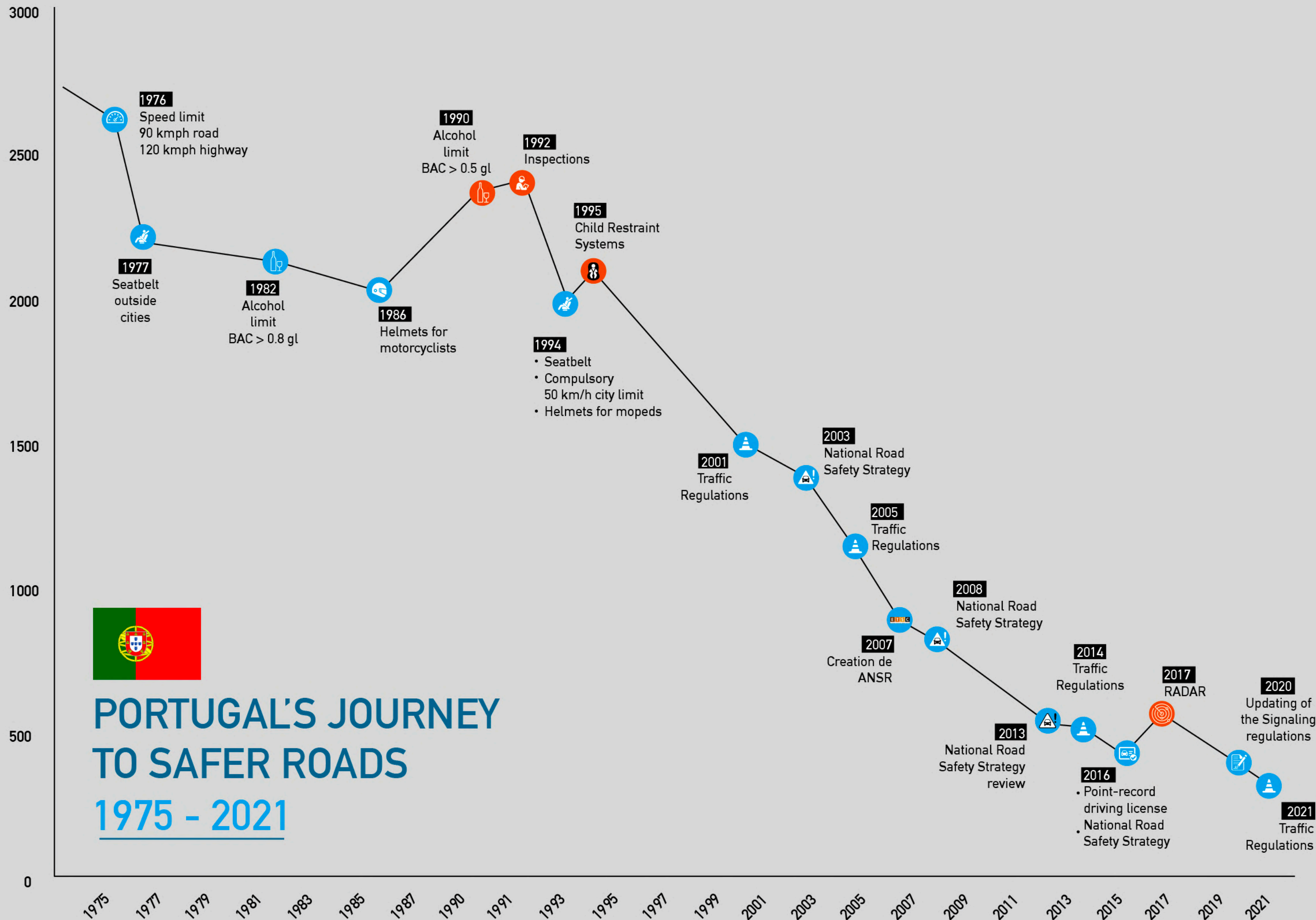


“ *We believe that our daily work on designing and implementing public policies has an impact on road safety. The results are motivating but we must never settle.*

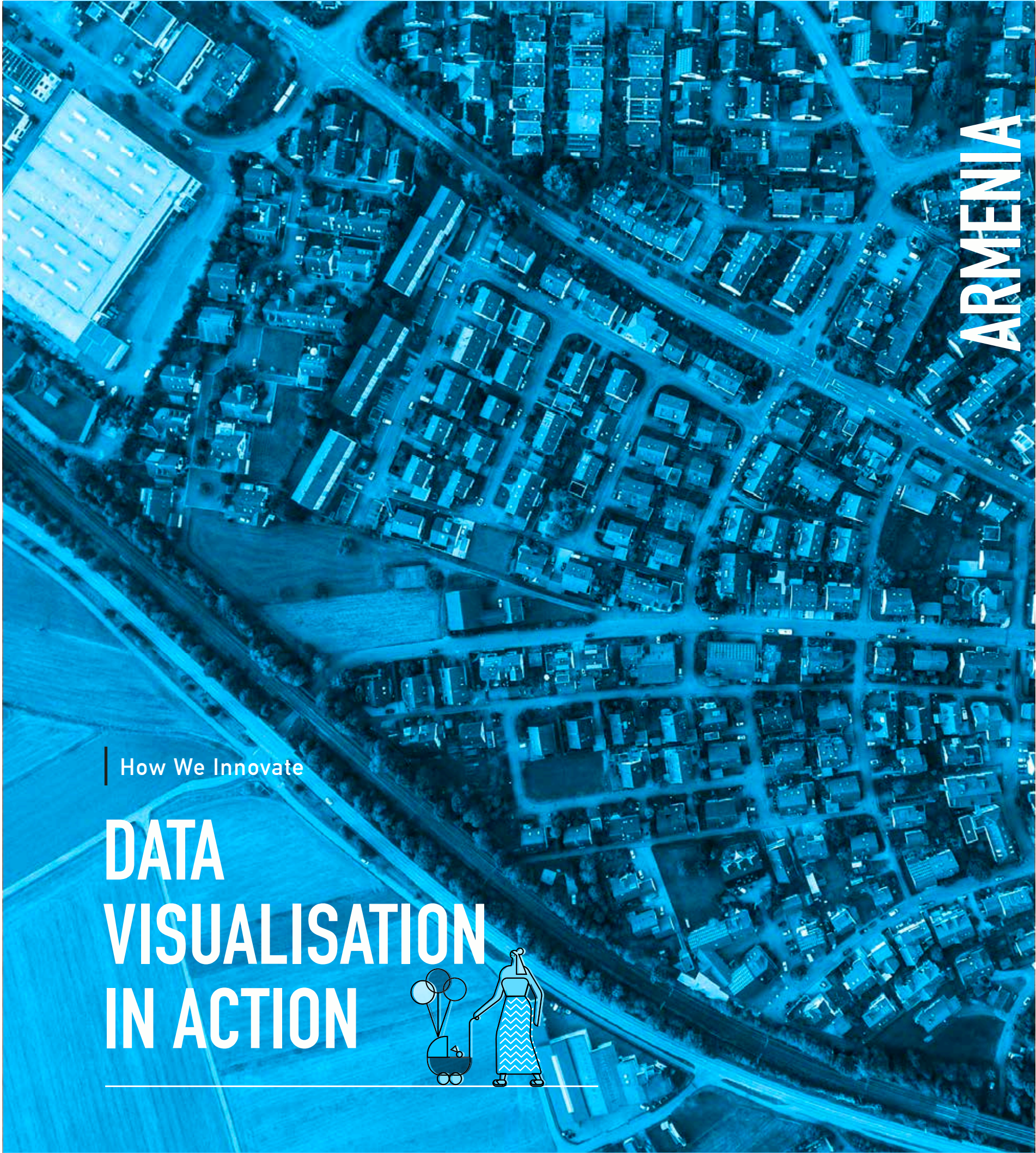
Zero deaths is our goal and, with your commitment, we'll get there. **”**

RUI RIBEIRO

Head of National Road
Safety Authority – Portugal



PORTUGAL'S JOURNEY TO SAFER ROADS 1975 - 2021



ARMENIA

How We Innovate

DATA VISUALISATION IN ACTION



“ PILOTED IN 21 KINDERGARTENS IN THE THREE MUNICIPALITIES OF YEREVAN, TAVUSH AND LORI, THE EDUCATIONAL PROGRAMME BENEFITTED 500 CHILDREN, 300 TEACHERS AND 800 PARENTS. ”



Armenia is the smallest country in the Caucasus region, with a population of under three million people – but like many other countries, it has a big problem managing preventable road deaths. Annually, road traffic crashes kill close to 400 Armenians and cost around 6% of the GDP. Speeding drivers and vehicle passengers are the most affected victims, and mostly happen in the city capital of Yerevan.

In support of government commitment to cut road deaths, the UN Road Safety Fund launched a pioneer project in Armenia to help the Ministry of Internal Affairs, Ministry of Territorial Administration and Infrastructure, Ministry of Health, Ministry of Finance and Ministry of Education to make informed decision on where and how to invest in making roads physically safer and to encourage safe road behaviours. Launched in November 2021, the project was implemented on behalf of the UN Road Safety Fund by UNDP Armenia and UNICEF Armenia.

The project focused on building coordination on road crash data exchange among relevant government departments and developing a real-time road crash data visualisation portal for government use. Imagine a central hub where information from road crashes flows in police, first responders and other data focal points; gets mapped by location, crash cause and other criteria in real time; and is analysed to inform decisions. This is what the Fund helped create. This platform not only stores data; it paints a clear picture. It identifies ‘black spots’—high-road crash zones—allowing policymakers to target physical road infrastructure improvements and interventions on safe road user behaviour.

The online dashboard tool, which today covers over 23,000 road crashes, is an innovative approach that uses available geo-localisation digital analytics for data collection in real time. The project conducted extensive consultations with the Police Service of the Ministry of Internal Affairs to advance the digitalization of

road crash cards and delineated clear roles and responsibilities for the Patrol Service and other stakeholders while the police services underwent a major restructuring.

The project went beyond data. It’s about people too. Innovative and effective behavioural interventions were also designed and successfully tested. Through the project, over 21,000 registered speed limit violators were targeted with SMS behavioural messages and postal mail containing five different types of incentives or encouragement linked to respecting speed limits. Moreover, it also monitored responses and realized an 18% reduction in repeat speed violations by drivers in the control group.

The project also developed an educational programme for educators, young children and their parents. Piloted in 21 kindergartens in the three municipalities of Yerevan, Tavush and Lori, the educational programme benefitted 500 children, 300 teachers and 800 parents.

The project also developed an ‘edutainment’ series for a local TV channel focusing on public sector innovation, with episodes airing from March to May 2023. Within this series, two episodes spotlighted the road safety project and its dashboard. Additionally, the project was presented at the UN World Data Forum in Hangzhou, China, where the UNDP SDG Innovation Lab shared a well-received review of the analytical platforms, including the Black Spot Analysis dashboard.

This groundbreaking project showcases the power of data-driven solutions combined with community engagement and serves as a model for other countries seeking to meet their SDG 3.6 targets using innovative geospatial data and behavioural measures.

Looking ahead, the Ministry of Internal Affairs will manage, update and continuously improve upon the road crash data visualisation portal, expanding black spot improvements and driving safe road user behaviours.



“THE PROJECT HAS A RIPPLE EFFECT, INFLUENCING OVER \$1 BILLION OF DEVELOPMENT PROJECTS, ENSURING SAFETY IS BUILT INTO EVERY NEW KILOMETRE OF ROAD.”



How We Innovate

THE FIRST STEP IN OUR TEN-STEP PLAN FOR SAFER ROADS



Imagine a vibrant market teeming on the side of a Tanzanian road. A group of children are playing with a ball, when one kick sends the ball to the road. One of them chases the ball, momentarily darting into traffic. Your heart clenches - a scene all too familiar on roads where danger lurks around every bend.

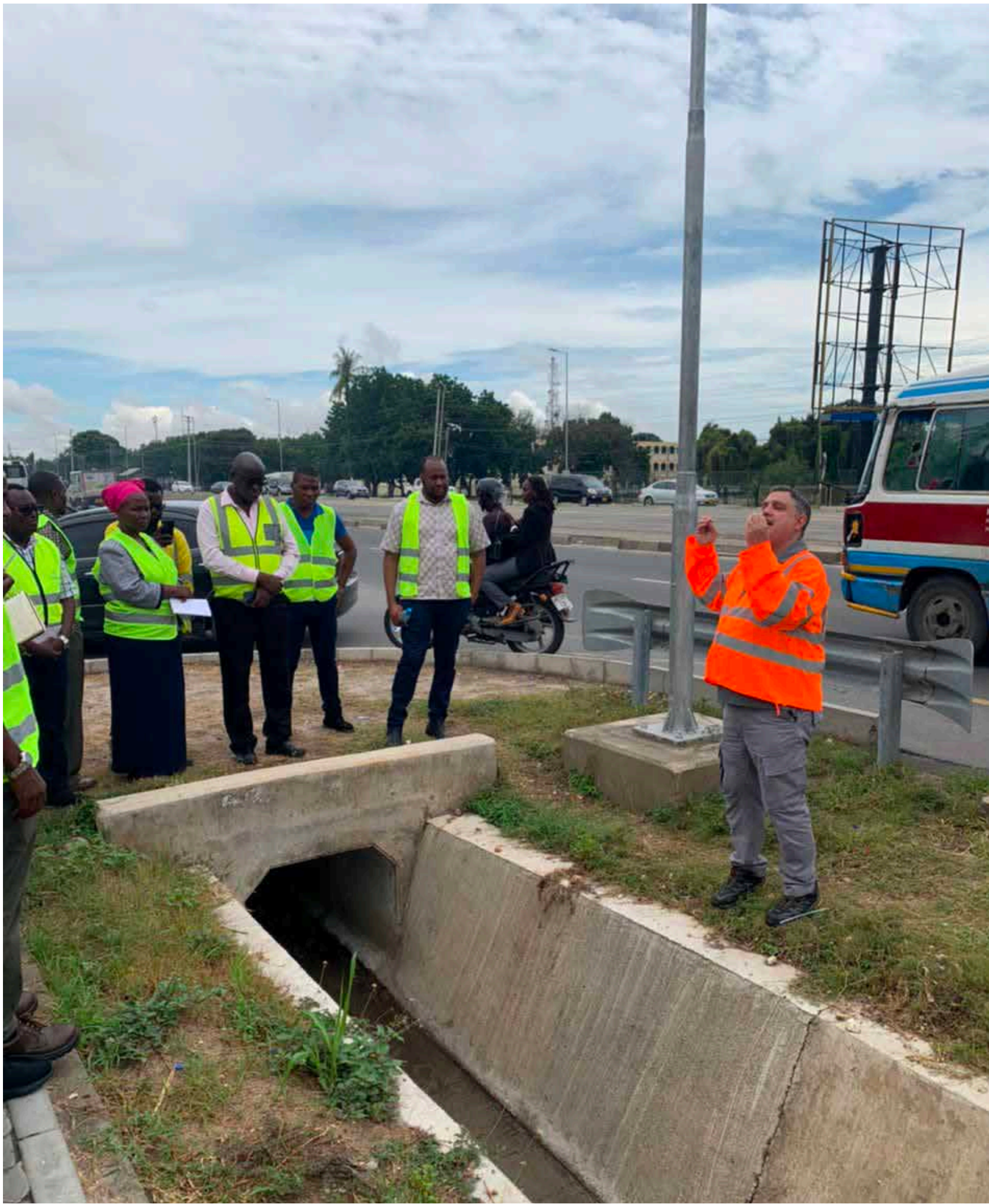
The 'Ten Step Plan for Safer Road Infrastructure' (Ten Step Plan) is a blueprint developed by the United Nations Road Safety Collaboration 'Safer Roads and Mobility' group. It is a step-by-step guide that helps countries build national capacity for safer road infrastructure and achieve the United Nations Member States agreed Global Road Safety Performance Targets on minimum safety standards for roads. The UN Road Safety Fund implemented the Ten Step Plan in Tanzania, with the aim of reducing traffic fatalities and injuries in the country.

The project started by identifying all the key stakeholders in the country and reviewing the national infrastructure strategy and design standards. The project then established three working groups that developed capacities from within and focused on specific topics. These groups developed a new National Safer Road Infrastructure Strategy and Action Plan, reviewed and updated Geometric Road Design Standards being used at a national level by the government, and set up a national training and accreditation scheme called the Tanzania Road Assessment Programme (TanRAP). TanRAP identifies potential hazards on existing roads and ensures new ones are designed with safety in mind.

In addition, the project also revealed a tremendous need to build even the fundamentals on road safety in general and on road safety management more specifically. The project worked like a roadmap, guiding Tanzania through ten crucial steps to create a safer road network. It included training hundreds of professionals in vital areas like road assessment and safety audits.

The impact is already rippling across the country. Imagine a government minister requesting a report on achieving a three-star safety rating for Tanzanian roads. This wouldn't have been an easy, or even possible, task before the Ten-Step Plan. By identifying and addressing road safety issues, Tanzania will prevent countless road tragedies. Additionally, the project has a ripple effect, influencing over one billion USD of development projects, ensuring safety is built into every new kilometre of road.

The success of the project in Tanzania is an inspiring example of how structured planning and investment can bring about significant progress in road safety. The UNRSF's pioneering efforts have led to important improvements in this area. The dedication to creating a safer transportation network was further recognized in December 2023 when the Ten-Step Plan for Safer Road Infrastructure in Tanzania was awarded the prestigious International Road Safety Award from His Royal Highness Prince Michael of Kent. This award is a testament to the incredible collaboration between the UNRSF, the Tanzanian government, the International Road Federation, iRAP, and all the project partners who made this ground-breaking initiative a reality.



Ten-step plan, Tanzania



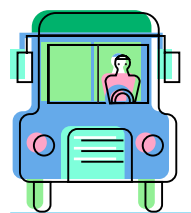
Source: IRF



Prince Michael International Road Safety Award, London



CAMBODIA



“
EARLY EDUCATION INITIATIVES ARE BEING TARGETED TOWARDS FACTORY WORKERS, PARTICULARLY THOSE AGED 18 TO 29, AS WELL AS THE YOUTH IN THEIR SURROUNDING COMMUNITIES.
”

How We Innovate

GARMENT INDUSTRY SAFE DRIVER POLICY



It's a typical morning in Cambodia's bustling garment industry. Factory workers are streaming onto the streets, making their way to work, but they face a silent threat on their daily commute. Road crashes are a common occurrence, and young workers, especially women under 35, are at significant risk.

In 2023, the UN Road Safety Fund agreed to finance a pioneering project aimed at improving the safety of Cambodian roads for garment workers. Our project in Cambodia is an innovative example of targeted intervention. It demonstrates the power of collaboration between governments, industry, and NGOs to create a safer future for workers, mainly young people and women. The project focuses primarily on youth and women due to Cambodia's garment and footwear industry employing over 830,000 workers across 1,200 exporting factories, with 80% of them under the age of 35 and 80-85% of them being women. Despite being the backbone of the 13 billion USD industry, many of these workers are exposed to heavy traffic, unsafe and overloaded vehicles, and dangerous road user behaviours during their daily commute to work.

The project will take a multi-pronged approach to address the issue. This includes targeted training for workers in 30 factories by the International Labour Organization on safe driving practices for motorbikes and cars. Supervisors will also be trained to identify and address potential risks by creating a culture of safety among drivers and giving workers the knowledge they need to make informed, safe road user choices on their commute.

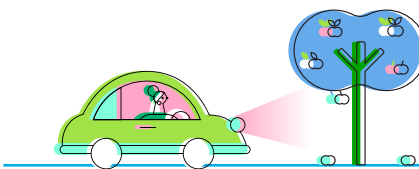
The project will also collaborate with government ministries and the National Road Safety Committee to adopt legislative changes that will standardize factory worker safety policies and establish stricter regulations for collective transport vehicles.

A nationwide public awareness campaign will target young people and communities surrounding garment factories. The campaign

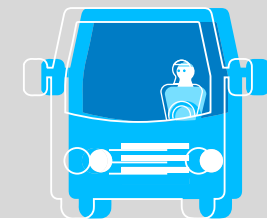
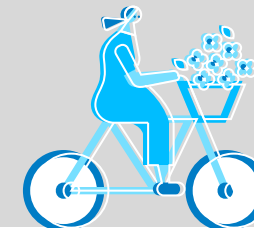
will raise awareness about the importance of road safety and promote responsible behaviour, like helmet use.

The project aims to create lasting change rather than just a temporary fix. It aligns with Cambodia's 10-year Road Safety Action Plan, ensuring long-term government commitment.

Early education initiatives are being targeted towards factory workers, particularly those aged 18 to 29, as well as the youth in their surrounding communities. These initiatives include driving skills activities and a nationwide campaign that promotes road safety education, with the aim of reducing road crash injuries and fatalities.

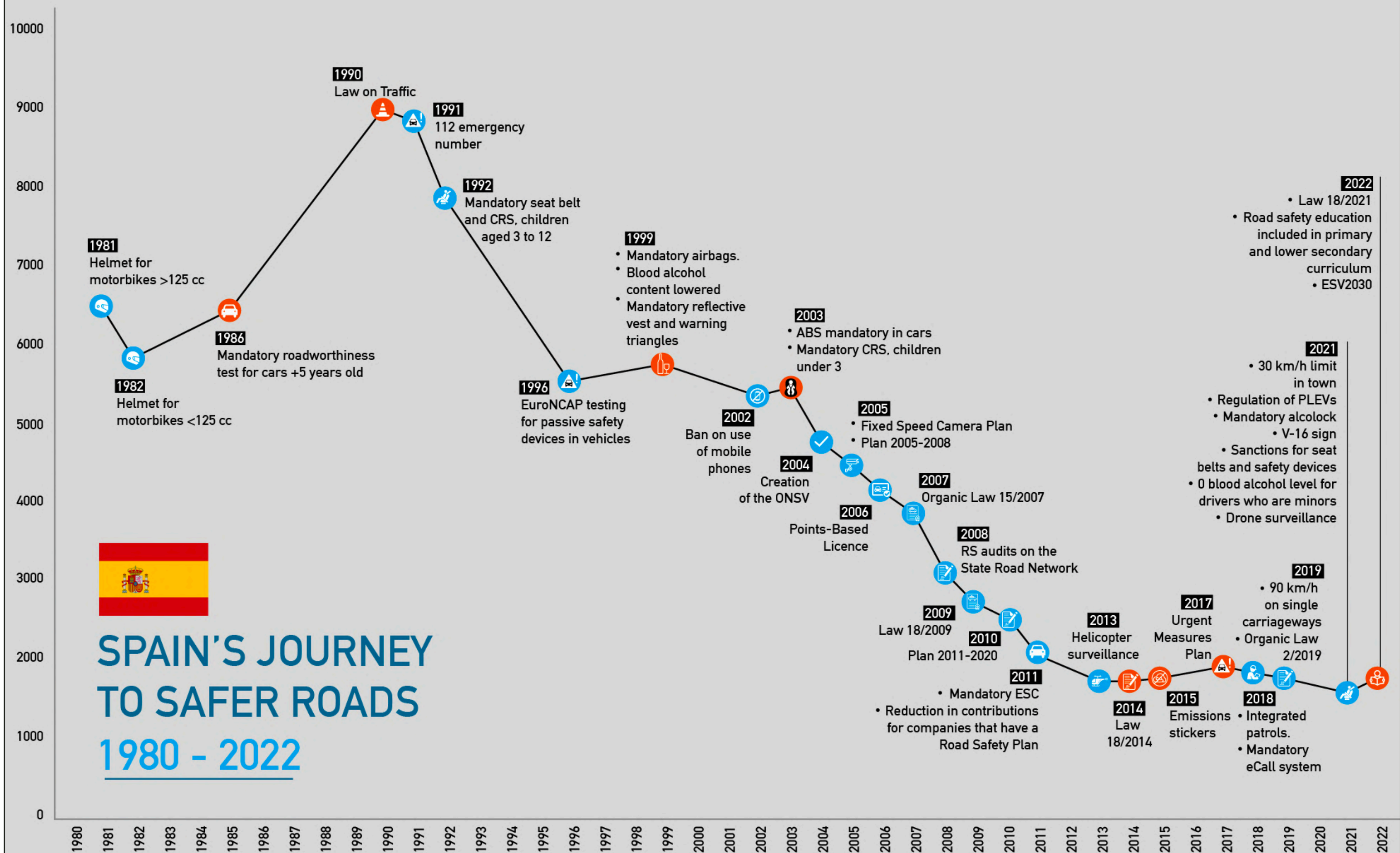


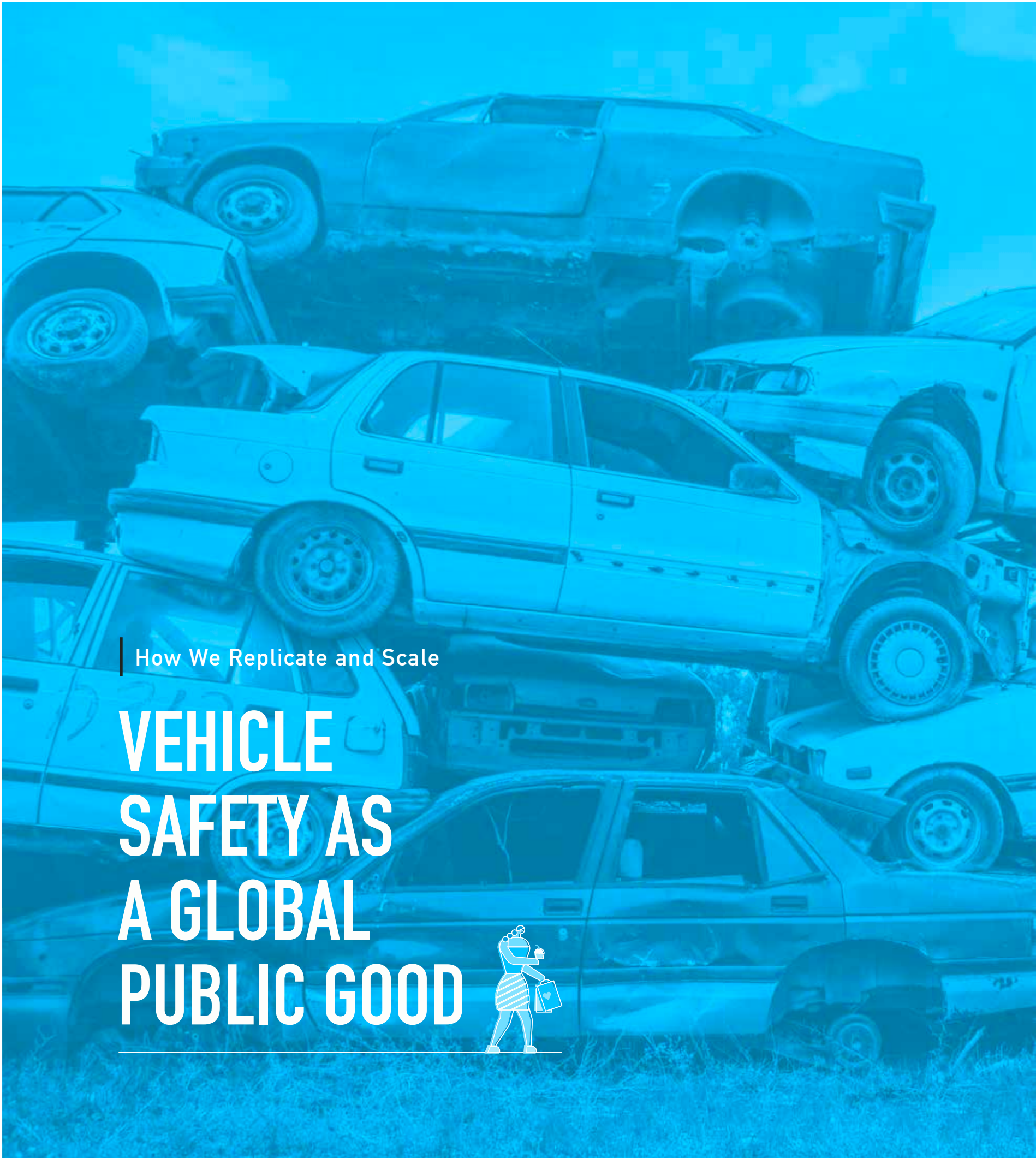
PARTNERS' TESTIMONIALS



“ *An integral approach and the application of evidence-based measures have allowed Spain to be among the countries with the lowest fatality rates. Worldwide, there are many examples of successful policies that can inspire countries seeking to reduce road crashes.* ”

ÁLVARO GÓMEZ MÉNDEZ
Head of the National
Road Safety Observatory - Spain





How We Replicate and Scale

VEHICLE SAFETY AS A GLOBAL PUBLIC GOOD



Used vehicles play a vital role in developing countries, providing essential cost-effective mobility for people and goods. But these same vehicles often come with a hidden cost: safety hazards and environmental pollution. Every year, millions are injured and killed in road crashes because of poorly maintained used vehicles, which also contribute significantly to air pollution.

The UN Road Safety Fund is working on a collaborative project that combines the expertise of the UN Environment Programme, the UN Economic Commission for Europe, regional organisations, and key partners. By the end of 2023, this project will roll out its second phase (phase II) in Africa and Asia and aims to tackle the issue of used vehicles in a proactive manner.

The first phase (phase I) focused on West and East Africa. Through workshops and meetings, the project facilitated discussions between importing and exporting countries. A major achievement was the adoption of EURO 4/IV emission standards by both the Economic Community of West African States and the East African Community countries. This means cleaner, safer used vehicles on the road, leading to less pollution and fewer road crashes.

Phase II broadens the project's reach to Southern and Central Africa, as well as Cambodia and Mongolia. The project is already making headway. Importing countries are receiving support in developing policies and regulations for cleaner and safer used vehicles. Training workshops equip government officials and stakeholders with the knowledge to inspect used vehicles effectively.

The project's impact goes beyond cleaner air and safer roads. By fostering collaboration between exporting and importing countries, it sets a global precedent. The EU's proposed regulation on end-of-life vehicles, with its focus on better quality used vehicle exports, is a testament to the importance of the issue of vehicle safety.

Looking ahead, 2024 will bring the third phase of this project (phase III) to eight countries in Latin America and the Caribbean, starting with Paraguay and Antigua & Barbuda. This project is a shining example of what can be achieved when international organisations, regional bodies, and governments work together. As the project progresses, even more countries will adopt safe standards for used vehicles. This will lead to a safer, cleaner future for all, with fewer road deaths and a healthier environment.



SADC Workshop

How We Replicate and Scale

RECLAIMING STREETS FOR PEDESTRIANS AND CYCLISTS IN AFRICA



Across Africa, road traffic crashes have become an unfortunate and devastating reality, with the highest fatality rates globally. Pedestrians and cyclists, who are the backbone of urban mobility in many African cities, are particularly vulnerable to these crashes.

Reclaiming Streets for Pedestrians and Cyclists in Africa is an inspiring project that showcases the power of collaboration in tackling urban challenges. Starting in Ethiopia in 2019, the focus and approach to prioritizing pedestrian and cyclist safety in urban centres in Africa have spread to six African countries today.

The project, which started in Ethiopia a few years ago, aims to address the challenges and risks faced by pedestrians and cyclists on African roads. The approach is multi-faceted, with a focus on good street design, which prioritises non-motorized transport users. This includes the adoption of best practices for street design, such as wider sidewalks, protected bike lanes, and safer intersections. Policy and standards are also being developed and revised in countries to ensure a long-term commitment to safer streets. This involves the creation of national and local policies and street design manuals for pedestrians, cyclists and public transport road users. Currently, this approach is being implemented in six other African countries, namely Guinea, Kenya, Mozambique, Nigeria, and Rwanda.

Capacity-building and advocacy are critical components of the project, with UN-Habitat leading training workshops which equip local government road engineers with the skills

to design and implement pedestrian and cyclist infrastructure. Community outreach is also being carried out to raise awareness and foster a culture of road safety within urban communities.

In Kenya, Nairobi's central business district has been redesigned to prioritise pedestrians and cyclists. This was done by repurposing parking spaces and introducing one-way streets. International funding has also been secured for the development of a 40 km cycling network. In Addis Ababa, the Meganagna intersection has been redesigned with enhanced pedestrian and cyclist features. Ethiopia has also introduced a new Urban Street Design Manual to promote safer infrastructure. Kigali's central business district parking strategy now integrates pedestrian and cyclist considerations. The Akabuga intersection and Nyagugogo Greenway have been redesigned to prioritise cycling and walking. In Mozambique, Maputo is developing a cycle lane network and Quelimane is expanding cycling tracks. In Mombasa, a busy intersection was transformed with crosswalks and signage to prioritise non-motorized transport users.

The Reclaiming Streets project goes beyond physical infrastructure. It supports National Urbanization Policies and Road Safety Master Plans, integrating non-motorized transport considerations for a holistic approach. The impact of the project extends beyond reducing road fatalities. It also improves public health and well-being, enhances livability, and contributes to environmental benefits.



Reclaiming streets for walking and cycling, Training in Ghana

How We Replicate and Scale

GLOBAL EMERGENCY AND TRAUMA CARE IN THE AMERICAS



The aftermath of a road crash is a desperate race against time. Every passing second diminishes the chances of survival for road crash victims. Data shows us that delays of just a few minutes can tip the scales from life to death. This is why a well-coordinated emergency and critical care system is critical.

The World Health Assembly has issued a clear mandate: ensure “the right care at the right place at the right time” for all. While many countries have committed to strengthening emergency trauma care, the reality is that fragmented emergency care systems are still prevalent. Key components, like standardised protocols, training for healthcare providers, and robust data collection, are often missing. This hinders effective responses and leaves people vulnerable in their time of greatest need.

To address this issue, the UN Road Safety Fund committed to training and helping governments to deploy the WHO Emergency and Critical Care Systems Assessment and strategic planning toolkit with different implementing partners in Azerbaijan, Bangladesh, Tanzania and Uganda. In 2023, the UN Road Safety Fund took one step further with the Pan-America Health Organization to strengthen emergency care in the Americas, specifically Belize, Bolivia, Costa Rica, Honduras, Jamaica, Mexico and Paraguay.

The project demonstrates the UN Road Safety Fund’s commitment to training and helping governments deploy the WHO Emergency and Critical Care Systems Assessment, a tool designed to help policymakers and leaders assess their emergency care system to identify gaps and set priorities. Not only will more lives be saved, but the excessive burden being placed on hospitals by road crashes will be reduced.

The WHO Assessment is a great starting point to identify gaps and needs to support countries in developing a roadmap with context-specific targeted solutions, allowing them to identify the necessary changes to strengthen emergency care in a comprehensive matter. WHO has developed different tools to support local efforts in emergency, operative and critical care. WHO’s Emergency Care Toolkit is an open-access bundle of interventions, developed to be implemented particularly in low- and middle-income countries to support systematic care

of the acutely ill and injured within health facilities. The Toolkit includes capacity-building programmes, data collection tools, protocols, WHO’s Universal Health Care Service Package Delivery and Implementation tool, and best practices to improve EC-related legislation.

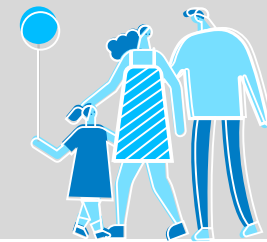
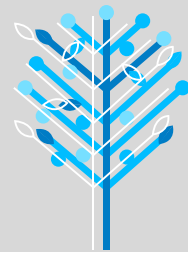
The toolkit was implemented in over 60 countries across multiple resource settings and have a demonstrable impact on morbidity and mortality. The Toolkit is designed to utilize currently available resources to maximize health outcomes for emergency patients in health facilities and to strengthen emergency care systems for both day-to-day emergencies and surge response.

Successful experiences observed among different LMICs make it clear that progress can be made with low-cost measures. The WHO Emergency Care Toolkit has helped strengthen the management of injured people in countries across multiple economic strata. Clinicians from 11 hospitals in nine countries (Rwanda, Cameroon, India, Viet Nam, Pakistan, Thailand, Colombia, Canada, and Australia) implemented the WHO Trauma Care Checklist, with improvements in 18 of the 19 documented patient care process measures. The Toolkit has proven to be a cost-effective life-saving intervention in numerous WHO beneficiary countries.

The UN Road Safety Fund’s support has the potential to transform emergency care systems across the Americas and beyond. It will lead to reduced road traffic fatalities and disabilities, improved quality of emergency care for all, strengthened healthcare systems based on data and evidence, and a culture of collaboration and knowledge-sharing.



PARTNERS' TESTIMONIALS



“*Road safety is a long-term policy combining education, prevention and enforcement. From the global to the national and local levels, it involves a broad range of players who are actively and collectively committed: the State and its territorial offices, local authorities, companies, associations and citizens.*

”

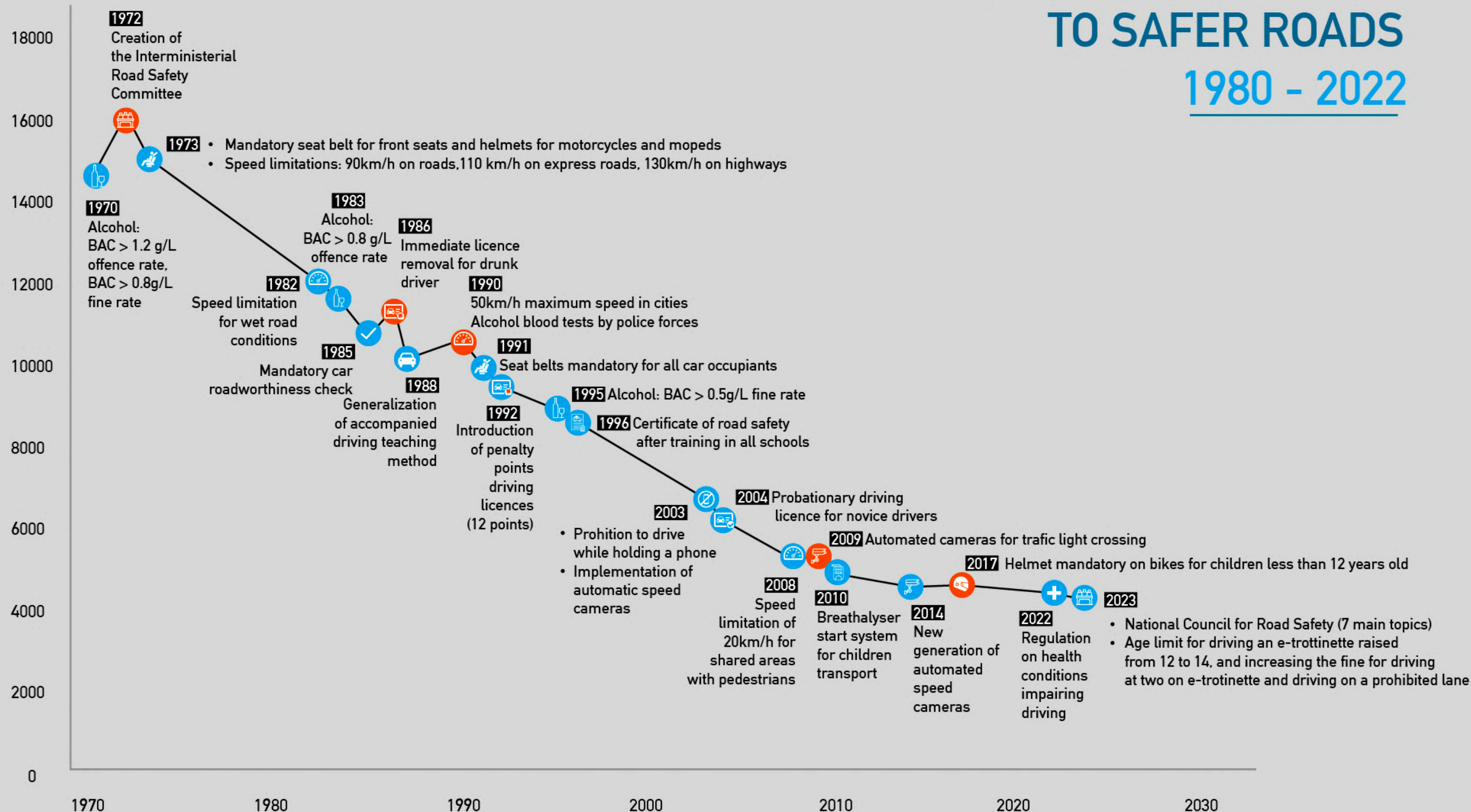
GEN. FLORENCE GUILLAUME

Director of the French Road Safety
Authority, Ministry of Interior - France



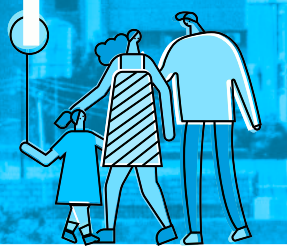
FRANCE'S JOURNEY TO SAFER ROADS

1980 - 2022



How We Support Domestic Financing

THE ROAD SAFETY INVESTMENT CASE



In the bustling city of Lusaka, where the streets hum with life and chaos intertwined seamlessly, a group of determined individuals gathered in a generously sized conference room. Among them were officials from the Zambian government and experts from the UN Development Programme. Officials from transport, health, finance, infrastructure, and interior were present, representing the key government agencies with the responsibility of addressing the country's alarming rate of 24.7 road fatalities per 100,000 population.

Despite road safety laws and awareness campaigns, Zambia's Road fatality rate is considerably higher than the global average of 18.2 deaths per 100,000 population. If current trends persist, Zambia will face 115,000 preventable deaths and more than 486,000 people will be permanently disabled over the next 30 years.

In this context, the UN Road Safety Fund responded to the government's request for support to cost the road safety interventions that had the highest chances of reducing road deaths and the highest rates of economic return on investment. The ultimate goal was to assist the Ministry of Transport in rallying support for addressing the issue of strategic road safety financing.

With the support of the UN Road Safety Fund, the government of Zambia developed the first-ever road safety investment case. Based on an economic modelling methodology developed for the first time for application to road safety, the study examined the current economic costs of road traffic injuries in Zambia, emphasising the impact on pedestrians. The report provides evidence to support the selection of a set of cost-effective interventions aimed at reducing pedestrian injury and estimates the costs and benefits associated with implementing these measures.

The case found that road crashes cost the Zambian economy USD 910 million annually, equivalent to 4.7% of Zambia's GDP. And that by investing now in road safety, Zambia can avert more than 50,000 deaths, prevent more than 130,000 permanent disabilities, and avoid USD 12.8 billion in economic costs over 30 years.

Specifically, the road safety investment case highlights five key interventions – speed bumps, roadside pathways, road crossings, post-crash prehospital care, and alcohol breath testing – which collectively offer a significant return on investment. By investing in road safety measures, Zambia can expect a return-

on-investment of 2.3:1 over 5 years and 9.6:1 over 30 years. This indicates a significant long-term financial benefit from these interventions.

A national launch event was held with key national stakeholders to refine and validate the report's findings, enhance capacity in planning and implementation of road safety interventions, and support the ongoing dialogue and projects on road safety in Zambia based on the investment case. Guided by the UN Development Programme, key partners and stakeholders such as Ministry of Finance, Ministry of Transport and Logistics, Ministry of Local Government and Rural Development were able to give their reflections and gave the go-ahead for the adoption of the investment case stating that the findings were conclusive.

The case will be widely disseminated to all government stakeholders, the private sector, and donors as a critical tool to address road safety as a public health, economic and social concern that is greatly contributing to mortalities and increased injuries in Zambia. It will also be used as a tool for resource mobilization for both local and international donors. The investment case serves as a guideline for advocacy to increase funding allocation to road safety intervention and support implementation of the Non-Motorized Transport Strategy.

Health investment cases have been used successfully to help policymakers advocate for increased investment in the health interventions that yield the greatest health and economic returns. The cases have focused on health challenges such as non-communicable diseases, mental health, air pollution, tobacco control and now road safety. This data-driven approach would likely yield similar or even greater outcomes for road safety, where many road deaths could be prevented with just a modest amount of catalytic and reliable funding. Primary responsibility rests with governments, which can ensure sustainability through state resource allocations, as well as road user charges, fuel taxes, levies on private sector insurance, and traffic fines revenues.

The UN Road Safety Fund remains committed to building roadmaps and capacities within other requesting governments through the use of investment cases and other sources of data and analysis. With complementary and self-financing, countries including Tunisia and the six GCC countries have already started to apply the methodology developed under the Zambia project to design their own road safety investment cases.



Road Safety campaign in schools



#StreetsForLife campaign with Global Alliance of NGOs for Road Safety



#StreetsForLife campaign, Global Alliance of NGOs for Road Safety



UN Road Safety Week

How We Support Domestic Financing

THE GLOBAL ALLIANCE OF CITIES FOR ROAD SAFETY



Simultaneously, the UN Road Safety Fund has been working with local government officials, UN agencies and civil society in close to 20 cities across 10 countries to launch a Global Alliance of Cities on Road Safety comprised of local government officials including mayors, governors and other community leaders. Working together with UN Habitat, UN Regional Commissions and other partners from the UN and civil society, the Alliance members serve as a unique platform to learn and exchange best practices specifically on implementing, and financing road safety interventions.

The Alliance was launched in 2023 during a high-level event in Nairobi, Kenya – an event including the honorary presence of Mr. Jean Todt, UN Special Envoy for Road Safety, H.E. Mama Rachel Ruto, the Kenyan First Lady, and the UN-Habitat Executive Director, Maimunah Mohd Sharif. With support from the UN Road Safety Fund, the Alliance is an active response to UN reports that governments lack specialist knowledge of adapting safe system principles to local conditions when creating safer roads, vehicles, road user behaviour, and designing and operating well-functioning post-crash systems.

The project has seen remarkable progress and has already begun to improve the road safety technical capacities of its participating cities. A Communiqué adopted on World Cities Day 2023 during the Mayors Forum on Road Safety

confirms a focus on strengthening government capacity to develop prioritised road safety projects which will be presented in dedicated investor roundtables in a subsequent phase of the project.

Over a 100 participating officials were trained to become experts on road safety and non-motorized transportation during a Sustainable Mobility Course in Lagos, Nigeria. The city of Nakuru in Kenya was provided guidance on developing their Sustainable Urban Mobility Plan. With a desire to utilise this unique platform, the Alliance will continue to hold sessions to enable cities to learn from one another. Additionally, the project is developing an online platform to gather the knowledge on best practices, give open access technical resources, and engage the participants in innovative challenges.

Urban areas, with their high population densities and complex transportation systems, face particular challenges in ensuring road safety. Particularly, the alliance members seek to address a dual challenge in accommodating an unprecedented rapid urbanisation as well as climate change and air quality. The Global Alliance of Cities for Road Safety seeks to address the road safety challenge comprehensively, with an aim to support the transformation of the cities to that of a multimodal transport city, through relevant technical and financial capacity-building, and exchange of best practices among local governments. The aim is to transform the cities to suit the needs of people, rather than vehicles, and in turn reducing road traffic incidents and air pollution, all while creating more habitable and functional cities.

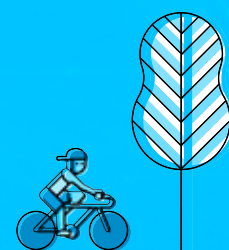


Sustainable cities through transport, ACRoS



How We Support Domestic Financing

THE FUNDING PRIORITY ON SUSTAINABLE DOMESTIC FINANCING



Domestic financing is the most significant and sustainable source of financing for road safety.

In December 2023, based on the rigorous data reported in the most recent Global Status Report on Road Safety, and after careful analysis of road safety trends, country demands, regional strategies, and best practices, the UN Road Safety Fund governing body members¹ identified the strengthening of government capacities to identify and implement sustainable models of domestic financing for road safety as one of two funding priorities of the UN Road Safety Fund.

Countries are facing increasingly difficult economic conditions due to a series of shocks related to climate, conflicts and other pressing concerns. Many low-and middle-income government agencies are unable to mobilise meaningful support for increased road safety spending. In fact both recent surveys among Ministries of Finance by the UN Secretary General's Special Envoy for Road Safety and the 2023 Global Status Report on Road Safety confirm that the majority of countries lack adequate funding to implement their national road safety priorities.

To develop safe road infrastructure and enhance road safety, it is critical to invest in long-term domestic financing to address desirable long-term road safety outcomes. As demonstrated in countries that have met, or are close to meeting, the SDG 3.6 target, addressing the need for sustainable financing of road safety interventions will significantly boost global efforts to improve road safety.

The UN Road Safety Fund will stay the course, deepening its technical and legislative support to countries, by identifying efficient, evidence-based and cost-effective funding modalities. These modalities include, but are not limited to:

- The use of PPPs to address traffic enforcement, safe road infrastructure, safer vehicles, and effective post-crash emergency response.
- Alliances with national road maintenance funds and city mayors to enhance the use of national and municipal revenue streams, including national vehicle registration fees (Australian model) and city parking fees.
- The fostering of more private investments into road safety positive SMEs, including the use of accelerators and incubators.
- Road Safety Investment Cases quantifying the health and economic costs of road deaths as well as the health and economic benefits of scaled-up actions.



Road Safety event, Armenia

¹ World Health Organization (WHO). Economic Commission for Africa (ECA). Economic Commission for Latin America and the Caribbean (ECLAC). Economic and Social Commission for Western Asia (ESCWA). Multilateral Development Banks (MDB) Road Safety Working Group. Global Road Safety Facility (GRSF). Economic Commission for Europe (ECE). United Nations Development Programme (UNDP). Global Forum for Road Traffic Safety (WP.1) previously known as Working Party on Road Traffic Safety (WP.1). World Bank Group. Donor representatives from the European Commission, France, Autoliv, Michelin and Pirelli.

2023 HIGHLIGHTS FROM THE OFFICE OF THE UN SECRETARY-GENERAL'S SPECIAL ENVOY FOR ROAD SAFETY



IN 2015, THE UNITED NATIONS SECRETARY-GENERAL APPOINTED MR JEAN TODT AS HIS SPECIAL ENVOY FOR ROAD SAFETY. MR. TODT CONTINUES TO SERVE AS THE FIRST AND ONLY UN SECRETARY GENERAL'S SPECIAL ENVOY FOR ROAD SAFETY.

HIGHLIGHTS OF ACHIEVEMENTS IN 2023

Promote global partnerships to support the design and implementation of strategies and activities to improve road safety:

- Established the Global "Friends of the Special Envoy" network for Road Safety including in Geneva, New York, Washington D.C., Brussels, and Bangkok.
- Participated in several global and regional conferences and meetings on road safety, including the launch of the WHO Global Status Report on Road Safety 2023 and the ASEAN Mayor's Forum.
- Engaged with Ministries of Finance, and United Nations Members States to increase domestic investments in Road Safety.
- Hosted the 1st UN Road Safety Retreat and the 7th UN Partnerships meeting for Road Safety with 25 UN agencies.
- Launched the UN-JCDecaux for road safety "#MakeASafetyStatement" in Brussels with the support of Saatchi & Saatchi and 14 global celebrities.
- Expanded partnerships for road safety with new partners of the secretariat: EssilorLuxottica and S&P Global.
- Developed collaborations on raising awareness for road safety, such as with the Union of European Football Associations (UEFA).
- Published the new brochure of the UN Secretary General's Special Envoy for Road Safety "Safe World for a Sustainable World" and the "Global Safe and Affordable Helmet Campaign" brochure.

Advocate government action to achieve the SDG 3.6 target to halve road deaths by 2030:

- Advocated accelerated government action with 70 government officials in 28 countries, including on the importance of the accession to, and more effective implementation of, the United Nations road safety legal instruments.
- Launched the 2nd Kofi Annan Road Safety Award in Morocco with the support of the Kingdom of Morocco, the United Nations Economic Commission for Africa, and the Kofi Annan Foundation.
- Advocated for global investments for road safety, including for contributions to the UNRSF.
- Participated in the launch of the 2023 Global Status Report on Road Safety.
- Spoke in more than 100 events and international conferences.
- Advocated for accession to the 7 UN Road Safety Conventions hosted by the United Nations Economic Commission for Europe (UNECE).
- Increased the media footprint of the topic of road safety at the global, regional, and national level.

#MAKEASAFETYSTATEMENT - THE UNITED NATIONS GLOBAL CAMPAIGN FOR ROAD SAFETY

This global UN campaign, in partnership with JCDecaux, aims to raise awareness about road safety among everyday road users. The campaign will be implemented in more than 1,000 cities across 80 countries and will involve the participation of celebrities. The campaign promotes safe road user behaviour, a pillar of the "safe system" approach. So far, the campaign has been launched in several cities, including Abidjan and Bouake in Côte d'Ivoire, Antwerp, Brussels, Liege and Lier in Belgium; Dublin in Ireland; Ulan Bator in Mongolia; Doha in Qatar, Johannesburg, and Pretoria in South Africa.

GLOBAL SAFE AND AFFORDABLE HELMET CAMPAIGN

In October 2021, the Special Envoy hosted an event entitled "Two-wheeler safety in Africa: safe and affordable helmets" in collaboration with the European Union delegation and the African Union delegation in Geneva. The event aimed to promote road safety and encourage the adoption of UN regulation 22.06 for helmet standards. More than 40 participants, including ambassadors, UN officials, and stakeholders, representing 26 Member States and six different organizations, attended the event. This campaign intends to promote low-cost helmets that meet UN regulations to new markets.



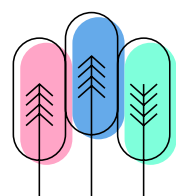
Safe and Affordable Helmet Programme towards improving access to helmets



Geneva Friends of Road Safety Network Cocktail



UN-JCDecaux #MakeASafetyStatement campaign launch, Image credit: Getty Images



GLOBAL FRAMEWORK OF ACTION

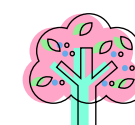
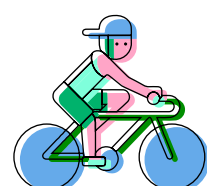


AREA PILLAR	LEGISLATION	ENFORCEMENT	EDUCATION	TECHNOLOGY	INTERNATIONAL REGULATORY SUPPORT
ROAD SAFETY MANAGEMENT – VERTICAL AND HORIZONTAL COORDINATION					
SAFE USER	Traffic rules for drivers cyclists and pedestrians	Lawful behaviour ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instrument and resolutions, WP.1, SC.1, WP.15
SAFE VEHICLE	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instrument and resolutions, WP.1, SC.1, WP.29
SAFE ROAD	Standards for design construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal instrument and resolutions, int. standards, WP.1, SC.1
EFFECTIVE POST-CRASH RESPONSE	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	UN RS legal instrument and resolutions, int. standards, WP.1, SC.1

Ten or more countries receive UNRSF support on the pillar/area.

Less than ten countries receive support on the pillar/area.

Limited or no support being provided to countries on the pillar/area (new funding can address this).



WHERE WE WORK

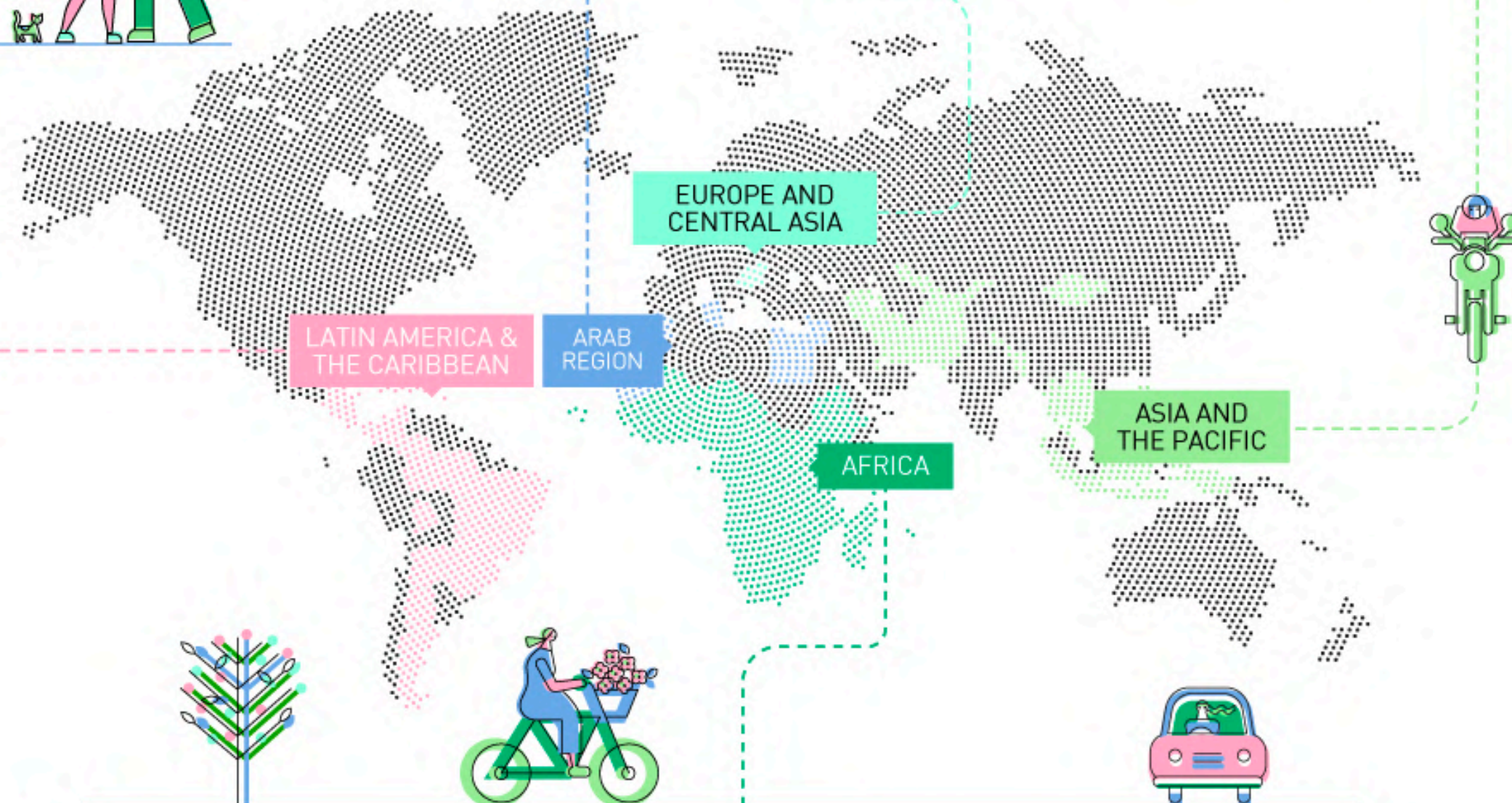


- Egypt
- Jordan
- Lebanon
- Mauritania
- Morocco
- Qatar
- Tunisia

- Armenia
- Azerbaijan
- Bosnia & Herzegovina
- Kyrgyzstan
- Serbia
- Tajikistan
- Uzbekistan

- Afghanistan
- Bangladesh
- Cambodia
- Indonesia
- Iran
- Lao PDR
- Malaysia
- Mongolia
- Myanmar
- Nepal
- Pakistan
- Philippines
- Thailand
- Viet Nam

- Antigua & Barbuda
- Argentina
- Belize
- Bolivia
- Brazil
- Colombia
- Costa Rica
- Dominican Republic
- El Salvador
- Guatemala
- Haiti
- Honduras
- Nicaragua
- Jamaica
- Panama
- Paraguay



LATIN AMERICA & THE CARIBBEAN

ARAB REGION

EUROPE AND CENTRAL ASIA

AFRICA

ASIA AND THE PACIFIC

- Angola
- Benin
- Botswana
- Burkina Faso
- Burundi
- Cabo Verde
- Cameroon
- Central African Republic
- Chad
- Comoros
- Congo

- Côte d'Ivoire
- Democratic Republic of Congo
- Eswatini
- Ethiopia
- Equatorial Guinea
- Gabon
- Ghana
- Guinea
- Guinea-Bissau
- Kenya
- Lesotho

- Liberia
- Madagascar
- Malawi
- Mali
- Mauritius
- Mozambique
- Namibia
- Niger
- Nigeria
- Rwanda
- Sao Tome and Principe

- Senegal
- Seychelles
- Sierra Leone
- South Africa
- South Sudan
- Tanzania
- The Gambia
- Togo
- Uganda
- Zambia
- Zimbabwe





WHAT WE DO

- Capacity development on child-responsive urban planning and sustainable urban transportation to enhance road safety.
- **Strengthening Road Traffic Enforcement in Brazil (award winning).**
- Speed Management in Argentina.
- Frameworks for safe and healthy cities for children and adolescents.
- Participative community interventions in Colombia.
- A Safe Systems Approach for Safer Roads in Jamaica.
- Post-crash care: saving lives with strengthened emergency care systems in the Americas.
- Safer and Cleaner Used Vehicles for Latin America and the Caribbean.
- Qualifying intervention on federal highways by improving the data system on accidents at critical road stretches.



- Strengthening national capacity for the coordinated delivery of emergency medical services for victims of road traffic injuries in Azerbaijan.
- Re-framing Road Safety in Armenia: connecting data, people and policies on Armenian roads.
- Better Road Safety System based on in-depth analysis of road accidents in Bosnia and Herzegovina and Serbia
- Safe and Inclusive Road Design in Central Asia.

- Strengthening Legal Frameworks for Road Safety in Arab countries.
- Transformative Actions for Safe Motorcycles in Tunisia.
- Increasing child restraint use in Jordan.
- Piloting the first Arab Road Safety Observatory.
- The Global Alliance of Cities for Road Safety.

EUROPE AND CENTRAL ASIA

LATIN AMERICA & THE CARIBBEAN

ARAB REGION

AFRICA

ASIA AND THE PACIFIC

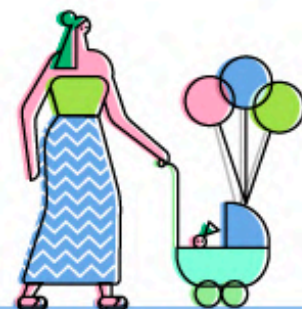


- Strengthening speed management in the Philippines.
- Improvement of Driver Licensing System in Lao PDR.
- **Expanding Safe School Zone Models in selected highly urbanized cities in the Philippines (award winning).**
- Strengthening the capacity of the Iranian National Road Safety Commission.
- Designing people-friendly Streets in Afghan Cities.
- Strengthening the post-crash response in Bangladesh.
- Improving Motorized Two-wheeler Safety in Thailand.
- Road Safety Management in Nepal
- Safe school zones in Viet Nam.
- Commuting Safety in Cambodia.
- Safer and Cleaner Used Vehicles for Asia.
- Motorcycle Anti-Lock Braking System (ABS) Advocacy Campaign in the ASEAN countries

GLOBAL PROJECTS:

- A model for building national capacity for road policing through the respective road safety mandates of United Nations Agencies

- Improving Road Traffic Fatality Data in Cote d'Ivoire and Senegal.
- Scaling Up Safe Street Designs in Ethiopia.
- Creating cities for non-motorized transportation users in Zambia.
- Safer and Cleaner Used Vehicles for Africa.
- **Ten Step Plan for national capacity on safe road assessments in Tanzania and Senegal (award winning).**
- Strengthen Road Safety Management for evidence-based intervention through reliable road crash data, building capacity in research and monitoring evaluation.
- Reclaiming Streets for Pedestrians and Cyclists in Africa.
- Legislative and regulatory frameworks for motorcycle helmet production in Rwanda.
- Safe and Inclusive Road Design in North and West Africa.
- Safer Streets for cyclists in Nigeria.
- Strengthening Emergency Medical Services (EMS) for effective post-crash care in Uganda and Tanzania.



UN ROAD SAFETY FUND ADVISORY BOARD (2023)

CHAIR

H.E. Ms. Lotte Knudsen, Ambassador, Head of the European Union Delegation to the United Nations

UN MEMBER STATES

H.E. Daryl Vaz, Minister of Science, Energy, Telecommunications and Transport, Jamaica
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H.E. Mr. Francois Bausch, Minister for Mobility and Public Works, Luxembourg

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Mr. Weimin Ren, Director, Transport Division, UNESCAP

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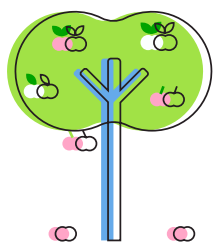
CIVIL SOCIETY

Ms. Heather Ibrahim-Leathers, CFA, President, Global Fund for Widows
Sophie Morgan, British Television Presenter and Disability Advocate

Hon. Lord Robertson of Port Ellen, Chairman, FIA Foundation

EX-OFFICIO

Ms. Nneka Henry, Head, UN Road Safety Fund
Ms. Jennifer Topping, Executive Director, UN Multi-Partner Trust Fund Office



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Mr. Weimin Ren, Director, Transport Division, United Nations Economic and Social Commission for Asia and the Pacific (ESCAP)

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Gen. Florence Guillaume, Inter-ministerial Delegate for Road Safety, France

UN REGIONAL COMMISSIONS

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Mr. Dmitry Mariyasyn, Deputy Executive Secretary, United Nations Economic Commission for Europe (UNECE)

Ms. Miryam Saade Hazin, Officer in Charge of the Infrastructure Services Unit, United Nations Economic Commission for Latin America and the Caribbean (UNECLAC)

Mr. Mohamed El Moutar Mohamed El Hacene, Director, Economic Development and Integration Division, United Nations Economic and Social Commission for Western Asia (UNESCWA)

WORLD HEALTH ORGANIZATION

Mr. Nhan Tran, Head, Safety and Mobility, Department of the Social Determinants of Health, World Health Organisation (WHO)

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Head: Ms. Nneka Henry

Programmes & Projects: Ms. Véronique Rondeau

Partnerships & Fundraising: Ms. Valeria Motta Armijo, Giovanni Pintor

Media & Communications: Ms. Marianelly Diaz Medrano

Administration: Ms. Aleksandra Kokoreva

Design: Ms. Anuja Shukla

ACKNOWLEDGEMENT

We would like to express our sincere gratitude to Mr. Joakim Giske Tvete, Mr. Alain El Ghossein, and Ms. Rasyidah Ibrahim for their valuable contributions to this year's annual report. Additionally, we extend a special thank you to our project managers, who played a key role in shaping the narrative and bringing our story to life.

UN AGENCY/DEPARTMENT

Mr. Dudley Tarlton, Programme Specialist, Health and Development, United Nations Development Programme (UNDP)

PRIVATE SECTOR DONORS

Mr. Filippo Bettini, Sustainability and Future Mobility Officer, Pirelli

CHAIR OF THE MULTILATERAL DEVELOPMENT BANK WORKING GROUP ON ROAD SAFETY

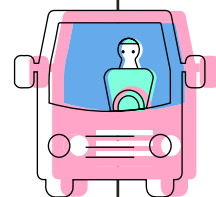
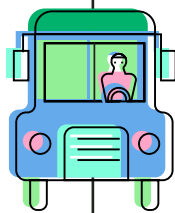
Mr. Said Dahdah, Head, Global Road Safety Facility (GRSF) and Global Lead for Road Safety, World Bank

CIVIL SOCIETY

Ms. Raquel Barrios, Executive Director, Global Youth for Road Safety

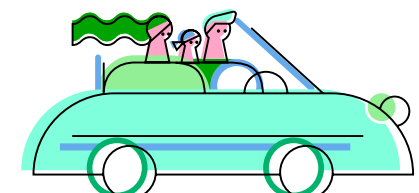
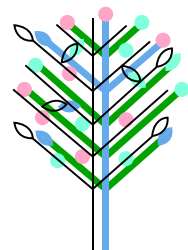
RESEARCH AND ACADEMIA

Dr. Wong Shaw Voon, Chairman, Malaysian Institute of Road Safety Research (MIROS)



PARTICIPATING UN ORGANISATIONS

International Labour Organization (ILO)
International Telecommunication Unit (ITU)
Pan American Health Organization (PAHO)
United Nations Capital Development Fund (UNDCF)
United Nations Children's Fund (UNICEF)
United Nations Development Programme (UNDP)
United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)
United Nations Economic and Social Commission for Western Asia (UNESCWA)
United Nations Economic Commission for Africa (UNECA)
United Nations Economic Commission for Europe (UNECE)
United Nations Economic Commission for Latin America and the Caribbean (UNECLAC)
United Nations Educational, Scientific and Cultural Organization (UNESCO)
United Nations Entity for Gender Equality and the Empowerment of Women (UN Women)
United Nations Environment Programme (UNEP)
United Nations Human Settlements Programme (UN-HABITAT)
United Nations Industrial Development Organization (UNIDO)
United Nations Office on Drugs and Crime (UNODC)
United Nations Office for Project Services (UNOPS)
World Health Organization (WHO)



GLOSSARY

ACP - African Caribbean and Pacific Group of States

AMU - Arab Maghreb Union

ANSV - National Road Safety Agency (Argentina)

ANSV - National Road Safety Agency (Colombia)

ANTSV - National Road Safety Agency (Paraguay)

ASEAN - Association of Southeast Asian Nations

CITA - International Motor Vehicle Inspection Committee

DETRAN-PA - Traffic Department of State – Pará (Brazil)

EAC - East African Community EC European Commission

ECCAS - Economic Community of Central African States

ECOWAS - Economic Community of West African States

EU - European Union

FIA - Fédération Internationale de l'Automobile

GGGI - Global Green Growth Institute

IKI - International Climate Initiative

IRAP - International Road Assessment Programme

IRF - International Road Federation

ITDP - Institute for Transportation and Development Policy

ITF - International Transport Forum

LMICs - Low- and Middle- Income Countries

MPTFO - Multi-Partner Trust Fund Office

NGOs - Non-governmental organizations

NMT - Non-motorized transport

OACPS - Organisation of African, Caribbean and Pacific States

PIARC - World Road Association

PUNOs - Participating UN Organizations

RBM - Results-based Management

SADC - Southern African Development Community

SDGs - Sustainable Development Goals

TARA - Tanzania Roads Association

UNDP - United Nations Development Programme

UNECE - United Nations Economic Commission for Europe

UNEP - United Nations Environment Programme

UNESCAP - United Nations Economic and Social Commission
for Asia & the Pacific

UNESCWA - United Nations Economic and Social Commission
for Western Asia

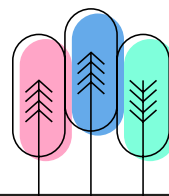
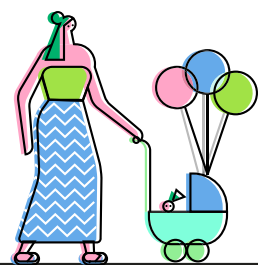
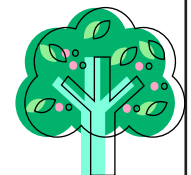
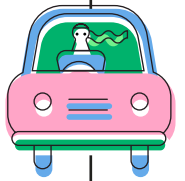
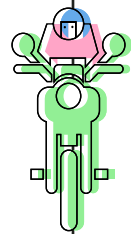
UN-HABITAT - United Nations Human Settlements Programme

UNICEF - United Nations Children's Fund

UNRSC - United Nations Road Safety Collaboration

UNRSF - United Nations Road Safety Fund

WHO - World Health Organization





UN ROAD SAFETY FUND

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The UN Road Safety Fund was established in 2018 and is hosted in Geneva by the UNECE. The Fund projects are implemented by 19 Participating UN Organisations. The Fund is administered by the Multi-Partner Trust Fund Office in New York.

For more information, visit: roadsafetyfund.un.org

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