



BUILD BACK BETTER

**A NEW DECADE
OF ACTION FOR
ROAD SAFETY**

FIA Foundation

UNITED NATIONS ROAD SAFETY FUND
2020 ANNUAL REPORT

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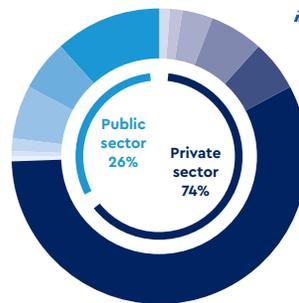
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FOREWORD

“ Road traffic deaths and injuries are a social equity issue ”



Mohamed El Moctar Mohamed El Hacene
Steering Committee Chair

The implementation of the 2030 Agenda for Sustainable Development aims at ensuring that no one is left behind. 2020 has been a decisive year for road safety and for the UN Road Safety Fund. The new UN General Assembly Resolution on Improving Global Road Safety (A/RES/74/299), proclaiming a new Decade of Action for Road Safety, targets to halve the number of road deaths and injuries by 2030. This objective can only be achieved with the inclusion of the most vulnerable on the road and it requires a catalytic investment in low-and middle-income countries where 93% of the world's fatalities occur.

Road traffic deaths and injuries are a social equity issue, as the poor and the vulnerable are most frequently also vulnerable road users, namely, pedestrians, cyclists, users of motorized two- and three-wheeled vehicles and passengers of unsafe public transport, who are disproportionately affected and exposed to risks and road traffic crashes.

The UN Road Safety Fund (UNRSF) is well-positioned to make an impact with respect to this ambitious target. After two years since its establishment and with the conclusion of the 2019 Call for Proposals in February 2020, the UNRSF is financing 15 projects with a significant and a sustainable impact on road safety, covering 4 regions, in 19 low- and middle-income countries, ranging from improving design for active mobility, capacity building, harmonization of minimum safe and green standards for used vehicles, policy and law enforcement to strengthening data collection systems and protecting the most vulnerable on the roads, such as children or women.

In 2020, two of the pilot projects have been successfully completed and demonstrated the potential of targeted and coordinated action to save lives of the UNRSF.

The first project "Strengthening Speed Management in the Philippines", implemented by UNESCAP realized significant impact with more than 170 enforcers trained

“ In 2020, two of the pilot projects have been successfully completed and demonstrated the potential of targeted and coordinated action to save lives of the UNRSF. ”

in best-practice speed enforcement, high level officials supported in developing speed enforcement plans, and more than 75,000 people engaged through social media on the importance of appropriate speeds. A speed enforcement package has been developed ensuring the sustainability of the trainings through Train the Trainer workshops.

The second project completed this year is "Child-responsive urban planning and sustainable urban transportation", implemented by UNICEF in Paraguay and in the Philippines. It has developed a sustainable model school showing that child responsive urban planning and engineering interventions can reduce the number of children fatalities and injuries. As another result of the project, the Paraguay Ministry of Housing and Urban Planning issued a memorandum to ensure that all future urban development projects take child rights into consideration.

For the UN Road Safety Fund's 2019 Call for Proposals. A total of 73 projects requesting support for 52 countries were submitted. USD 62.5 million would be needed to finance all these projects. With a budget of USD 4 million available, the Fund's Steering Committee made a concerted effort to direct resources where they would be most needed. It is for this reason that 50% of the funds went to five projects in seven countries in Africa, where road traffic death rates are highest (26.6/100,000 people).

Among the projects launched in 2020, let's focus on two of them, which are boosting national institutional capacity and having a potential catalytic effect for road safety.

The first one is the project called **"Ten Steps Plan for Safer Infrastructure in Tanzania", implemented by UNECA, will be the first country to use the United Nations Road Safety Collaboration (UNRSC) "Ten Steps approach"**. This two-year project will aim at reducing traffic fatalities and injuries in the country by building the institutional capacity to improve infrastructure safety.

The second project **"Safer and cleaner used vehicles for Africa", implemented by UNEP, aims at regulating the export and import of used vehicles in West and East Africa**, in countries such as Cameroon, Côte d'Ivoire or

Uganda. The initiative will put in place requirements to ensure that participating countries only receive quality used vehicles, helping to save lives of car drivers/passengers and other road users. The project will develop a programme bringing exporters, mainly from the European Union, the United States of America and Japan, and African importing countries together, to agree to adhere to a minimum level of UN regulations for used vehicles. The successful outcome will inspire other countries to join the initiative.

The geographical and programmatic footprint of the Fund is set to grow with the 2020 Call for Proposals which closed in January 2021. The call will disburse USD 4 million to support projects with significant and sustainable impact in low- and middle-income countries. It will encourage complementarity between road safety partners, promote interconnection with other SDGs challenges and will be partially connected with COVID-19 measures.

For the first time in history, we have a truly global fund committed to preventing road crashes and stopping senseless loss of life through a concerted multi-stakeholder approach and underpinned by relevant technical expertise and convening power: The United Nations Road Safety Fund. We should not miss this unique opportunity to reduce one of the main causes of mortality in the world and transform lives for the young generations.

// For the first time in history, we have a truly global fund committed to preventing road crashes and stopping senseless loss of life through a concerted multi-stakeholder approach and underpinned by relevant technical expertise and convening power //



MESSAGE FROM THE ADVISORY BOARD CHAIR

“ We aim at strengthening our alignment with national priorities, partnerships and draw in other resources, including co-financing. This way we can maximize significant and sustainable impact on road safety in low- and middle-income countries and promote the necessary interconnection with other Sustainable Development Goals ”



Matthew Baldwin

Chair of the Advisory Board of the UN Road Safety Fund.

I am honoured to take on the role as Chair of the UN Road Safety Fund's Advisory Board, and to have the chance to build on the legacy and the hard work of our outgoing Chair, Ms. Luciana Iorio.

The year 2020 began with the hugely successful Stockholm conference and its powerful, far-sighted Declaration. But 2020 of course then rapidly morphed into the global crisis of the COVID-19 pandemic. Understandably, the issue of road safety lost visibility and our efforts to tackle it lost a bit of momentum as governments grappled day and night with these new challenges.

“ The response to the pandemic seems to be creating changed mobility patterns and perhaps new ways of THINKING about our mobility, particularly – but not just – in our towns and cities. ”

As we slowly start to come out of the pandemic in at least some parts of the world, however, it is clear that the pandemic has left some lasting marks on the road safety landscape as we knew it. First, we have seen governments ready and able to take tough and often costly public health action to stem the flow of loss of so many lives. I hope that we can channel some of this determination and spirit into road safety, because we endure, particularly in the Global South, deaths of a

similar order of magnitude EVERY year from the carnage on our public roads. Secondly, in the form of the Safe System approach, to deliver Vision Zero by 2050, we have the tools to deliver on ambitious goals – in COVID terms, “we have the vaccine” and now need to ensure it is applied across the world. And thirdly, and most importantly, we saw the direct connection between the extent of our mobility and deaths on the roads: in the European Union, we saw a drop of 17% in mortality: 4000 fewer people died than in 2019, although even there, the reduction should have been greater because mobility was reduced by even more than 17%.

But more broadly than that, the response to the pandemic seems to be creating changed mobility patterns and perhaps new ways of THINKING about our mobility, particularly – but not just – in our towns and cities. The “eureka” moment during lockdown – when fewer cars were driven, and citizens realized how much cleaner the air could be in our cities, and how much safer our streets could be – There is a renewed determination to build back better. As a result of social distancing, there is greater awareness of how we share space in our cities – and how we can do that differently. And whilst we all missed real, face to face discussions, we



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learned to use new ways of communication which can be both more inclusive – from all perspectives – and reduce the need for costly travel.

The COVID-19 pandemic suggests indeed that we need to increase the awareness that road safety is a health issue, and a societal issue. We need to use this understanding to gain more impetus for the UN Road Safety Fund's quest for resilient, green, safe, and sustainable mobility. We need to reinforce the importance of deploying the Safe System across the world: making our infrastructure safer, developing and deploying vehicles that are safe for all road users, controlling speed, and strengthening post-crash care.

As we try to play our part in shaping this "new normal" in the post Covid era, we should recall the words of are the UN Secretary-General's Special Envoy for Road Safety, Jean Todt, that "COVID19 reminds us that human life is precious – even one preventable death is too many".

I am proud that the UN Road Safety Fund is determined to go from strength to strength. We launched our 2020 Call for Proposals in October, which among other

factors, also prioritizes projects linked to the COVID-19 pandemic (the need to promote active mobility, to protect vulnerable road users via speed management, etc.). The COVID-19 pandemic shows that we need to work closely with all partners and stakeholders to achieve scale and lasting impact through our Calls. **So, we aim at strengthening our alignment with national priorities, partnerships and draw in other resources, including co-financing.** This way we can maximize significant and sustainable impact on road safety in low- and middle-income countries and promote the necessary interconnection with other SDGs.

// The Advisory Board for the UN Road Safety Fund has decided to extend the Fund until 31 December 2030, to coincide with the 2030 Agenda for Sustainable Development. //

We are also in this for the long haul – the Advisory Board for the UN Road Safety Fund has decided to extend the Fund until 31 December 2030, to coincide with the 2030 Agenda for Sustainable Development. We need to work very hard on our fundraising in the

“ The UNGA resolution invited Member States to invest in road safety – and specifically to support the UN Road Safety Fund ”

Matthew Baldwin

Chair of the Advisory Board of the UN Road Safety Fund, European Union's Coordinator for Road Safety and Sustainable Mobility and the Deputy Director-General of the Mobility and Transport Directorate-General (DG MOVE) of the European Commission

coming period, but we saw welcome signs of continued commitment to road safety and the UN Road Safety Fund in 2020. We welcomed new Member State donors to the UNRSF from the public and private sectors: Agence Française de Développement (AFD) on behalf of France, the Kingdom of Bahrain, the Republic of Mauritius, the European Union, the FIA Foundation and private sector companies, Essilor and as a pledge for a future donation, La Nuez Audiovisual Productions. I hope the European Union will be able to increase its support for the Fund in the coming months as well.

“ Funding is urgently needed for the UN Road Safety Fund to realize its mission and vision to reduce mortality and injury on the roads and in doing, assist in reaching the SDGs on health, cities, poverty and more. Read more on why investing in safe mobility through the UN Road Safety Fund is important. **”**

This is going to be very necessary, as there is clearly so much work to be done.

Following the 3rd Global Ministerial Conference in Stockholm, notwithstanding the COVID-19 pandemic, I was highly impressed that the UN kept carrying the ball forward, even in the height of the crisis. August 2020 saw the endorsement of the Stockholm Declaration in a new UN General Assembly Resolution on Improving Global Road Safety (A/RES/74/299), proclaiming a new Decade of Action for Road Safety, propelling us towards a new target to halve the number of road deaths and injuries by 2030. The UNGA resolution invited Member States to invest in road safety – and

specifically to support the UN Road Safety Fund. Many thanks to the Russian Federation, a leading donor of the UN Road Safety Fund, for their continued leadership on global road safety, by leading the drafting process and reflecting key language from the Stockholm Declaration.

In short, road safety remains as important as ever. On behalf of the Advisory Board, I urge all stakeholders in road safety to step up and help the Fund – please remember that UN Road Safety Fund aims to serve as a catalytic fund, guided by the Global Framework Plan of Action for Road Safety, focused on assisting low-and middle-income countries and addressing key gaps in their national road safety systems (road safety management, safe users, safe vehicles, safe road infrastructures, and effective post-crash response).

The UN Road Safety Fund is starting to show its ability to bridge existing gaps through innovative and cost effective high-impact projects, and developing its ability to promote global partnerships in support of objectives and activities that improve road safety.

With the celebration of the UN Road Safety Fund's 3rd anniversary, we now need to press on and establish our added value, our capacity to contribute solutions to the world's enduring road safety challenges. As an example, following our project “Scaling up safe streets designs”, implemented by UN Habitat, the Ethiopia launched the Non-Motorized Transportation Strategy on 3 June 2020. The Minister of Transport hailed it as one of the project's key outputs and has now established herself as one of the strongest advocate for road safety both in Ethiopia and across the Global South, combining it with a strong, more equitable approach addressing the mobility needs of all.

GOALS FOR HIGH IMPACT PILOT PROJECTS

- Contribute to design better national policies for road safety
- Reinforce the capacity building on road safety at national, regional and local level
- Catalyze the national efforts to build new tools and reinforce infrastructure for road safety
- Facilitate the policy dialogue for road safety
- Strengthen the collaboration and complementarity between actors working on road safety



Finally, even more poignantly in the year of the COVID pandemic, 2020 once again saw the global road safety community remember all those who senselessly lost their lives to road traffic crashes, the UN Road Safety Fund and partners marked 12 November 2020 as the World Day of Remembrance for Road Traffic victims. The road safety community rallied together, as each and every year, to honor the lives of those lost, lives lost in just moments, more heavily by vulnerable road users and more than 90% of road deaths in the least developed countries.

I am proud to say that it was the occasion for the UNRSF to design its first campaign as a joint initiative by a whole range of different organizations, including not just the UN Road Safety Fund, but also the European Union, the Office of the UN High Commissioner for Human Rights, UNECE, the UN Children's Fund and the World Health Organization.

On behalf of the Advisory Board, I want to thank the UN Secretary General's Special Envoy for Road Safety, Mr. Jean Todt, for his continued tireless advocacy on

behalf the UN Road Safety Fund. I want to also thank the great team running the UN Road Safety Fund for all their efforts, including from Romain Hubert, who took on the role of acting Head of the UN Road Safety Fund Secretariat for much of the year.

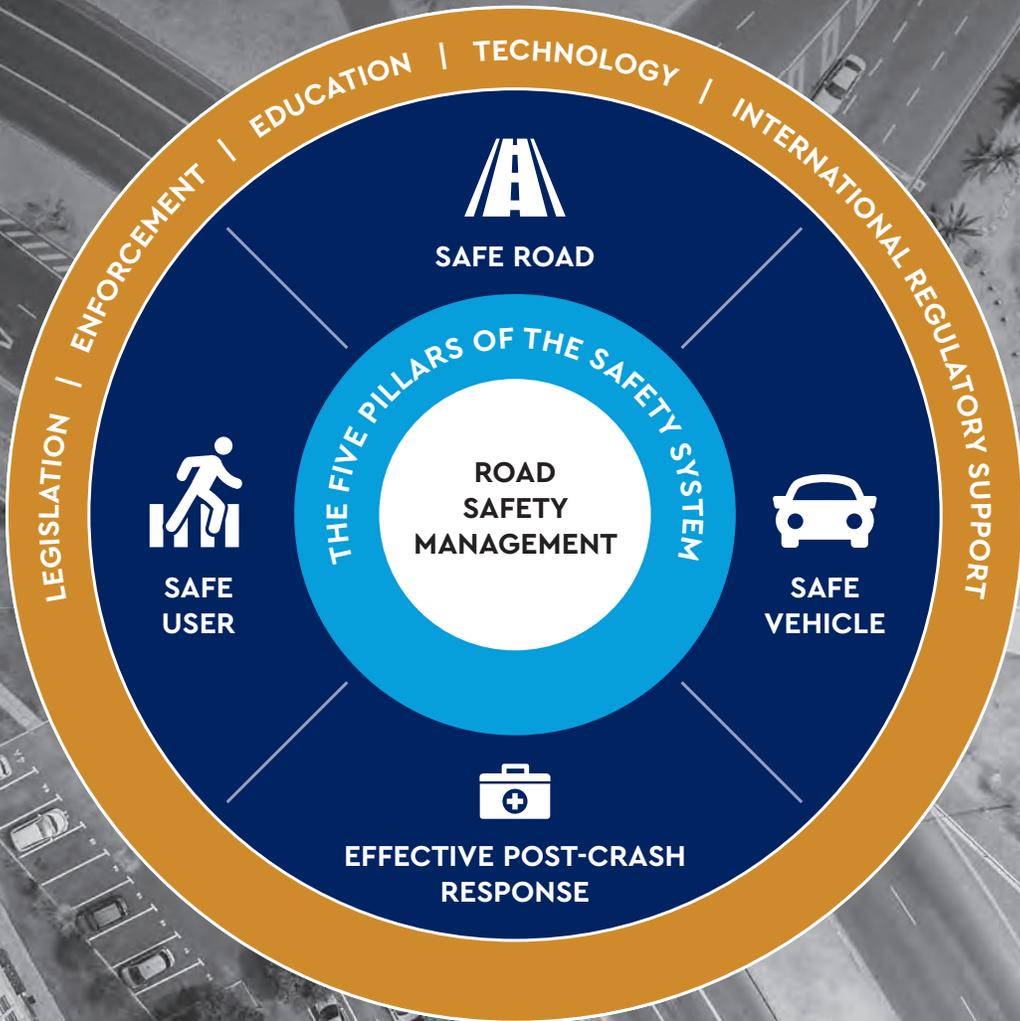
Last but not least, I want to thank the Advisory Board itself, an amazing collection of seniors, highly experienced and above all COMMITTED road safety advocates. We want to use the Board in a much more active way to support the Fund, reaching out to all stakeholders to deploy known solutions, strengthen policy and institutional frameworks, and build capacity, and catalyze public and private financing mechanisms aimed at preventing deaths on the road every day.

All of us at the UNRSF look forward to working with you in 2021, the first year of the new Decade of Action! We have big ambitions, and I thank all partners for joining the UN Road Safety Fund and the entire road safety community for your efforts. Your efforts have already propelled us forward, but we need to do even more to address the ongoing road safety pandemic.



Follow [@BaldwinMatthew](#)

THE GLOBAL FRAMEWORK PLAN OF ACTION
FOR ROAD SAFETY



INTRODUCTION

Established in 2018, the United Nations Road Safety Fund (UNRSF) celebrated its two years anniversary in April 2020. It provides an unprecedented opportunity to ensure coordinated and impactful investments in road safety – and to do so with the UN partners, governments, multilateral development banks, civil society, academia and the private sector. It aims to substantially reduce death and injuries from road crashes in low and middle-income countries where 93% of the world fatalities occur.

Pursuant to the UN General Assembly resolutions 70/260 and 74/299 proclaiming a new Decade of Action for Road Safety, the UNRSF is as an innovative pooled fund gathering in 2020, 15 private and public donors. Anchored in a Global Framework Plan of Action for Road, the Fund has the capacity to leverage and mobilize resources to address critical gaps in national road safety systems.

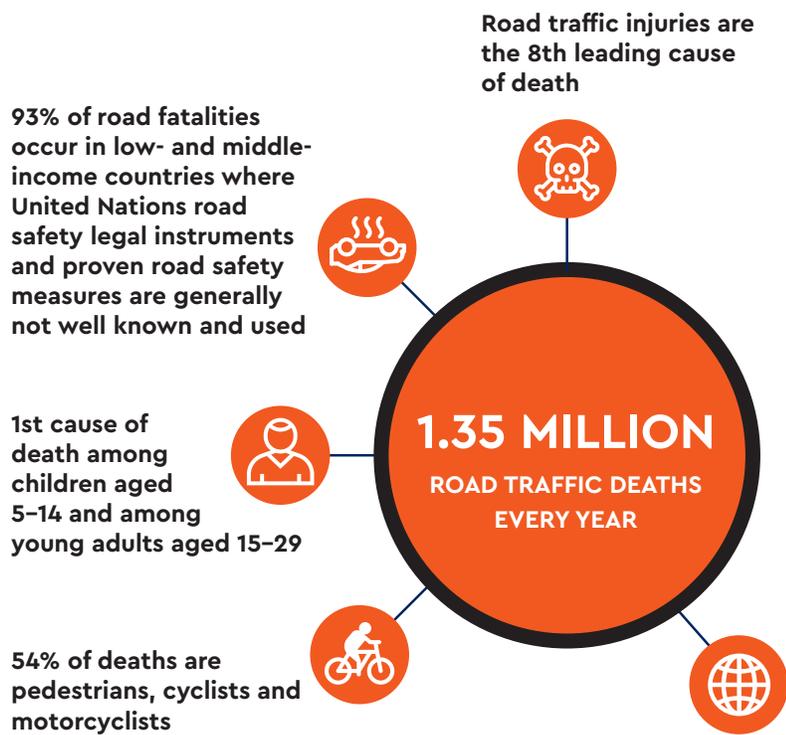
Who we are

3 GOOD HEALTH AND WELL-BEING
11 SUSTAINABLE CITIES AND COMMUNITIES

SUSTAINABLE DEVELOPMENT GOALS



WHY OUR WORK IS IMPORTANT



Every 24 seconds, someone dies on the road

10 million children are injured or disabled per year as a result of road crashes

The UNRSF is a pooled Fund.

LEARN MORE

HIGHLIGHTS OF THE YEAR

2020

19-20 FEBRUARY

3rd Global Ministerial conference on road safety, hosted by Sweden and WHO



2020



2020

FEBRUARY

Launch of the new 10 UNRSF projects (Call 2019)



12 APRIL

2nd anniversary of the UNRSF



2020

8-9 JULY

4TH session of the UNRSF Advisory Board and 6th session of the Steering Committee





KEY FIGURES FOR 2020

15 PROJECTS

COVERING 4 REGIONS
IN 19 COUNTRIES



2 PROJECTS COMPLETED



CHILD-RESPONSIVE URBAN
PLANNING AND SUSTAINABLE
URBAN TRANSPORTATION IN
PARAGUAY AND THE PHIL-
IPPINES (IMPLEMENTED BY
UNICEF)



STRENGTHENING SPEED MAN-
AGEMENT IN THE PHILIPPINES
(IMPLEMENTED BY UNESCAP)

3 NATIONAL ROAD COMMITTEES

ESTABLISHMENT OF 3 NATIONAL ROAD TRAFFIC
COMMITTEES/TASK FORCES
BRAZIL, SENEGAL, ZAMBIA



177 ACTION PLANS

(AT NATIONAL, PROVINCIAL AND LOCAL LEVELS)
NEW ACTION PLANS FOR ROAD SAFETY
ETHIOPIA, PARAGUAY



ROAD SAFETY TOOLKITS IN 3 COUNTRIES

PREPARATION AND DISSEMINATION OF ROAD SAFETY
TOOLKITS, INCL.ONLINE PLATFORMS IN 3 COUNTRIES
ETHIOPIA, PARAGUAY, THE PHILIPPINES



600 CHILDREN AND ADOLESCENTS

BENEFITED FROM STREET DESIGN INTERVENTIONS
FOR SAFER AND ACCESSIBLE SCHOOL ROUTES
WITH PEDESTRIAN STRIPS, BICYCLES LINES, ETC
PARAGUAY



2 COUNTRIES INCLUDED ROAD SAFETY MODULES IN UNIVERSITIES

INCLUSION OF ROAD SAFETY MODULES
IN UNIVERSITIES CURRICULUM IN CIVIL
ENGINEERING AND ARCHITECTURE
PARAGUAY, THE PHILIPPINES



800,000 PEOPLE

REACHED THROUGH A SOCIAL MEDIA CAMPAIGN
ON ROAD SAFETY
THE PHILIPPINES



MOBILISE EFFORTS IN MORE THAN 10 COUNTRIES

MOBILISE INTERNATIONAL, REGIONAL AND
NATIONAL EFFORTS FOR ROAD SAFETY
BRAZIL, CÔTE D'IVOIRE, EGYPT, ETHIOPIA, JORDAN, LAO
PDR, PARAGUAY, THE PHILIPPINES, TANZANIA, ETC



DOZENS OF PARTNERSHIPS FOR ROAD SAFETY

UNRSF PROJECTS CREATED DOZENS OF
PARTNERSHIPS WITH GOVERNMENTS, LOCAL
AUTHORITIES, NGOS, ACADEMICS, PRIVATE
SECTOR & INSTITUTIONAL PARTNERS



5 NEW DONORS FROM THE PRIVATE AND PUBLIC SECTORS



ESSILOR
SEEKING THE WORLD BETTER

431 ENFORCERS TRAINED

MORE THAN 400 ENFORCERS & PRACTITIONERS COMPLETED A ROAD SAFETY TRAINING
BRAZIL, PARAGUAY, THE PHILIPPINES



2 NATIONAL ROAD SAFETY MEMORANDUMS

THANKS TO UNRSF PROJECTS, NATIONAL GOVERNMENTS PUBLISHED NEW MEMORANDUMS ON ROAD SAFETY
ETHIOPIA, PARAGUAY



STREET DESIGN FOR 69 CITIES

GUIDELINES FOR STREET DESIGN WERE ESTABLISHED IN 69 CITIES
ETHIOPIA



3000 KM FOR SAFE WALKING AND CYCLING

AGREEMENT ON THE IMPLEMENTATION OF MORE THAN 3000 KILOMETERS OF WALKING AND CYCLING FACILITIES
ETHIOPIA



4 MODEL SCHOOLS

CREATION OF 4 MODEL SCHOOLS FOR IMPROVING ROAD SAFETY WITH CHILD FRIENDLY SPACES AND A CHILD RIGHTS APPROACH FOR URBAN PLANNING
PARAGUAY



CAR FREE DAYS IN 10 CITIES

SUPPORT THE ESTABLISHMENT OF REGULAR CAR FREE DAYS IN 10 CITIES
ETHIOPIA



10 COUNTRIES SUPPORTED IN ROAD SAFETY

SUPPORT NATIONAL POLICIES FOR ROAD SAFETY
BRAZIL, CAMEROON, CÔTE D'IVOIRE, ETHIOPIA, JORDAN, PARAGUAY, UGANDA, THE PHILIPPINES, ETC.



REINFORCE THE CAPACITY OF 8 COUNTRIES

REINFORCE THE NATIONAL CAPACITY FOR ROAD SAFETY
BRAZIL, CÔTE D'IVOIRE, ETHIOPIA, JORDAN, PARAGUAY, THE PHILIPPINES, SENEGAL, ZAMBIA



ACTOR OF CHANGE FOR 400 MILLION PEOPLE

UNRSF SUPPORTED THE ADOPTION BY THE ECONOMIC COMMUNITY OF WEST AFRICAN STATES OF THE REGIONALLY HARMONIZED CLEAN FUELS AND VEHICLES DIRECTIVES IN SEPTEMBER 2020. THESE REGULATIONS WILL HAVE AN IMPACT FOR A POPULATION OF CLOSE TO 400 MILLION PEOPLE



SPECIAL FOCUS

UN GENERAL ASSEMBLY NEW RESOLUTION ON IMPROVING GLOBAL ROAD SAFETY

UN General Assembly Resolution A/RES/74/299

The UN Assembly Hall



Expressing its concern that crashes represent a leading cause of death and injury around the world, killing more than 1.35 million people and injuring 50 million people a year, the UN General Assembly has adopted a new resolution A/RES/74/299 on global road safety to further encourage efforts to improve road safety worldwide, particularly in developing countries.

While endorsing the Stockholm Declaration, approved at the third Global Ministerial Conference on Road Safety (Stockholm, 19–20 February 2020), this new resolution reiterates its invitation to Member States and the international community to intensify national, regional and international collaboration.

HIGHLIGHTS

The UNGA new resolution:

- Proclaims the period 2021–2030 as the Second Decade of Action for Road Safety and invites strengthened efforts in all five pillars of the Second Decade of Action;
- Sets a new target to reduce road deaths and injuries by 50% by 2030;
- Calls on the UN Road Safety Collaboration (UNRSC), the World Health Organization (WHO) and the UN Regional Commissions to prepare a plan of action of

the Second Decade;

- Reaffirms the importance of the UN legal instruments on road safety;
- **Invites Member States to support the activities of the Special Envoy of the Secretary-General for Road Safety;**
- **Encourages Member States to support the United Nations Road Safety Fund (UNRSF) activities and the World Bank Global Road Safety Facility (GRSF);**
- Requests the WHO and the United Nations regional commissions to continue the activities aimed at supporting the implementation of the road safety-related targets in the 2030 Agenda;
- Promotes environmentally sound, safe, accessible, and affordable modes of quality transport, especially public and non-motorized transport and urges to actively protect and promote pedestrian safety and cycling mobility;
- Emphasizes the importance of NGOs, academia, private sector companies and all stakeholders in assisting governments in the implementation of measures required to meet global performance;
- Encourages Member States to promote multi-stakeholder partnerships to address the safety of vulnerable road users, the delivery of first aid to victims of road traffic accidents or crashes, training and education, notably in developing and least developed countries;
- Decides to convene a high-level meeting of the General Assembly, by the end of 2022, on improving global road safety with a view to addressing gaps and challenges.

LEARN MORE 

[Read the resolution](#)



ADAPTIVE PROGRAMMING DURING COVID-19

Organizations around the world adapted their programme and project activities to respond to the COVID-19 pandemic and its consequences. The UNRSF is committed to the principles of adaptive programming, partnerships, and relevance. The operationalization of these principles is even more critical during this unparalleled time. The flyer prepared and shared by the UNRSF secretariat, provides tools and tips for project managers to adapt programmes during COVID-19.

[Download our flyer](#)



UNRSF recognizes that the COVID-19 pandemic necessitates flexibility. Two main strategies have been adopted by UNRSF projects to respond to changing local realities:

- **No-cost extensions** : The UNRSF secretariat has approved no-cost extension requests for all 5 of its pilot projects, and a few of the 2019 projects. The UNRSF welcomes consideration of amendments to timelines in these exceptional times to maximize relevance of project activities and ensure judicious use of funds.
- **Format change** : The UNRSF welcomes consideration of amendments in relation to format changes of in-person meeting and workshops to remote meetings, or other format changes, to maximize relevance of project activities and ensure judicious use of funds.

UNRSF projects are well positioned to effectively mitigate road safety threats and even the COVID-19 pandemic. This was showcased in the context of the July webinar "An opportunity to build back better: the potentially transformative impact of COVID-19 on road safety in low- and middle-income countries".



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INTERVIEW ON THE IMPACT OF THE COVID-19 ON ROAD SAFETY AND NGOS



Ms. Lotte Brondum

Executive Director of the Global Alliance of NGOs for Road Safety Secretariat | Member of the Advisory Board and Steering Committee of the United Nations Road Safety Fund (UNRSF)



Silma Syliviani

PROJECT SPOTLIGHTS



Tetbirt Salim

OUR 15 HIGH-IMPACT PROJECTS



AZERBAIJAN

\$500,000
UNDP, WHO

EGYPT, PAKISTAN

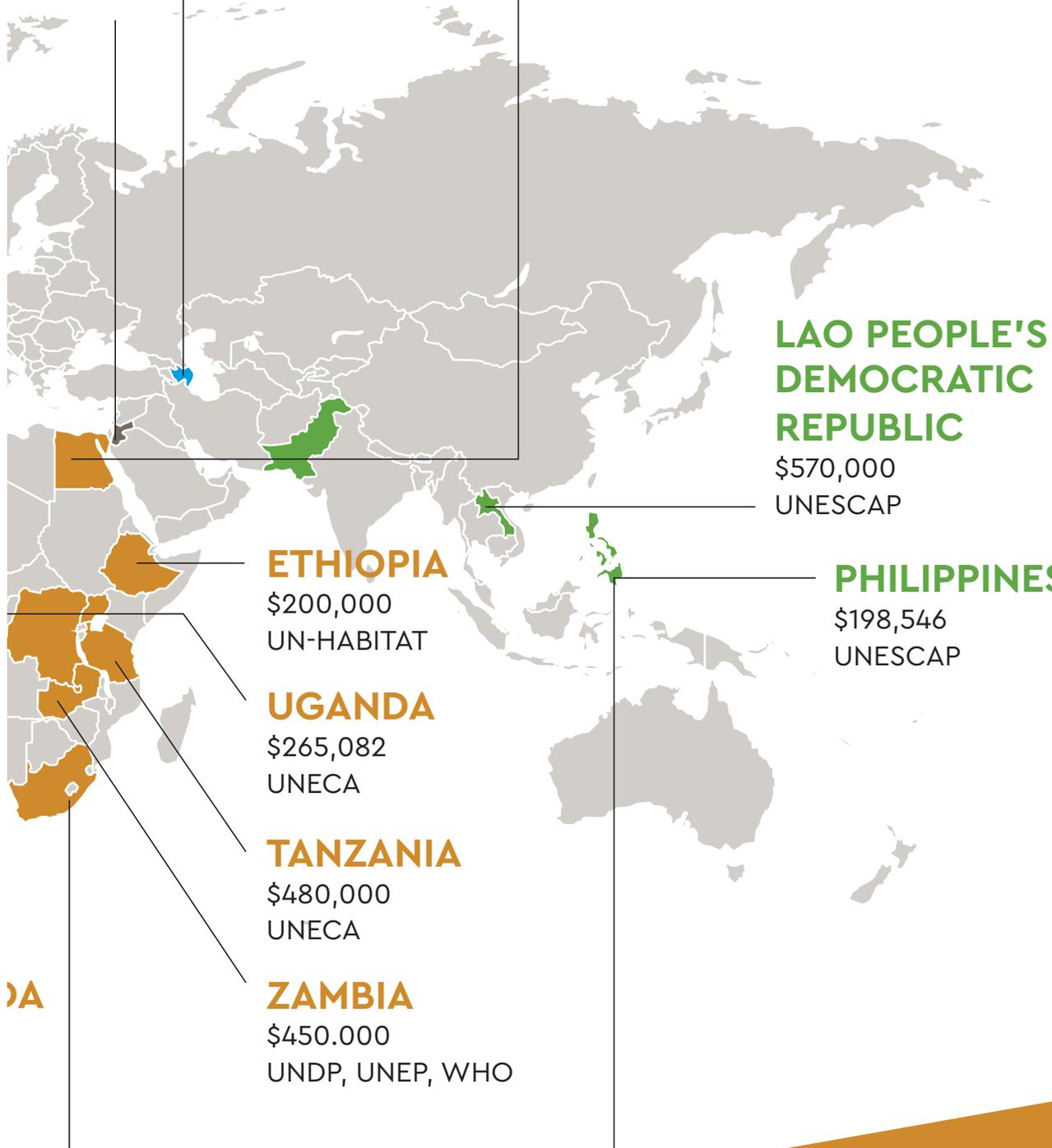
\$145,188
WHO

ORDAN

267,550
NESCWA

LEARN MORE 

[UNRSF projects](#)



LAO PEOPLE'S DEMOCRATIC REPUBLIC

\$570,000
UNESCAP

ETHIOPIA

\$200,000
UN-HABITAT

UGANDA

\$265,082
UNECA

TANZANIA

\$480,000
UNECA

ZAMBIA

\$450,000
UNDP, UNEP, WHO

PHILIPPINES

\$198,546
UNESCAP

DA





SAFE USER

STRENGTHENING ROAD TRAFFIC ENFORCEMENT IN BRAZIL

	Brazil	
	Strengthening national road traffic enforcement	
	UNECLAC, in partnership with the Traffic Department of State of Pará (DETRAN-PA), the State Traffic Council (CETTRAN-PA), and the Military Police of State of Pará and Municipal Traffic Agencies	
	US\$ 321,000 (UNRSF) + 387,000 (co-financing)	
	2020–2021	

FIRST KEY RESULTS

Improvement and strengthening of road traffic enforcement through:

- Technical assistance to strengthen ongoing road traffic enforcement activities and the capacity of a core group of traffic officers at the state level.
- Despite the pandemic, in 2020 the number of coherence traffic enforcement checks carried out per month, which was at a baseline of 360 at the beginning of the project, increased to 837 in 2020, exceeding the planned target by almost 100%.
- Increase of the breathalyzer tests indicator from 1,200 in the baseline to 2,136 in 2020, also exceeding the planned target of 1,800.

The objective of this project is to contribute to decreasing road traffic deaths and injuries by means of technical assistance to support and to strengthen ongoing road traffic enforcement activities and enhancing the capacity of a core group of traffic officers at the state level. The project supports the achievement of the target established in the National Plan 2019–2028 with a targeted number of lives saved: 700 (by 2028), and a targeted number of injuries avoided: 334 (by 2028).





SAFE CAR

SAFER AND CLEANER USED VEHICLES FOR AFRICA

The Safer and Cleaner Used Vehicles for Africa began with UNRSF support in Cameroon, Cote d'Ivoire, Democratic Republic of Congo, Tunisia and Uganda. This model approach for the adoption of environmental and safety standards for the exportation of used vehicles by ECOWAS and subsequently in East Africa is one that with additional resources can be scaled and replicated in other regions, including in countries that are major exporters of used vehicles.

The aim of the project is to put in place requirements to ensure harmonization at a regional level that countries will only receive quality used vehicles, which will have major road safety benefits, for both car drivers and other road users, and co-benefits on the environment and economy.

	Cameroon, Côte d'Ivoire, Tunisia, Uganda and Democratic Republic of Congo
	Safer and cleaner used Vehicles
	UN Environment Programme(UNEP), UN Economic Commission for Europe (UNECE). In collaboration with the Federation Internationale d'Automobile (FIA), International Motor Vehicles Inspection Committee (CITA), International Transport Forum (ITF) African regional organizations: Arab Maghreb Union (AMU); The Economic Community of West African States (ECOWAS); The East African Community (EAC); The Southern African Development Community (SADC); The Economic Community of Central African States (ECCAS) , FIA Foundation, UN Economic Commission for Africa, World Health Organization; Exporting countries – governments and companies – European Union, Japan and USA); Importing countries: African countries.
	US\$ 500,000 (UNRSF) + 241,500 (co-financing)
	2020–2022



[Download the Global Trade in Used Vehicles Report](#)



[Read the UNRSF press release](#)



UNEP

FIRST KEY RESULTS

The project has supported the adoption of used vehicles standards in the 15 ECOWAS countries, as well as the development of regulations in the East African States (EAS).

In September 2020, the ECOWAS parliament adopted vehicle directives to regulate fuels and vehicles standards: EURO 4/IV emission for new and used vehicles, and an age limit of 5 years for LDV and 10 years for heavy duty vehicle with an implementation period of 10 years, and low Sulphur fuels.

The vehicles directive of ECOWAS, adopted in September 2020, and implemented from January 2021 will benefit 400 million people from the West African sub-region, where the bulk of used vehicles are exported from the 3 main exporting countries (US, EU, Japan).



SAFE USER

STRENGTHENING SPEED MANAGEMENT IN THE PHILIPPINES

	Philippines
	Speed management
	UNESCAP, in partnership with Global Road Safety Partnership (GRSP), ImagineLaw Inc., Land Transportation Office (the Philippines), Department of Transportation of the Philippines Government
	US\$ 199,500
	2019–2020



The objective of the project completed in 2020, was to contribute to reductions in speed-related road crashes. The project has been able to enhance capacity of the enforcement officials in the country through a systematic approach. This project activities were adopted by the local authorities and the best practice speed enforcement operations have been institutionalized.

Watch the video

Declaration of Commitment to Increase Road Safety in the Philippines



Further results here



KEY RESULTS

More than 170 work enforcers trained on speed management

More than 750.000 reached thanks to a social media campaign on road safety

A Memorandum of Agreement on road safety was signed between the Local Transportation Office (LTO) and the Department of Transportation (DOTr)

Speed enforcement package disseminated across the country

Training of trainers. This core group of trainers then rolled out that training at the district level to promote sustainability of a systematic approach to training

Speed enforcement best practice training as well as awareness building for speed enforcement officials and related stakeholders



SAFE ROAD

SCALING-UP SAFE STREET DESIGNS IN ETHIOPIA

	Ethiopia
	Safe street design
	<p>UN-HABITAT with UN Agencies:</p> <ul style="list-style-type: none"> • UNICEF Headquarters <p>Non-Governmental Entities:</p> <ul style="list-style-type: none"> • ITDP – Institute for Transportation and Development Policy, Africa Office <p>Governmental Entities:</p> <ul style="list-style-type: none"> • Ministry of Transport, Ministry of Urban Development – Ethiopia • Addis Ababa Road and Transport Bureau (AATB), Transport Programme Management Office
	US\$ 200,000
	2020 – 2022



The aim of the project is to provide technical support to the city officials in road safety; to build on the government's ongoing focus to better design and implement policies and make investment decisions that prioritize the needs of pedestrians and cyclists.



Ethiopia has one of the highest numbers of road fatalities in the world, and most victims in urban areas are pedestrians. In the rapidly growing capital, Addis Ababa, they account for nearly 90% of road deaths.

“ I am proud to announce that today on #WorldBicycleDay we've launched Ethiopia's Non-Motorised Transport (NMT) Strategy 2020–2029. A strategy that includes measures that the country will implement over the next 10 years to improve mobility and facilitate inclusive urbanisation. ”



Dagmawit Moges,
Minister of Transport
of Ethiopia

FIRST KEY RESULTS

The National Non-Motorised Transport (NMT) Strategy launched by the Ethiopian Minister of Transport, H.E. Ms Dagmawit Moges in June 2020.

Nationwide harmonised street design guidelines have been drafted, with implementation plans being developed for the 69 largest cities.

Project partners have initiated the development of two online platforms for inclusive citizen participation in future urban mobility planning processes.

First cycle lanes incorporating best-practice safety features have been constructed and are in use in Addis Ababa, and concrete future plans, together with budgetary allocations, have been made for 3,000km of walking and cycling facilities across the country.

A Sustainable Urban Mobility Plan (SUMP) in Bahir Dar, setting a leading example for the country.



SAFE USER

CAPACITY DEVELOPMENT ON CHILD RESPONSIVE URBAN PLANNING AND SUSTAINABLE URBAN TRANSPORT IN PARAGUAY, THE PHILIPPINES AND SOUTH AFRICA

	Paraguay, the Philippines, South Africa
	Child-responsive urban planning
	UNICEF, in collaboration with institutional, academic and technical partners in Paraguay, the Philippines and South Africa
	US\$ 197,694
	2019 – 2020



The objective of the project is to develop capacity in child-responsive urban planning, with a particular focus on developing and improving transportation systems. The project targets both student urban and transportation planners, playing a key role in the planning, construction and management of safe roads.

SCALABLE SOLUTIONS

- A sustainable model school showing that child responsive urban planning and engineering interventions can reduce the number of children fatalities and injuries.
- A model developing the capacity building of urban planners, transportation planners
- A reference for good practices for children's participation in planning and design policy
- Replicable norms, standards, guidelines, land use on pedestrian infrastructure and school zones
- A model to integrate road safety programs at a city level and solutions for traffic calming equipment and technology like street lighting

KEY RESULTS

219 practitioners and stakeholders (Government officials, professionals' urban planners, engineers, private sector, Local Government representatives, etc.) trained in child responsive urban planning

102 action plans drafted by the training participants

In Paraguay, the on-site intervention benefitted 600 children and adolescents from the 3 schools, for safer and accessible school routes.

Development of training material in child responsive urban planning

In South Africa, the organization 'Child Safe' and the Road Traffic Management Corporation and a memorandum of understanding to work together on conducting environmental modifications in school areas based on child-responsive urban planning.

The Paraguay Ministry of Housing and Urban Planning has issued a Memorandum to ensure a child rights approach to the future urban development projects

3 model schools with improved child-friendly spaces developed in Paraguay

Integration of project's modules in civil engineering and architecture programmes in universities in Paraguay

Development of 4 model schools exhibiting improved road safety, including a child friendly space for school children, in the Philippines

Formulation of specific policy recommendations for child responsive urban planning

The model ensures good practice on child-friendly urban design, adapted modelling tools and model school zones for replication. UNRSF supported pilots in the Philippines, Paraguay and South Africa resulting in new national directives to ensure child responsive urban planning, over 100 child-friendly urban plans produced from over 200 stakeholders trained and close to 10 model child-friendly school zones. In the Philippines, UNRSF together with FIA Foundation will continue support to ensure the national target to halve road fatalities by 2022.



UNICEF

[Full story](#)



[Watch the video](#)

UNRSF & UNICEF help Paraguay to integrate road safety for children in urban planning



PROJECT UPDATES



PEDESTRIANS FIRST CREATING CITIES FOR NON-MOTORIZED TRANSPORTATION USERS IN ZAMBIA

The aim of the project is to create safe, inclusive, & sustainable mobility for pedestrians.

	Zambia
	Safe street design
	UNDP, in partnership with the Zambian Ministry of Local Government, Zambia Road Transport Safety Agency (RTSA), University of Zambia (UNZA), Zambia Road Safety Trust (ZRST).
	US\$ 450,000 (UNRSF) + 93,800 (co-financing)
	2020 – 2022



[Project sheet here](#)



TARGETED IMPACT
- Reduction of the number of pedestrian and bicycle user fatalities , saving a projected 600 lives and preventing 1,500 injuries over 3 years.
- Replicate the project in other cities and countries across Africa.
- Build capacity of key stakeholders to strengthen and harmonise the policy and legislative environment for timely and effective NMT Strategy implementation.
- Create multi-stakeholder partnership to advocate for the safety of all NMT users.



Implement a smart mix of road safety measures and campaigns to support existing national and regional road safety strategies related to key risk factors.

REDUCING ROAD DEATHS AND INJURIES IN JORDAN THROUGH INCREASING RESTRAINT USE

The purpose of the project is to increase the seat belt and other restraints use in Jordan to ultimately reduce road deaths and injuries by bridging the gaps in areas of related regulatory framework in Jordan.

	Jordan
	Support the Road safety regulatory framework to increase the seat belt and other restraints use
	UNESCWA, in partnership with the Ministry of Transport, Public Security Directorate (Jordan Traffic Institute)
	US\$ 267,550
	2020–2022



IN THE PIPELINE:

- Design a comprehensive restraint law that includes rear seat occupants
- Design a ready-to-implement "blueprint" for the introduction of the new comprehensive
- Evaluate the new law through monitoring the implementation in the field

ROAD SAFETY IN JORDAN

In 2018, 571 people died in Jordan from road crashes costing the country approximately 313 million Jordanian dinars (about 441.5 million USD). According to the Jordan Traffic Institute study in 2017 on the use of seatbelts, the users of front-seat deaths accounted for more

than half of the total death of road traffic (57.3%). Babies and young children sitting on the lap of front seat occupants unrestrained are commonly observed in Jordan. The JTI study also shows the low level of public awareness in Jordan on the impact of travelling in an unrestrained car.

TEN STEP PLAN FOR SAFER ROAD INFRASTRUCTURE IN TANZANIA

The project aims to significantly reduce traffic fatalities and injuries in Tanzania by taking action to improve roads in Tanzania (as a pilot) and building its capacity to improve the infrastructure UN legal instruments, road safety audits, management, and assessments, investment, design standards, upgrades and monitoring) and to embed skills as part of the Regional Centre of Excellence for Road Safety.

	Tanzania
	Capacity building for road safety
	The United Nations Economic Commission for Africa (UNECA), with the Government of Tanzania through the Ministry of Works, TANROADS and TARURA, World Bank, International Road Federation (IRF), World Road Association (PIARC), International Road Assessment Program (IRAP), Tanzania Road Federation (TARA), research institutions, NGOs and industry stakeholders.
	US\$ 418,600
	2020–2022



The “Ten Step Plan” recently endorsed by the “Safer Roads and Mobility” group of UN Road Safety Collaboration (UNRSC) serves as an adaptable framework for countries to implement within their capacity. The plan is structured in such a way as to support the UN Global Framework Plan of Action for Road Safety (GPPA) and UN legal instruments to help countries improve road safety management and road infrastructure as a whole.

More information about the **Further information about the projec**



	Argentina
	Speed management
	UNECLAC, in partnership with Redux Council
	US\$ 300,000
	2021–2023



SPEED MANAGEMENT IN ARGENTINA

The objective of this multisectoral project is to introduce a speed management programme with pilot projects

to reduce the fatalities and seriously injured due to speed in urban and rural roads in Argentina that can be scaled up with the results of the project to other cities of Latin America.

STRENGTHENING LEGAL FRAMEWORKS FOR ROAD SAFETY IN EGYPT AND PAKISTAN

The project aims at building on existing efforts by the national governments, to identify legislative gaps in the five road-safety related pillars areas, and to facilitate a multi-stakeholder dialogue for the development of a more comprehensive legal framework in the field of road safety.

	Egypt and Pakistan
	Strengthening legal frameworks for road Safety
	WHO, in partnership with Ministries of Health, Transport and Interior
	US\$ 145,880
	2019-2021



TARGETED IMPACT:

- Improvement of road safety policy environment and specifically through the reduction of road safety fatalities.
- Proper and safe system design, strong basis for surveillance, market regulation (e.g. safety standards for vehicles and equipment) and enforcement.

TRANSFORMATIVE ACTIONS FOR SAFE MOTORCYCLES IN TUNISIA

The project aims to change the behaviour of motorcycle users towards a better perception and understanding of the highway code. The project initially targets three pilot Tunisian Governorates as part of a progressive approach that can be extended to the national level. It also targets vulnerable populations such as youth and rural women workers.

In the pipeline:

- Building an appropriate and applicable legal framework to support the public authorities in enforcing the law
- Training and sensitization of users of motorcycles
- Designing a local road protection strategy and action plan



	Tunisia
	Safe motorcycle users
	UNESCWA , with the Chambre Syndicale Nationale des Chefs d'Etablissement de Formation en Conduite Automobile
	US\$ 317,284
	2021-2023

ROAD SAFETY IN TUNISIA

- . Tunisia has a rate of 22.8 deaths per 100,000 inhabitants (WHO 2018)
- . The death due to motorcycle crashes increased from 21% in 2013 to 31.2% in November 2019. In 2019, there were 1724 motorcycle crashes which resulted in 307 deaths and 2016 injuries.

IMPROVING ROAD SAFETY FATALITY DATA IN CÔTE D'IVOIRE AND SENEGAL

The project aims at strengthening existing health information systems in order to produce through enhanced civil registration more accurate and timely data on road traffic deaths. Two steps: 1) mapping of the existing data systems; 2) development of a plan of action with specific enhancements in the countries' civil registration and vital statistics systems. In the long run, to increase engagement and collaboration among different stakeholders and ministries (including health, transport and interior).

IMPACT:

- Contributes to knowledge sharing of current best practices on improving reporting on road traffic deaths at a global level
- Expands the knowledge base on current road safety awareness and identification of missing/weak elements.
- Increases the capacity of national stakeholders strengthened on road safety data management

Strengthen national road safety bodies including by establishing integrated data collection and post-crash emergency management systems.

	Côte d'Ivoire and Senegal
	Road traffic fatality data
	WHO, in partnership with Ministries of Health, Transport and Interior of Côte d'Ivoire and Senegal
	US\$ 199,500 (UNRSF)
	2019-2021



STRENGTHEN ROAD SAFETY MANAGEMENT FOR EVIDENCE-BASED INTERVENTION IN UGANDA

The objective of the project is to strengthen the capacity of Uganda in data collection, analysis and research for evidence-based intervention, as well building capacity in monitoring and evaluation. The project will monitor and evaluate the country framework for road safety programmes and intervention.

The project will feed into national and global priorities, including Uganda's vision 2040, by strengthening its competitiveness for sustainable wealth creation, employment, and inclusive growth. Accordingly, it increases

prosperity by generating economic opportunities, reducing transport costs and supporting agglomeration economies.

	Uganda
	Road safety management
	UNECA, in collaboration with National counterparts and International organizations, Ministry of Works and Transport (MoWT) and Uganda Road Accident Reduction Network-Organisation (URRENO)
	US\$ 265,082 (UNRSF) + 29,454 (co-financing)
	2021-2023



IMPROVEMENT OF DRIVER LICENSING SYSTEM IN LAO PDR

The project will substantially improve behaviours of drivers to drive safely on roads through effective training and testing in the process of licensing and ensure competency of drivers in issuance of driving licenses. It will significantly contribute to reduction of reckless driving and aims to help save lives of youth in particular.

It also aims at developing an online application process for driver licensing and an online driving license testing system, and train the relevant stakeholders know how to use and implement the new system. The training could be replicated in other countries and regions facing the same challenges.

	Lao People's Democratic Republic
	Lawful behavior of drivers
	UNESCOA, in partnership with the Department of Transport, Ministry of Public Works and Transport (MOPT), Lao People's Democratic Republic, Asian Institute of Transport Development (AITD), India and Malaysia Institute of Road Safety Research (MIROS)
	US\$ 570,000
	2020-2022



ROAD CRASHES IN LAOS

- Fatalities rate is 16.6 deaths per 100,000 population.
- Road traffic injury is the leading cause of death in Lao People's Democratic Republic for 5-14-year-old children and the second highest cause of deaths for 15-49-year-old age group (WHO estimates.). Furthermore, road traffic injury is the leading cause of disability in the country. With the national population continuing to rise, the situation is feared to worsen.
- The majority of road traffic crashes were results of reckless and careless driving.
- Drivers are insufficiently educated, trained and tested for road safety awareness and skills prior to issuance of driver licenses.

Introduce automation, standardized nation-wide training curricula and other improvements to the national road safety system.

See <https://www.who.int/publications-detail/global-status-report-on-road-safety-2018>



Rachel Martin

OPERATIONS AND ADVOCACY

THE SECRETARIAT CONTINUED TO SERVICE ITS GOVERNING BODIES IN 2020.

On **14 February 2020**, the secretariat organized the **fourth Steering Committee session** in Geneva. During this session, the Steering Committee discussed the eligible proposals under the 2019 Call for Proposals and approved 10 projects for financing with a total budget of US\$ 4 million. The Steering Committee also approved the Guidelines of the UNRSF Brand and Logo, thereby formalizing the process of the use of the UNRSF Logo and Contributor Logos.

Given that the second quarter of 2020 was marked by the Covid-19 pandemic, **the fifth session of the Steering Committee took place virtually on 21 May 2020**. At this session, the UNRSF Secretariat presented the lessons learned and good practices from the 2019 Call for Proposals consisting of a series of recommendations for the next Call for Proposals.

In July 2020, the Steering Committee met for its sixth session to issue a decision on the funding cycle parameters for the 2020 Call for Proposals. **At its fourth session, the UNRSF Advisory Board decided to extend the Fund until 31 December 2030, to coincide with the 2030 Agenda for Sustainable Development.** A few weeks later, the UNRSF Advisory Board members elected Matthew Baldwin, the European Coordinator for Road safety and Sustainable Mobility and Deputy Director General at the European Commission as Chair of the UNRSF Advisory Board. The secretariat sincerely thanks Ms Luciana Iorio, Chair of the Global Forum for Road Traffic Safety (WP.1), for the excellent way she has led the Advisory Board during the last biennium and for her outstanding efforts and assistance to the Fund during that period.

The second half of the year is also marked by the election of the Advisory Board and Steering Committee members for a two years mandate. The Secretariat looks forward to continuing the good collaboration with the Advisory Board and Steering Committee members for a world where roads are safe for every road user, everywhere as we enter the second Decade of Action for Road Safety.

The UNRSF Advisory Board decided to open the Fund's 2020 Call for Proposals by prioritizing projects that have a significant and sustainable impact on road safety in low- and middle-income countries. At its **seventh session in October 2020, the Steering Committee** identified thematic areas for the 2020 Call for Proposals, based on likelihood of impact through alignment with national priorities, opportunities for synergies and avoiding duplications with other road safety funds and programmes.

It should be partially connected with COVID-19. It will also take into account partnerships and leveraging of other resources, including co-financing; the new UN Resolution A/RES/74/299 and the links with UN Sustainable Development Goals.

With this mandate, the UNRSF secretariat launched the **2020 Call for Proposals on the 30 October for a three months period, with a budget of US\$ 4 million.**

Finally, the secretariat started to organize regular **coordination meetings on seeking inputs and feedback from Bloomberg Philanthropies, FIA Foundation and GRSF**, including on the projects received for the UNRSF 2020 Call for Proposals.

NEW MEMBERS AND MANDATES



MATTHEW BALDWIN (Chair)
Deputy Director-General Mobility and Transport,
European Commission



MOHAMMED ABDULLAH AL-MALKI
General Secretary of the National Traffic Safety
Committee, Qatar



MARIE GAUTIER-MELLERAY
Interministerial Delegate for Road Safety,
France



ÁNGELA MARÍA OROZCO
Minister of Transport, Colombia



ANJELINA TOTEVA
Deputy Chairperson of the State Agency in Road
Safety, Bulgaria



MATTHEW BALDWIN
(Chair)

Deputy Director-General
Mobility and Transport
European Commission

United Nations Member States (5 seats)



ÁNGELA MARÍA OROZCO

Minister of
Transport
Colombia



MOHAMMED ABDULLAH AL-MALKI

General Secretary of the
National Traffic Safety
Committee
Qatar



H.E. Mr. CHIBUIKE ROTIMI AMAECHI

Minister of
Transportation
Nigeria



H.E. Mr. ALEXANDER GOROVOY

First Deputy Minister of
Interior
Russian Federation



ANJELINA TOTEVA

Deputy Chairperson of
the State Agency in Road
Safety
Bulgaria

Other Members of the Advisory Board (6 seats)



JEAN TODT

UN Secretary-General's
Special Envoy for Road
Safety



OLGA ALGAYEROVA

Executive Secretary
UNECE



TEDROS ADHANOM GHEBREYESUS

Director General
WHO



PABLO FAJNZYLBER

Acting Vice President for
Infrastructure
World Bank



MOHAMED EL MOCTAR MOHAMED EL HACENE

(Chair of Steering Committee)
Director Economic Deve-
lopment and Integration
Division
UNESCWA



LUCIANA IORIO

Chair of the Global Forum
for Road Traffic Safety
(WP.1)

United Nations Member State Donors (3 seats)



MATTHEW BALDWIN
(Chair)

Deputy Director-General
Mobility and Transport
European Commission



MARIE GAUTIER-MELLERAY

Interministerial Delegate
for Road Safety
France



(seat available)

Private Sector Donors (3 seats)



Rt. Hon. LORD ROBERTSON OF PORT ELLEN

Chairman
FIA Foundation



FILIPPO BETTINI

Chief Sustainability and
Risks Governance Officer
Pirelli & C. S.p.A.



NAMITA SHAH

Board Member
Total Corporate Foundation

Civil Society (2 seats) and Research and Academia (2 seats)



THIERRY WILLEMARCK

Deputy President Autom-
obile Mobility & Tourism
FIA



LOTTE BRONDUM

Executive Director
*Global Alliance of NGOs
for Road Safety*



RYU DO-JEUNG

Director General
*Korea Automobile Testing
& Research Institute*



PETER VAN DER KNAAP

Managing Director
*SWOV - Institute for Road
Safety Research*

For the Board
of the UNRSF STEERING COMMITTEE,
Please see here



WELCOME, UNESCO

In 2020, the UNRSF has welcomed the United Nations Educational, Scientific and Cultural Organization (UNESCO) as the 11th Fund participating UN organization in view of its importance in promoting the safe system principles of the Global Framework for Action For Road Safety (GFPA) through education.



United Nations
Educational, Scientific and
Cultural Organization

The UNRSF secretariat, with the support of the UN Secretary General's Special Envoy for Road Safety, the European Union and the UNECE Executive Secretary, has continued its efforts in promoting the Fund, in particular by sending letters to potential new donors from public and private sectors. The Secretariat established in November an informal working group, prepared a survey and a roadmap on communication and fund-raising matters.



In September, the "Geneva Friends of Road Safety Network" met for an event hosted by the Ambassador, Permanent Representative of France to the United Nations in Geneva, H.E. Mr Francois Rivasseau. At the center of the concerns, the financial future of the Fund. Furthermore, the United Nations Secretary-General's Special Envoy for Road Safety, Mr. Jean Todt, continues to advocate tirelessly the UNRSF all over the world and more recently in countries such as in the Kingdom of Bahrain, Egypt, Kenya or Monaco.

“ In terms of road safety, France will continue to play its part in the fight for life and she will spare no efforts in this sense ” S.E. M. Ambassador François Rivasseau, Ambassador and Permanent Representative of France to the United Nations in Geneva

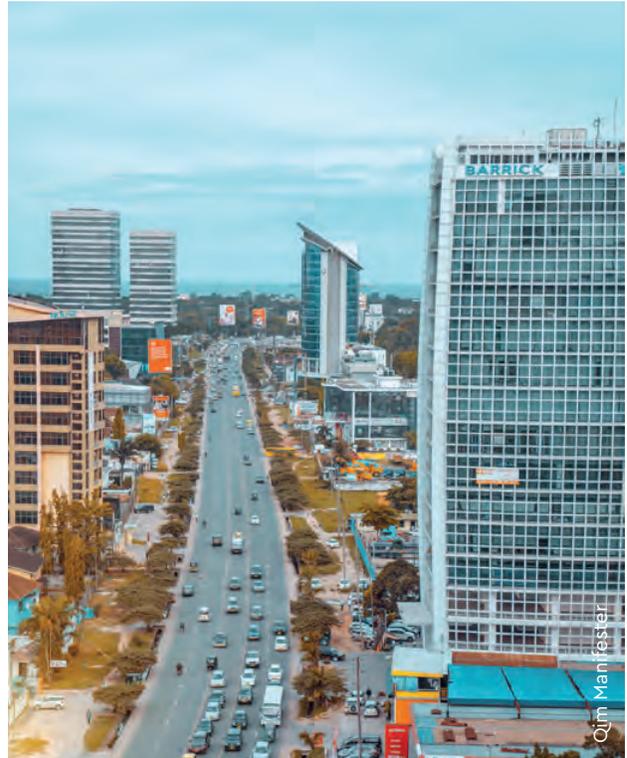


RICHARD AHLSTROM

The UN Secretary-General's Special Envoy for Road Safety, Mr. Jean Todt at the 3rd Global Ministerial Conference of Road Safety, in Stockholm in February 2020



The UN Secretary General's Special Envoy for Road Safety with the Permanent Representative of the state of Qatar to the UN in Geneva, H.E. Ali Khalfan Al-Mansouri.



The UN Secretary General's Special Envoy for Road Safety at the Palais Princier of Monaco, in October 2020, at the FIA High-Level Panel hosted by H.S.H Prince Albert II of Monaco and H.S.H. Princess Charlène of Monaco.



Jean Todt
UNRSF Advisory
Board Member

United Nations
Secretary-General's
Special Envoy for
Road Safety

“ The positive results in road safety will be temporary unless governments make a firm commitment to the long-term improvements needed to sustain the lower numbers and reduce risk exposure ”

COMMUNICATIONS

In 2020, The UNRSF secretariat pursued its efforts to increase the visibility of the Fund by creating new social media profiles, participating to campaigns for road safety, publishing the annual report and producing new communications material such as the newsletter, the donor brochures or the flyer "Who we are".

UNRSF NEWSLETTER



TWITTER & FACEBOOK

UNRSF Twitter



UNRSF Facebook



PUBLICATIONS

UNRSF Who we are



UNRSF Benefits



PUBLICATIONS

UNRSF brochure



Annual Report 2019

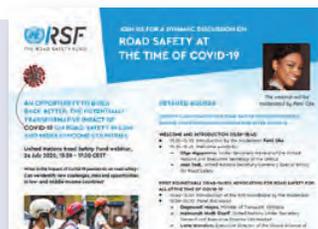


VIDEO ET WEBINAR

Saves lives with the UNRSF



Webinar



CAMPAIGNS

WORLD DAY OF REMEMBRANCE FOR ROAD TRAFFIC VICTIMS (WDR)



Everyone worldwide should be able to enjoy safe mobility as a human right imperative.

Olga Algayerová
Executive Secretary & Under-Secretary-General,
United Nations Economic Commission for Europe

This year, the World Day of Remembrance for Road Traffic Victims paid tribute to the dedicated efforts of emergency crews, police and medical professionals, who deal daily with the traumatic aftermath of road crashes. This campaign was the time to remember that the burden of road traffic injuries and deaths is disproportionately borne by those living in low- and middle-income countries. Remember that no one should be left behind, especially the most vulnerable.

At this occasion, the UN Road Safety Fund (UNRSF) launched two social media campaigns to raise awareness about road traffic risks and highlight the importance to invest in quality post-crash services.

The first campaign was a joint initiative of the UNRSF and the European Union (EU), with the collaboration of the Office of the UN High Commissioner for Human Rights (OHCHR), UNICEF, the UN Children's Fund (UNICEF) and the World Health Organisation (WHO). It consists of 8 video messages from high-level representatives of these organizations, reminding us that Every 24 seconds someone dies on the road. The campaign was launched on the WDR and ended on 20 November with the 31st anniversary of the United Nations Convention on the Rights of the Child. It was

a day to remember that road traffic injuries are currently the leading cause of death for children and young adults aged 5-29 years and Sub-Saharan Africa countries register the greatest number of deaths.

The Director General of the World Health Organization, Tedros Adhanom Ghebreyesus, expressed in the context of this campaign his concern about road survivors who "face the prospect of long-lasting consequences from the physical and psychological trauma they have endured".

As COVID-19 cases take another sharp rise, transport and mobility remain more essential than ever and solutions exist to reduce the number of victims on the road as reminded by the UN Secretary-General's Special Envoy for Road Safety, Jean Todt, who concluded that "COVID-19 has reminded us to re-evaluate human life when one preventable death is too many".

European Commissioner for Transport, Adina Vălean, reminds in her video message of the commitment by the international community to halve the number of road fatalities and serious injuries by 2030, including through international partnerships.

We know the remedy: we know that we need safer roads, safer vehicles, stronger policies, stronger enforcement and also awareness. We need to do more and better to protect our children and our families.

Walter Stevens
EU Ambassador to the United Nations in Geneva

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The second social media campaign was a collaboration between the UNRSF and UN agencies that are implementing UNRSF projects such as UNDR, UNECA, UNESGWA, UN-Habitat, UNICEF and WHO.

Through testimonies of road crash survivors, we learned about road safety challenges in low- and middle-income countries and particularly about post-crash services. Post-crash management can play a significant role in minimizing crash consequences and saving lives, but taxis and private vehicles are too often used after a road crash to transport injured persons.

That might be the only way to reach healthcare services as explained by Chris, 29 years in Uganda who lost his wife and their son in a road crash after a head-on collision with a truck. Chris survived because a citizen took him on his motorbike to drive him to the hospital, but his family could not benefit from first aid services.

In Azerbaijan, where the UNRSF finances a project implemented by WHO to support the national plan on road safety, doctors also struggle with post-crash management. According to the traumatologist, Shamistan Hajjiev, the "biggest challenge in his profession is that often the patient is not properly immobilized, even in ambulances, but especially when transported in a regular vehicle by a family/friend or a passer-by. Often injuries can get worse if the patient is not immediately immobilized".

These testimonies from crash survivors underlined that the damage of road crashes goes beyond the physical hurt. There is a range of other hidden costs such as psychological, social and economic impact.

This is the story of Habtamu Zerihun hit by a pickup on his way to working in Addis Ababa. The pickup driver was under the influence of stimulant drugs and there were no barriers around curbs to protect other road users. If this tragic accident has left the young man with disabilities forbidding him to return to work, the biggest pain for the father of three daughters is that his children stopped going to school due to his inability to pay for their school fees, books and uniforms. Better street design standards are a component of the UNRSF project "Scaling up safe street designs in Ethiopia", implemented by UN-Habitat.

The social media campaign also honoured those whose job it is to try to save lives of road traffic victims and to treat and care for them, such as the Lebanese Doctor Rony Sayad or the rescuer Andrew Stephenson who saved the life of a 10 year boy in Zambia after a search in the midst of the night with torches to find the little boy hit in a road crash.

Road crashes are the 3rd cause of fatalities in Zambia and UNRSF finances a new project implemented by UNDP Pedestrians First Zambia "Creating Inclusive Cities"/ Zambia 10 KM Project.



"MY DREAM FOR THE FUTURE OF ROAD SAFETY IN ZAMBIA IS TO HAVE TRAINED PARAMEDICS ALONG THE ROADS AND HIGHWAYS, TO PROVIDE A QUICK RESPONSE TO ALL REPORTED ACCIDENTS."
KEVIN, ROAD CRASH VICTIM



READ THE FULL STORY



VIEW OUR PROJECT SHEET FOR ZAMBIA

Moving to concrete action, Angelito Umali, Health Officer and Program Manager for UNICEF Philippines, shared the solutions put in place with the UNRSF-financed project "Child-responsive urban planning and sustainable urban transportation" in supporting the government to reduce child road traffic deaths through the conduct of research, advocacy, coalition building and modernizing school zones.

WATCH OUR CAMPAIGN VIDEOS



Matthew Baldwin



David Boyd



Jean Todt



Tedros Adhanom Ghebreyesus



Olga Algayerová



Angelito Umali



Walter Stevens



Adina Vălean



IMPACT OF ROAD CRASHES GOES BEYOND THE ROAD. HIDDEN COSTS ARE ECONOMIC, PSYCHOLOGICAL, SOCIAL. THEY TRAUMATIZE THOSE LEFT BEHIND AND DEVASTATE LIVELIHOODS FOR MANY YEARS SUCH AS CHRIS WHO LOST HIS WIFE AND SON IN A COLLISION WITH A TRUCK TRYING TO OVERTAKE THEIR CAR.



READ THE FULL STORY

HABTAMU ZERIHUN WAS HIT BY A PICKUP TRUCK WHILE ON HIS WAY TO WORK. THE DRIVER HAD BEEN TRYING TO STAY AWAKE WITH A STIMULANT DRUG USED BY DRIVERS WHO WORK LONG HOURS.



READ THE FULL STORY



ANDREW STEPHENSON RESCUED A DRIVER AND A TEN-YEAR-OLD CHILD, AFTER A HEAD-ON COLLISION BETWEEN TWO VEHICLES.



READ THE FULL STORY

IN BEIRUT, LEBANON, PHILIPPE WAS HIT BY A WRONG-WAY DRIVER, WHO DISAPPEARED AFTER THE ACCIDENT. HE SPENT 15 DAYS IN A COMA AND SEVERAL MONTHS IN PHYSICAL THERAPY. HIS DOCTOR, RONY SAYAD, IS ONE OF THOSE WHO SAVED HIS LIFE.



WATCH THE VIDEO





LOOKING FORWARD

Looking ahead, one of the key priorities for the UN Road Safety Fund is resource mobilization. The UNRSF was launched with an ambition to transform the response to the road safety challenge of our times. Already, a broad and diverse group of donors have demonstrated their confidence in the mission and vision of the Fund. However, the Fund has to scale-up resources to deliver its mandate and, resource-mobilization is a major priority for the secretariat and its governing bodies.

OUR 2021 AMBITION



PROTECTION Protect and save lives by reducing mortality and injuries from road crashes, with a special attention to the most vulnerable



FUNDRAISING Implement innovative financial mechanisms to attract new public and private donors



RESULTS Funding new projects with significant and sustainable impact on road safety



PARTNERSHIPS Establish and strengthen partnerships for road safety



VISIBILITY Increase the visibility thanks to social media, a new website and campaigns

A blended approach that targets bilateral donors and in parallel explores innovative financing mechanisms will be needed. Supported by the members of the Advisory Board and Steering Committee, the UNRSF will continue to strengthen its fundraising activities, including through innovative financing. The secretariat continues to actively explore opportunities with both the public and private sectors, together with the Advisory Board and Steering Committee members.

PROJECTS

The number of UNRSF projects will grow with the 2020 Call for Proposals. In 2021, the call will disburse US\$ 4 million to support projects with significant and sustainable impact in low- and middle-income countries.

It will encourage complementarity between road safety partners, promote interconnection with other SDGs challenges and will be partially connected with COVID-19 measures.

SECRETARIAT

The UNRSF redirects its reporting lines directly to the Office of the Executive Secretary of UNECE, as of 1 October 2020. The UNECE remains the host to the UNRSF, providing expertise to the Fund on standards, harmonization and legal frameworks, which are powerful tools in our efforts towards sustainable development and road safety. The recruitments for the UNRSF secretariat have advanced with the new Programme Assistant joining the team and the publication of the position of the new Head of the UNRSF secretariat; a role to be filled in early 2021.

FUNDRAISING

The UNRSF secretariat will continue to strengthen its fundraising activities, including through regular meetings of the informal working group on funding matters. The secretariat is designing a more strategic approach and a roadmap to securing sustainable funding. The secretariat will develop a donor engagement package and continue to explore innovative financial mechanisms to attract new public and private donors.

VISIBILITY

The secretariat is working on a communication strategy. The development of the UNRSF social media profiles and website will be on the 2021 agenda. New outreach activities and campaigns will take place in 2021 in collaboration with the UNRSF partners and stakeholders, for example in the context of the UN Global Road Safety Mobility Week in May.

VOICES OF OUR DONORS AND GOVERNING BODIES



Marie Gautier-Melleray
Delegate for Road Safety,
France

"Having been elected as member state donors' representative of the UNRSF Advisory Board, let me call on the international community, on governments to contribute to the Fund so that more and more road safety actions could be launched in countries where still today too little has been done to save lives on the roads. Together we can do something for road safety. Never forget the goal: Saving lives!"



FRANCE



Ambassador Walter Stevens
Head of the EU Delegation to the
UN in Geneva

"Road safety remains an important priority for the European Union (EU), within and outside of our borders. While EU roads have improved to become the safest in the world, we continue working towards our Vision Zero to eliminate deaths and serious injuries on European roads. However, with global deaths on the road disproportionately affecting low- and middle-income countries, it is critical for us to work with our partners, such as the UNRSF, to protect all road users."



Florent Menegaux
CEO, Michelin

"We believe safe Mobility is essential to human progress and development. That is why our teams are committed to make mobility safer and more accessible to everyone, everywhere in the world. Our commitment goes far beyond our products and solutions. True to our "All Sustainable" strategic vision, we also promote safe mobility as a top priority for the private sector in the global agenda towards sustainable mobility."



Namita Shah
Executive Vice President,
People & Social Responsibility
at Total and President of
Total Corporate Foundation

"The United Nations, with its transverse view, and its ability to bring in a variety of players around the table in high impact countries remain compelling reasons to continue our work as a founding member of the UNRSF."



LEARN MORE 

[Impact-covid-19-road-safety-and-ngos-lotte-brondum](#)





Olga Algayerova
UNECE Executive Secretary

"We need a change of gear in political commitment and in focus, valuing safety at the heart of sustainable mobility for the 2030 Agenda. I call on all countries to accede to and implement the seven core UN Road Safety Conventions, which offer a basis to legislate and take concrete measures to address the main causes of crashes."



Lotte Brondum
Executive Director of the Global Alliance of NGOs for Road Safety Secretariat | Member of the Advisory Board and Steering Committee of the UNRSF

"We call for all partners, including the UN Secretary-General's Special Envoy for Road Safety, the UNRSF, the UNRSF and influencers such as WHO, Bloomberg, FIA Foundation, Swedish Government, and corporate sector partners to unite to maintain the momentum of the Stockholm Declaration and to support their NGO partners to play their part."



FINANCIAL PERFORMANCE

Report of the Administrative Agent for the UN Road Safety Trust Fund for the period 1 January to 31 December 2020.

INTRODUCTION

This Consolidated Annual Financial Report of the **UN Road Safety Trust Fund** is prepared by the United Nations Development Programme (UNDP) Multi-Partner Trust Fund Office (MPTF Office) in fulfillment of its obligations as Administrative Agent, as per the terms of Reference (TOR), the Memorandum of Understanding (MOU) signed between the UNDP MPTF Office and the Participating Organizations, and the Standard Administrative Arrangement (SAA) signed with contributors.

The MPTF Office, as Administrative Agent, is responsible for concluding an MOU with Participating Organizations and SAAs with contributors. It receives, administers and manages contributions, and disburses these funds to the Participating Organizations. The Administrative Agent prepares and submits annual consolidated financial reports, as well as regular financial statements, for transmission to contributors.

This consolidated financial report covers the period 1 January to 31 December 2020 and provides financial data on progress made in the implementation of projects of the **UN Road Safety Trust Fund**. It is posted on the MPTF Office GATEWAY (<http://mptf.undp.org/factsheet/fund/RDS00>).

The financial data in the report is recorded in US Dollars and due to rounding off of numbers, the totals may not add up.

2020 FINANCIAL PERFORMANCE

This chapter presents financial data and analysis of the UN Road Safety Trust Fund using the pass-through funding modality as of 31 December 2020. Financial information for this Fund is also available on the MPTF Office GATEWAY, at the following address: <http://mptf.undp.org/factsheet/fund/RDS00>.

SOURCES AND USES OF FUNDS

As of 31 December **2020**, **15 contributors** deposited **US\$ 13,600,836** in contributions and **US\$ 255,882** was earned in interest.

The cumulative source of funds was **US\$ 13,856,718**.

Of this amount, **US\$ 7,354,224** has been net funded to **10 Participating Organizations**, of which **US\$ 1,821,402** has been reported as expenditure. The Administrative Agent fee has been charged at the approved rate of 1% on deposits and amounts to **US\$ 126,013**. Table 1 provides an overview of the overall sources, uses, and balance of the **UN Road Safety Trust Fund** as of 31 December 2020.



UNICEF

Table 1. Financial Overview, as of 31 December 2020 (in US Dollars)

	Annual 2019	Annual 2020	Cumulative
Sources of funds			
Contributions from donors	961,783	5,577,65	13,600,836
Fund earned interest and investment income	146,215	76,691	255,882
Sources of funds total	1,107,998	5,654,344	13,856,718
Use of funds			
Transfers to Participating Organizations	940,928	3,970,916	4,911,844
Net funded amount	940,928	3,970,916	4,911,844
Administrative Agent fees	9,618	45,781	126,013
Direct costs (Steering Committee, secretariat, etc.)	-	1,209,300	2,442,380
Bank charges	201	247	512
Other expenditures	-	9,995	9,995
Use of funds total	950,747	5,236,239	7,490,745
Change in fund cash balance with Administrative Agent	157,251	418,105	6,365,973
Opening fund balance (1 January)	5,790,617	5,947,868	-
Closing fund balance (31 December)	5,947,868	6,365,973	6,365,973
Net funded amount (includes direct cost)	940,928	5,180,216	7,354,224
Participating Organizations' expenditure (includes direct cost)	688,920	1,127,789	1,821,402
Balance of funds with Participating Organizations			5,532,822

PARTNER CONTRIBUTIONS

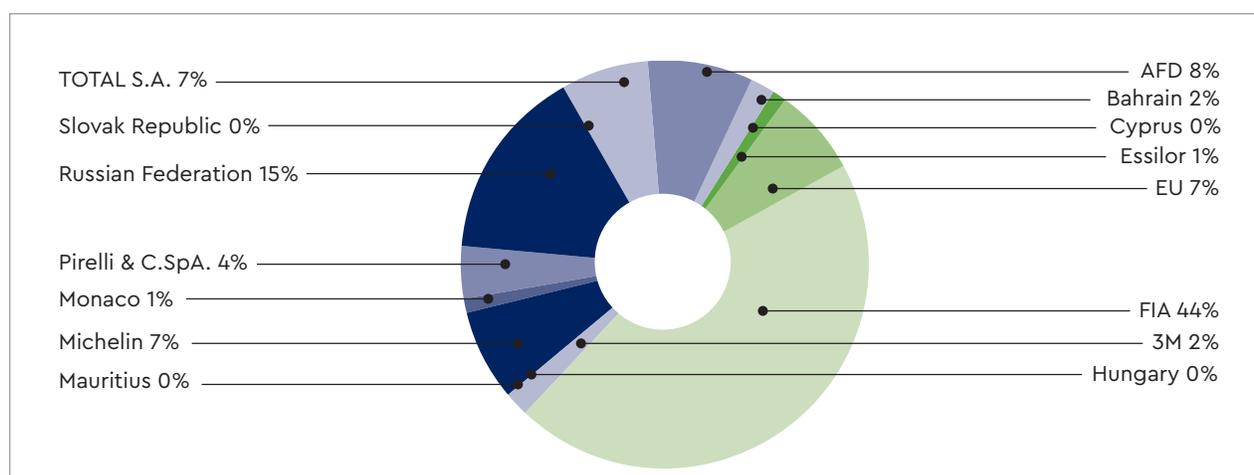
Table 2 provides information on cumulative contributions received from all contributors to this Fund as of **31 December 2020**. The **UN Road Safety Trust Fund** is currently being financed by 15 contributors, as listed

in the table below. The table below includes commitments made up to 31 December 2020 through signed Standard Administrative Agreements, and deposits made through 2020. It does not include commitments that were made to the fund beyond 2020.

Table 2. Contributors' Commitments and Deposits, as of 31 December 2020 (in US Dollars)

Contributors	Total commitments	Prior Years as of 31-Dec-2019 Deposits	Current Year Jan-Dec-2020 Deposits	Total deposits
Agence Francaise de Developpement (Afd)	1,096,613	-	1,096,613	1,096,613
Bahrain, Government of	250,000	-	250,000	250,000
Cyprus, Government of	11,400	11,400	-	11,400
Essilor	200,000	-	200,000	200,000
European Union	999,540	-	999,540	999,540
FIA Foundation	6,000,000	3,000,000	3,000,000	6,000,000
GlobalGiving on behalf of 3M	250,000	250,000	-	250,000
Hungary, Government of	60,000	30,000	30,000	60,000
Mauritius, Government of	1,500	-	1,500	1,500
Michelin Corporate Foundation	1,000,000	1,000,000	-	1,000,000
Monaco, Government of	114,660	114,660	-	114,660
Pirelli & C.SpA	600,000	600,000	-	600,000
Russian Federation, Government of	2,000,000	2,000,000	-	2,000,000
Slovak Republic, Government of	17,123	17,123	-	17,123
TOTAL S.A. Multinational Company	1,000,000	1,000,000	-	1,000,000
Grand Total	13,600,836	8,023,183	5,577,653	13,600,836

Figure 1: Deposits by contributor, cumulative as of 31 December 2020



INTEREST EARNED

Interest income is earned in two ways: 1) on the balance of funds held by the Administrative Agent (Fund earned interest), and 2) on the balance of funds held

by the Participating Organizations (Agency earned interest) where their Financial Regulations and Rules allow return of interest to the AA. As of **31 December 2020**, Fund earned interest amounts to **US\$ 255,882**. Details are provided in the table 3 below.

Table 3. Sources of Interest and Investment Income, as of 31 December 2020 (in US Dollars)

Interest earned	Prior Years as of 31-Dec-2019	Current Year Jan-Dec-2020	Total
Administrative Agent			
Fund earned interest and investment income	179,191	76,691	255,882
Fund earned interest total	179,191	76,691	255,882
Participating Organization			
Agency earned interest total			
Grand total	179,191	76,691	255,882

TRANSFER OF FUNDS

Allocations to Participating Organizations are approved by the Steering Committee and disbursed by the Administrative Agent. As of 31 December 2020, the AA has transferred **US\$ 4,911,844** to **10 Participating Organizations** (see list below).

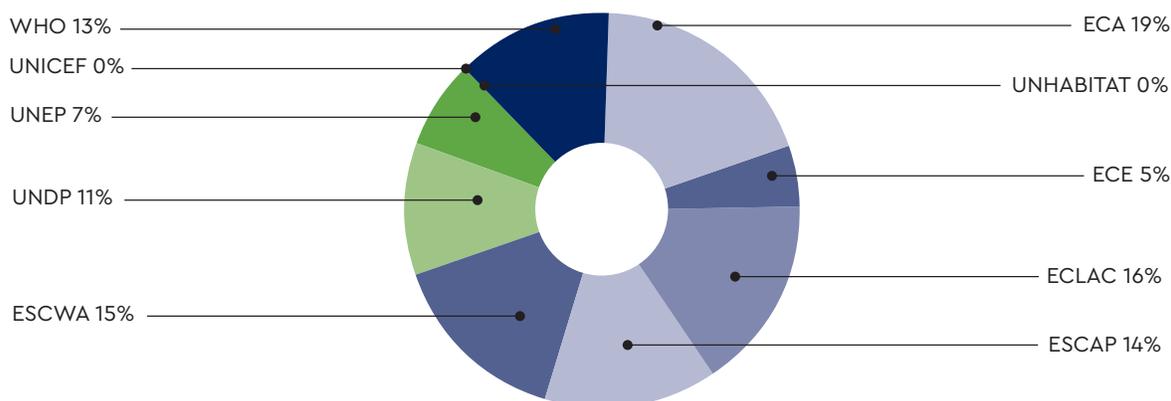
TRANSFER BY PARTICIPATING ORGANIZATION

Table 4 provides additional information on the refunds received by the MPTF Office, and the net funded amount for each of the Participating Organizations.

Table 4.1 Transfer, Refund, and Net Funded Amount by Participating Organization, as of 31 December 2020 (in US Dollars)

Participating Organization	Prior Years as of 31-Dec-2019			Current Year Jan-Dec-2020			Total		
	Transfers	Refunds	Net funded	Transfers	Refunds	Net funded	Transfers	Refunds	Net funded
ECA				745,082		745,082	745,082		745,082
ECE				203,300		203,300	203,300		203,300
ECLAC				621,000		621,000	621,000		621,000
ESCAP	198,546		198,546	570,000		570,000	768,546		768,546
ESCWA				584,834		584,834	584,834		584,834
UNDP				450,000		450,000	450,000		450,000
UNEP				296,700		296,700	296,700		296,700
UNHABITAT	200,000		200,000				200,000		200,000
UNICEF	197,694		197,694				197,694		197,694
WHO	344,688		344,688	500,000		500,000	844,688		844,688
Grand total	940,928		940,928	3,970,916		3,970,916	4,911,844		4,911,844

Figure 2: Transfers amount by Participating Organization for the period of 1 January to 31 December 2020



EXPENDITURE AND FINANCIAL DELIVERY RATES

All final expenditures reported **for the year 2020** were submitted by the Headquarters of the Participating Organizations. These were consolidated by the MPTF Office.

Project expenditures are incurred and monitored by each Participating Organization, and are reported as per the agreed upon categories for inter-agency harmonized reporting. The reported expenditures were submitted via the MPTF Office's online expenditure reporting tool. The 2020 expenditure data has been posted on the MPTF Office GATEWAY at <http://mptf.undp.org/factsheet/fund/RDS00>.

EXPENDITURE REPORTED BY PARTICIPATING ORGANIZATION

In 2020, **US\$ 3,970,916** was net funded to Participating Organizations, and **US\$ 403,928** was reported in expenditure.

As shown in table below, the cumulative net funded amount is **US\$ 4,911,844** and cumulative expenditures

reported by the Participating Organizations amount to **US\$ 592,880**. This equates to an overall Fund expenditure **delivery rate of 12 percent**.

The agencies with the three highest delivery rates are: UNICEF (99%), UNEP (28%) and ESCAP (15%)



Shutterstock

Table 5.1. Net Funded Amount, Reported Expenditure, and Financial Delivery by Participating Organization, as of 31 December 2020 (in US Dollars)

Participating Organization	Expenditure					Delivery rate %
	Approved amount	Net funded amount	Prior years, as of 31.12.2018	Current year	Cumulative	
ECA	745,082	745,082				0
ECE	203,300	203,300		3,922	3,922	1.93
ECLAC	621,000	621,000		41,918	41,918	6.75
ESCAP	768,546	768,546	105,139	6,342	111,481	14.51
ESCWA	584,834	584,834		51,874	51,874	8.87
UNDP	450,000	450,000		57,889	57,889	12.86
UNEP	296,700	296,700		83,138	83,138	28.02
UNHABITAT	200,000	200,000				0
UNICEF	197,694	197,694	66,376	129,128	195,504	98.89
WHO	844,688	844,688	17,437	29,717	47,154	5.58
Grand total	4,911,844	4,911,844	188,952	403,928	592,880	12.07



EXPENDITURE BY PROJECT

Table 5.2 displays the net funded amounts, expenditures reported and the financial delivery rates by Participating Organization.

Table 5.2 Expenditure by project within sector, as of 31 December 2020 (in US Dollars)

Sector / project number and project title		Participating Organization	Project status	Total approved amount	Net funded amount	Total expenditure	Delivery rate %
Strengthened road safety management capacity							
00115702	Strengthening Speed Management	ESCAP	On Going	198,546	198,546	111,481	56.15
00115906	Improving Road Traffic Fatalities Rate	WHO	On Going	199,500	199,500	30,639	15.36
00115907	Strengthening legal frameworks	WHO	On Going	145,188	145,188	16,515	11.37
00123431	Strengthening national capacity	WHO	On Going	500,000	500,000		0
00125035	Strengthen Road Safety Management	ECA	On Going	265,082	265,082		0
Strengthened road safety management capacity total				1,308,316	1,308,316	158,635	12.13
Improved safety road infrastructure							
00115690	Capacity development on child's-rights approach	UNICEF	On Going	197,694	197,694	195,504	98.89
00120883	Safe Roads Zambia – Creating Capacity	UNDP	On Going	450,000	450,000	57,889	12.86
00122758	Reducing road deaths and injuries	ESCWA	On Going	267,550	267,550	51,874	19.39
00122798	Speed Management project in Latin America	ECLAC	On Going	300,000	300,000		0
00122800	Strengthening Road Traffic Enforcement	ECLAC	On Going	321,000	321,000	41,918	13.06
00122900	Improvement of driver licenses	ESCAP	On Going	570,000	570,000		0
00123596	Ten Step Plan for Safer Road Infrastructure	ECA	On Going	480,000	480,000		0
00125147	Transformative Actions for Road Safety	ESCWA	On Going	317,284	317,284		0
Improved safety road infrastructure total				2,903,528	2,903,528	347,185	11.96
Enhanced safety of vehicles							
00122087	Safer and Cleaner Used Vehicles	ECE	On Going	203,300	203,300	3,922	1.93
00122087	Safer and Cleaner Used Vehicles	UNEP	On Going	296,700	296,700	83,138	28.02
Enhanced safety of vehicles: Total				500,000	500,000	87,060	17.41
Improved behaviour road user							
00115689	SCALING UP Safe Street Designs	UNHABITAT	On Going	200,000	200,000		0
4 Improved behaviour road user: Total				200,000	200,000		0
Grand total				4,911,844	4,911,844	592,880	12.07

EXPENDITURE BY PROJECT WITHIN COUNTRY

Table 5.3, 5.31 and 5.32 displays the net funded amounts, expenditures reported and the financial delivery rates by Participating Organization.

Table 5.3 Expenditure by project within country, as of 31 December 2020 (in US Dollars)

Country / project number and project title		Participating Organization	Approved amount	Net funded amount	Expenditure	Delivery rate %
Argentina						
00122798	Speed Management project in Latin America	ECLAC	300,000	300,000		0
Argentina Total			300,000	300,000		0
Azerbaijan						
00123431	Strengthening national capacity	WHO	500,000	500,000		0
Azerbaijan Total			500,000	500,000		0
Brazil						
00122800	Strengthening Road Traffic Enforcement	ECLAC	321,000	321,000	41,918	13.06
Brazil Total	321,000		321,000	321,000	41,918	13.06
Ethiopia						
00115689	SCALING UP Safe Street Designs	UNHABITAT	200,000	200,000		0
Ethiopia Total			200,000	200,000		0
Jordan						
00122758	Reducing road deaths and injury	ESCWA	267,550	267,550	51,874	19.39
Jordan Total	267,550		267,550	267,550	51,874	19.39

Table 5.31 Expenditure by project within country, as of 31 December 2020 (in US Dollars)

Country / project number and project title		Participating Organization	Approved amount	Net funded amount	Expenditure	Delivery rate %
Lao People's Democratic Rep						
00122900	Improvement of driver licensin	ESCAP	570,000	570,000		0
Lao People's Democratic Rep Total			570,000	570,000		0
Philippines						
00115702	Strengthening Speed Management	ESCAP	198,546	198,546	111,481	56.15
Philippines Total			198,546	198,546	111,481	56.15
Tanzania						
00123596	Ten Step Plan for Safer Road Infrastructure	ECA	480,000	480,000		0
Tanzania Total			480,000	480,000		0
Tunisia						
00125147	Transformative Actions for Safety	ESCWA		317,284		0
Tunisia Total				317,284		0
Uganda						
00125035	Strengthen Road Safety Management	ECA		265,082		0
Uganda Total				265,082		0

Table 5.32 Expenditure by project within country, as of 31 December 2020 (in US Dollars)

Country / project number and project title		Participating Organization	Approved amount	Net funded amount	Expenditure	Delivery rate %
United Nations						
00115690	Capacity development on child-rights approach	UNICEF	197,694	197,694	195,504	98.89
00115906	Improving Road Traffic Fatality rate	WHO	199,500	199,500	30,639	15.36
00115907	Strengthening legal frameworks	WHO	145,188	145,188	16,515	11.37
00122087	Safer and Cleaner Used Vehicles	ECE	203,300	203,300	3,922	1.93
00122087	Safer and Cleaner Used Vehicles	UNEP	296,700	296,700	83,138	28.02
00125035	Strengthen Road Safety Management	ECA	265,082			0
00125147	Transformative Actions for Safety	ESCWA	317,284			0
United Nations Total			1,624,748	1,042,382	329,718	31.63
Zambia						
00120883	Safe Roads Zambia	UNDP	450,000	450,000	57,889	12.86
Zambia Total			450,000	450,000	57,889	12.86
Grand total			4,911,844	4,911,844	592,880	12.07

EXPENDITURE REPORTED BY CATEGORY

Project expenditures are incurred and monitored by each Participating Organization and are reported as per the agreed categories for inter-agency harmonized reporting. In 2006 the UN Development Group (UNDG) established six categories against which UN entities must report inter-agency project expenditures. Effective 1 January 2012, the UN Chief Executive Board (CEB) modified these categories as a result of IPSAS adoption to comprise eight categories. See table next page.

2012 CEB EXPENSE CATEGORIES

1. Staff and personnel costs
2. Supplies, commodities and materials
3. Equipment, vehicles, furniture and depreciation
4. Contractual services
5. Travel
6. Transfers and grants
7. General operating expenses
8. Indirect costs

Table 5.4. Expenditure by UNDG Budget Category, as of 31 December 2020 (in US Dollars)

Expenditure				
Category	Prior Years as of 31-Dec- 2019	Current Year Jan-Dec-2020	Total	Percentage of total programme cost
Staff & Personnel Cost	-	63,014	63,014	11.37
Supplies, commodities, and materials	-	-	-	
Equipment, vehicles, furniture and depreciation	-	636	636	0.11
Contractual Services	31,779	140,447	172,226	31.08
Travel	12,655	(3,580)	9,075	1.64
Transfers and Grants	128,098	170,606	298,704	53.91
General Operating	4,058	6,379	10,438	1.88
Programme Costs Total	176,590	377,503	554,093	100.00
¹ Indirect Support Costs Total	12,362	26,425	38,787	7.00
Total	188,952	403,928	592,880	

¹ Indirect Support Costs charged by Participating Organization, based on their financial regulations, can be deducted upfront or at a later stage during implementation. The percentage may therefore appear to exceed the 7% agreed-upon for on-going projects. Once projects are financially closed, this number is not to exceed 7%.

COST RECOVERY

Cost recovery policies for the Fund are guided by the applicable provisions of the Terms of Reference, the MOU concluded between the Administrative Agent and Participating Organizations, and the SAAs concluded between the Administrative Agent and Contributors, based on rates approved by UNDG.

The policies in place, as of **31 December 2020**, were as follows:

- The Administrative Agent (AA) fee: 1% is charged at the time of contributor deposit and covers services provided on that contribution for the entire duration of the Fund. In the reporting period US\$ 45,781 was deducted in AA-fees. Cumulatively, as of 31 December 2020, **US\$ 126,013** has been charged in AA-fees.
- Indirect Costs of Participating Organizations: Participating Organizations may charge 7% indirect costs. In the current reporting period **US\$ 26,425** was deducted in indirect costs by Participating Organizations. Cumulatively, indirect costs amount to **US\$ 38,787** as of 31 December 2020.

ACCOUNTABILITY AND TRANSPARENCY

In order to effectively provide fund administration services and facilitate monitoring and reporting to the UN system and its partners, the MPTF Office has developed a public website, the MPTF Office Gateway

(<http://mptf.undp.org>). Refreshed in real time every two hours from an internal enterprise resource planning system, the MPTF Office Gateway has become a standard setter for providing transparent and accountable trust fund administration services.

The Gateway provides financial information including: contributor commitments and deposits, approved programme budgets, transfers to and expenditures reported by Participating Organizations, interest income and other expenses. In addition, the Gateway provides an overview of the MPTF Office portfolio and extensive information on individual Funds, including their purpose, governance structure and key documents. By providing easy access to the growing number of narrative and financial reports, as well as related project documents, the Gateway collects and preserves important institutional knowledge and facilitates knowledge sharing and management among UN Organizations and their development partners, thereby contributing to UN coherence and development effectiveness.

DIRECT COSTS

The Fund governance mechanism may approve an allocation to a Participating Organization to cover costs associated with Secretariat services and overall coordination, as well as Fund level reviews and evaluations. These allocations are referred to as 'direct costs'. The transfer for direct costs for the reporting period was **US\$ 1,209,300**. Cumulatively, as of 31 December 2020, **US\$ 2,442,380** has been charged as Direct Costs.

Table 8: Direct Costs

Participating Organization	Net funded amount	Expenditure	Delivery rate %
ECE	2,442,380	1,228,522	50%
Total:	2,442,380	1,228,522	50%

LEARN MORE 

MPTF Office Gateway





ANNEXES

ACRONYMS

AACRA	Addis Ababa City Roads Authority
AATB	Addis Ababa Transport Bureau
ANTSV	National Traffic and Road Safety Agency (Paraguay)
EIABC	Ethiopian Institute of Architecture, Building Construction and City Development
ERA	Ethiopian Road Agency
FTA	Federal Transport Authority (Ethiopia)
GFPA	Global Framework Plan of Action for Road Safety
GRSP	Global Road Safety Partnership
ITDP	Institute for Transportation and Development Policy
JHU-IIRU	Johns Hopkins University International Injury Research Unit
LGUs	Local Government Units
MPTF	Multi-Partner Trust Fund
NGOs	Non-governmental organizations
RTI	Radiodiffusion Television Ivoirienne
SDGs	Sustainable Development Goals
ToT	Training of Trainers
UNECE	United Nations Economic Commission for Europe
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UNESCO	United Nations Educational, Scientific and Cultural Organization
UNESCWA	United Nations Economic and Social Commission for Western Asia
UN-Habitat	United Nations Human Settlements Programme
UNICEF	United Nations Children's Fund
UNRSF	United Nations Road Safety Fund
WHO	World Health Organization

DEFINITIONS

Allocation

Amount approved by the Steering Committee for a project/programme.

Approved Project/Programme

A project/programme including budget, etc., that is approved by the Steering Committee for fund allocation purposes.

Contributor Commitment

Amount(s) committed by a donor to a Fund in a signed Standard Administrative Arrangement with the UNDP Multi-Partner Trust Fund Office (MPTF Office), in its capacity as the Administrative Agent. A commitment may be paid or pending payment.

Contributor Deposit

Cash deposit received by the MPTF Office for the Fund from a contributor in accordance with a signed Standard Administrative Arrangement.

Delivery Rate

The percentage of funds that have been utilized, calculated by comparing expenditures reported by a Participating Organization against the 'net funded amount'.

Indirect Support Costs

A general cost that cannot be directly related to any particular programme or activity of the Participating Organizations. UNDG policy establishes a fixed indirect cost rate of 7% of programmable costs.

Net Funded Amount

Amount transferred to a Participating Organization less any refunds transferred back to the MPTF Office by a Participating Organization.

Participating Organization

A UN Organization or other inter-governmental Organization that is an implementing partner in a Fund, as represented by signing a Memorandum of Understanding (MOU) with the MPTF Office for a particular Fund.

Project Expenditure

The sum of expenses and/or expenditure reported by all Participating Organizations for a Fund irrespective of which basis of accounting each Participating Organization follows for donor reporting.

Project Financial Closure

A project or programme is considered financially closed when all financial obligations of an operationally completed project or programme have been settled, and no further financial charges may be incurred.

Project Operational Closure

A project or programme is considered operationally closed when all programmatic activities for which Participating Organization(s) received funding have been completed.

Project Start Date

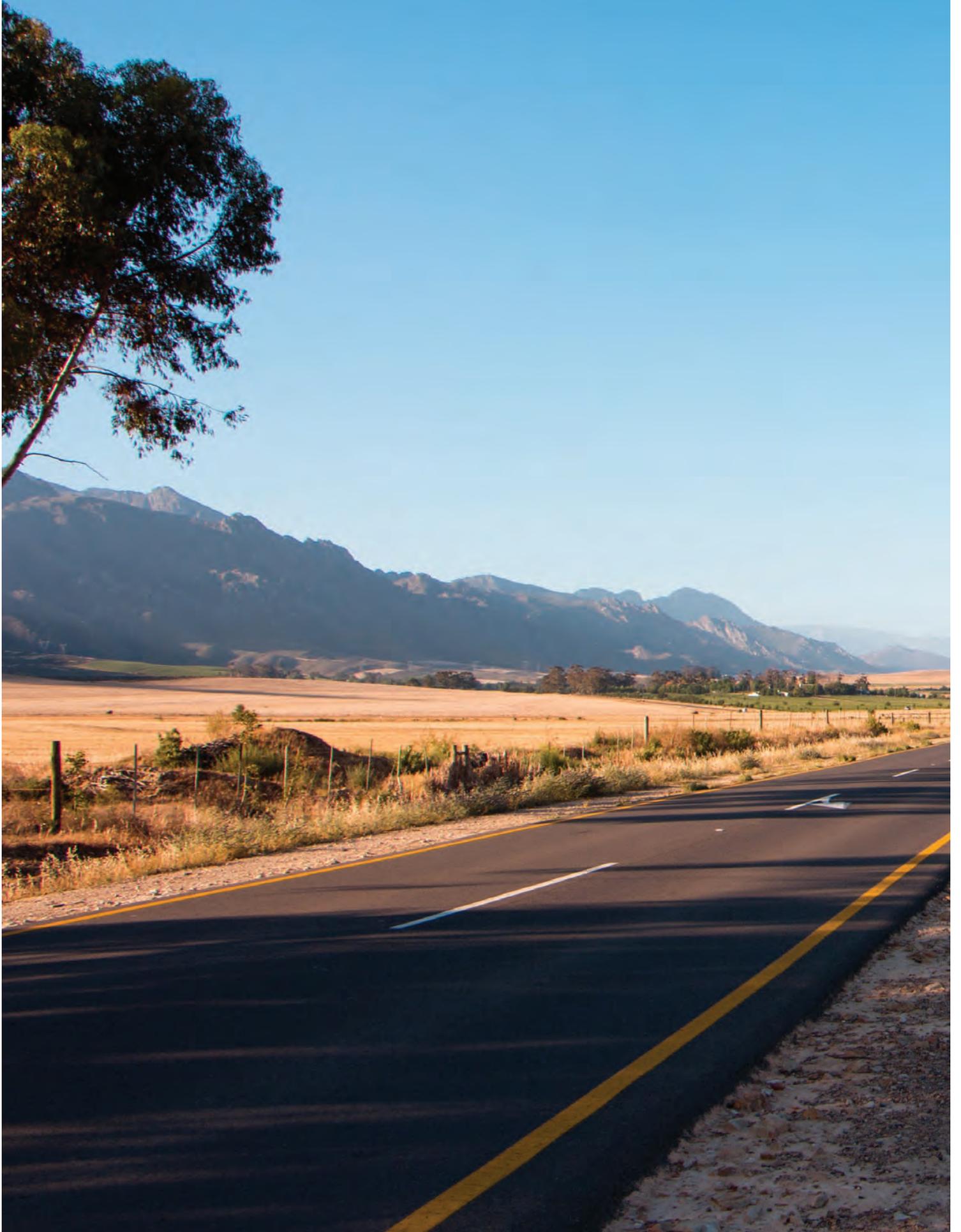
Date of transfer of first instalment from the MPTF Office to the Participating Organization.

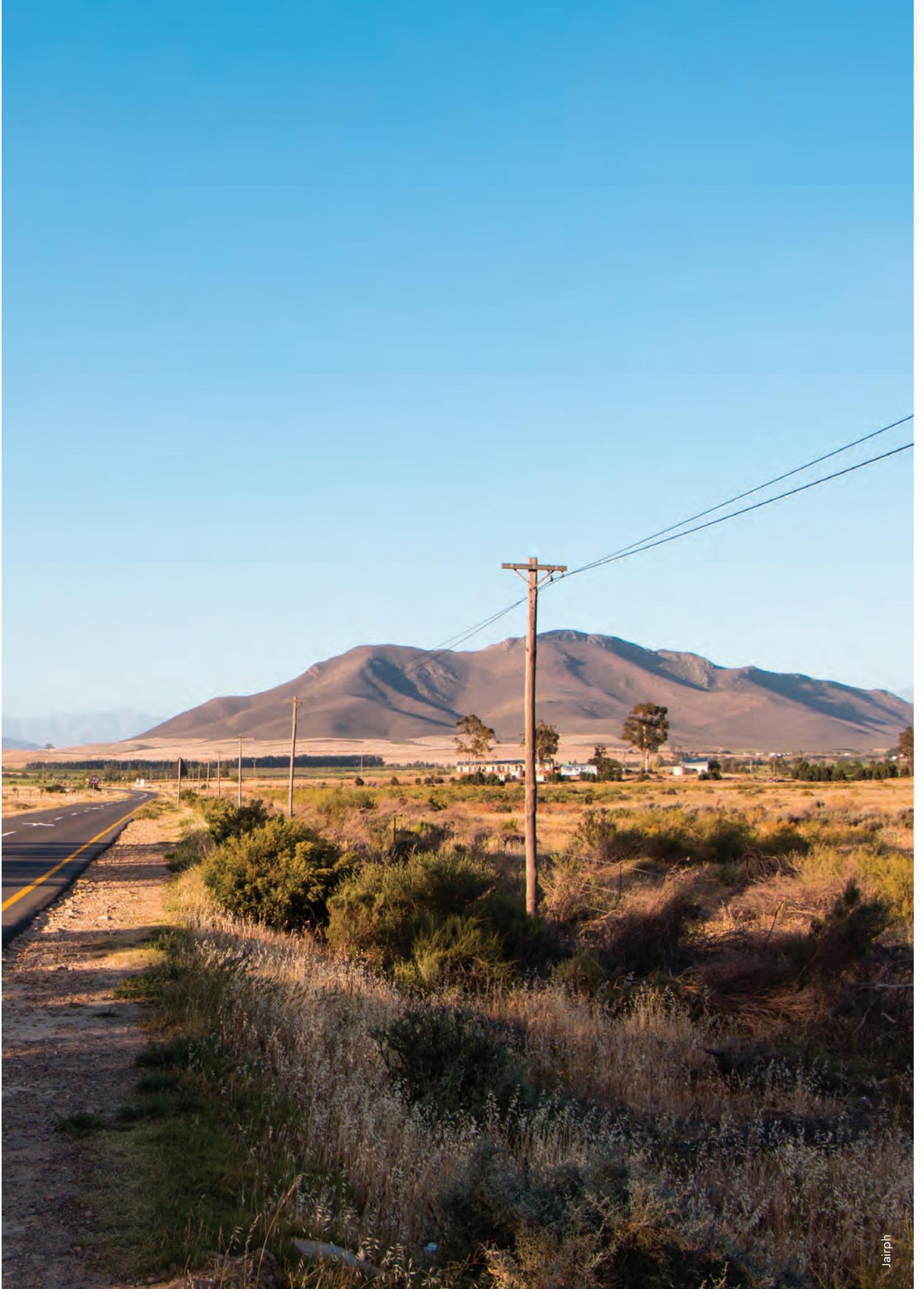
Total Approved Budget

This represents the cumulative amount of allocations approved by the Steering Committee.

US Dollar Amount

The financial data in the report is recorded in US Dollars and due to rounding off of numbers, the totals may not add up.





The secretariat of the Fund is hosted in Geneva by the UNECE.
Its administrative agent is the United Nations Multi-Partner Trust Fund Office in New York.

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