

DRAFT

25 November 2016

Proposal for the establishment of a UN Road Safety Fund



Introductory note

The UN General Assembly resolution 70/260 “requests the Secretary-General to consider the possibility of establishing, from voluntary contributions, a Road Safety Trust Fund, to support the implementation of the Global Plan for the Decade of Action and the road safety-related Sustainable Development Goals, as appropriate, and to report thereon to Member States.”

Based on this request from member States the UN Secretary-General has conveyed his approval for “UNECE to be the lead entity in the development of a proposal for the establishment of a Road Safety Trust Fund in collaboration with the Special Envoy, the Regional Commissions, WHO and other UN system entities working on Road Safety.”

This paper is a draft proposal for a UN Road Safety Fund for further consultation. Comments are welcome and may be submitted to executive.secretary@unece.org

We thank the UN Secretary-Generals Special Envoy for Road Safety, Mr. Jean Todt for strong support in developing this draft and the World Health Organization (WHO); United Nations Economic and Social Commission for Asia and the Pacific (ESCAP); United Nations Economic and Social Commission for West Asia (ESCWA); UNICEF; FIA High-Level Panel for Road Safety and members of the UN Road Safety Collaboration including Fédération Internationale de Motocyclisme (FIM & FIM Europe); FIA; FIA Foundation; Global Alliance of NGOs for Road Safety; Global NCAP; International Motor Vehicle Inspection Committee (CITA); International Road Safety Centre (IRSC); Shell Global Solutions Deutschland GmbH (GSDE-PTS/S); and World Road Association (PIARC) for their useful comments.



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I. The Global Road Safety Crisis

Every year 1.25 million people are killed, and around 50 million injured, in road traffic crashes which makes it one of the most pressing health emergencies and development issues of our time. Every day 500 children lose their lives because of road crashes. It is the leading cause of death for young people aged 15 to 29, and the eighth leading cause of death globally¹. Almost every person knows someone who has been involved in a road crash.

Ninety percent of all road fatalities occur in developing countries. A number of countries have seen an unprecedented deterioration in road safety².

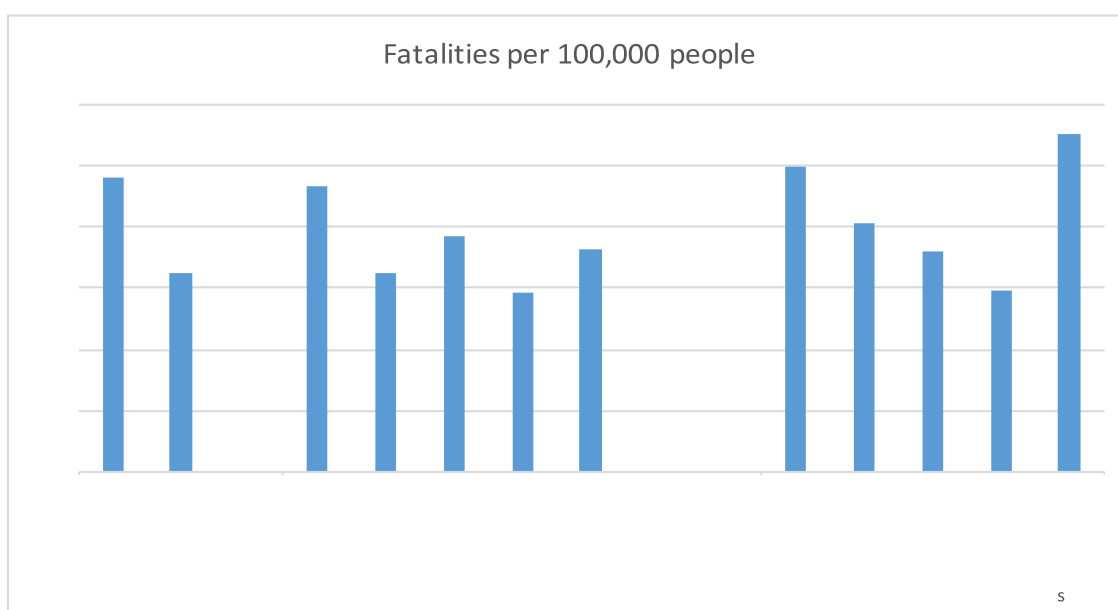


Figure 1: Fatalities per 100.000 citizens in the UN regions. Source: World Health Organisation (2015)

Beyond human suffering, road traffic deaths and injuries impose significant economic and financial losses to individuals and societies. Financial losses to individuals and families are, in many countries, not mitigated by adequate insurance coverage or safety nets, families may lose their only breadwinner and many families are left with very high health care bills. This hits the world's poor particularly hard. It is estimated that 12-70 million people are kept in poverty each year due to road traffic injuries and fatalities.³ The estimated economic loss from road crashes ranges from 3-6 % of GDP

¹ [Global status report on road safety 2015](#), World Health Organisation.

² Transport for Sustainable Development: [The case of Inland Transport, 2015](#). Joint study by the five regional commissions, IRU and UIC.

³ International Road Assessment Program for Bloomberg Initiative for Global Road Safety, International Road Assessment Program (iRAP), September 2015.

per year. Road traffic injuries are estimated to create a \$1.85 trillion burden on the global economy each year.⁴

II. Road safety resolutions and goals

UN Member States first recognized the importance of road safety in UN General Assembly Resolution A/RES58/289 from April 2004 on “improving global road safety” and invited WHO, working in close cooperation with the United Nations regional commissions, to act as coordinator on road safety issues across the United Nations system. The World Health Assembly accepted this invitation in May 2004 and WHO subsequently set up the **UN Road Safety Collaboration**⁵ (UNRSC) which holds biannual meetings to discuss global road safety issues.⁶

UN Member States further acknowledged the importance of road safety by agreeing on the **Global Plan for the Decade of Action for Road Safety 2011-2020**. Moreover, the importance of road safety was recognized as part of the 2030 Agenda for Sustainable Development that was adopted in September 2015. The Agenda includes road safety in two of the 17 **Sustainable Development Goals** (SDGs) and targets;

Sustainable Development Goal 3

Ensure healthy lives and promote well-being for all at all ages

Target 3.6: By 2020, halve the number of global deaths from road traffic accidents

Sustainable Development Goal 11

Make cities and human settlements inclusive, safe, resilient and sustainable

Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

However, the world is very far from being on track to achieve the targeted reductions in deaths from road traffic crashes of the UN Decade of Action for Road Safety or the 2030 Agenda for Sustainable Development (Figure 2).

Over the first decades of the 21st century to the year 2030, the global vehicle fleet is projected to at least double, with more than half of these vehicles entering the road networks of low and middle-income Countries. Without taking significant preventive measures in all UN regions, growing road crash fatalities and serious injuries could be anticipated.⁷

⁴ International Road Assessment Program for Bloomberg Initiative for Global Road Safety, International Road Assessment Program (iRAP), September 2015.

⁵ <http://www.who.int/roadsafety/about/en/>

⁶ WHO and the UNRSC has been closely consulted in the preparation of this draft proposal.

⁷ Dargay, J., G. Gatley and M. Sommer (2007), ‘Vehicle Ownership and Income Growth, Worldwide: 1960 – 2030’, Energy Journal, Vol. 28, No. 4.

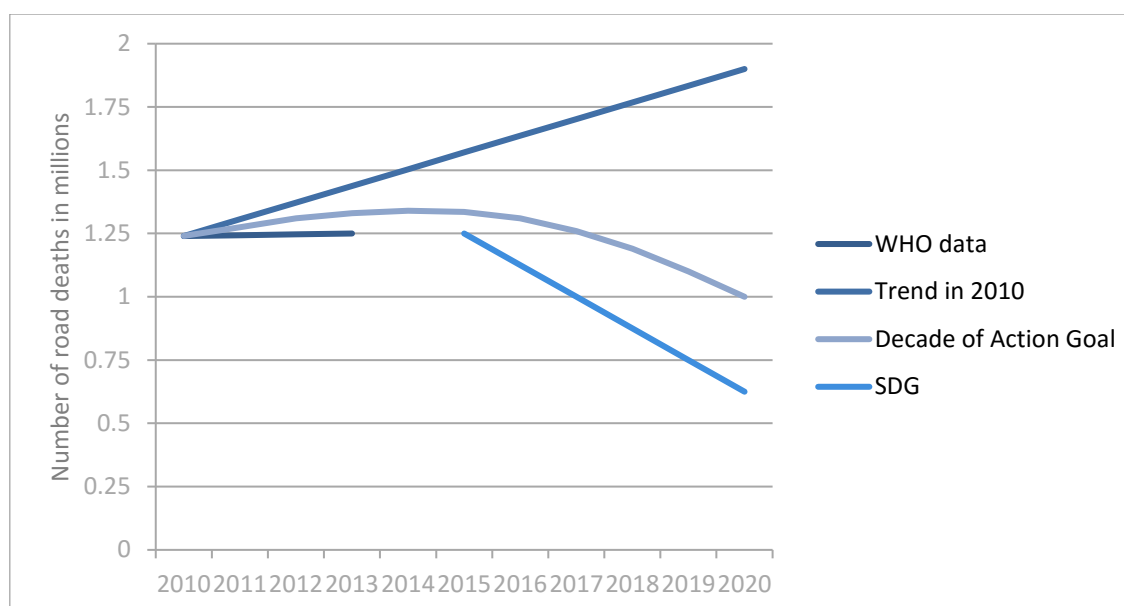


Figure 2. Number of deaths from road crashes, 2010-2020. Source: OECD, International Transport Forum

There is a strong need and strong case to scale up overall efforts to improve road safety as one of the most pressing sustainable development challenges of our time.

III. The need for road safety funding

While road safety is increasingly recognised as a key sustainable development issue, it is not adequately funded at local, national and global levels. There are only few bilateral donors, most notably DFID, United Kingdom; SIDA, Sweden and USAID, United States that have provided funding for road safety activities. Similarly, there are only limited international funding initiatives. The major contributors are the World Bank, with its Global Road Safety Facility⁸ (GRSF), other Multilateral Development Banks, the FIA Foundation,⁹ Bloomberg Philanthropies and other emerging private sector contributors¹⁰. The total current annual grant funding for road safety ranges in the hundreds of millions of dollars.¹¹

It is estimated that an additional **\$260 billion of programme financing** will be required to achieve road safety targets 3.6 and 11.2 in the 2030 Agenda in low and middle-income countries (LMICs) over the coming decade.¹² This covers additional

⁸ <http://www.worldbank.org/en/programs/global-road-safety-facility>

⁹ <http://www.fiafoundation.org/>

¹⁰ See Options for the establishment of a UN Road Safety Fund. Draft note prepared by UNECE. April 2016, https://www.unece.org/fileadmin/DAM/trans/doc/2016/itc/Options_for_a_UN_Fund_For_Road_Safety_draft.pdf

¹¹ Catalytic funding for road safety in the post 2015 period: priorities, resources and impact. Paper prepared by Fred Wegman, Professor at Delft University of Technology, to the FIA High-Level Panel on Road Safety.

¹² Bliss, T. (2016): Assessment of country road safety financing needs to achieve SDGs 3.6 & 11.2 and related global grant funding requirements. Road Safety Management Limited, Wellington, New Zealand based on Guria, J. (2008), 'Required expenditure. Road safety improvements in low and middle-income countries. Report to the

investments in a stand-alone, targeted road safety improvement programmes, plus additional investment in enforcement and media campaigns targeting unsafe road user behaviours.

Given current levels of reported road safety strategy funding in LMICs, mobilising an additional \$260 billion of targeted programme investments to achieve a 50% reduction in road fatalities over the coming decade will present governments and local authorities in the countries concerned with significant financing challenges.

It is in this context that estimates of catalytic grant funding to be provided by the proposed UN Road Safety Fund should be considered, as the proposed Fund will be required to operate on a scale far larger than any current grant-funding source being accessible by countries and local governments. It will also be required to work in close partnerships with the multilateral development banks that will play a significant role in financing the additional country investment needed.

For the purposes of making initial, indicative estimates of the levels of catalytic grant funding to be provided by the Fund, low-income country needs are estimated at 25% of the additional country investment required; and lower and upper middle-income country needs are estimated at 5% and 2% respectively.

As a result, it is estimated that **\$770 million of additional grant funding** would be required annually over the coming decade via the proposed UN Road Safety Fund to leverage the needed \$260 billion for road safety investments that will ensure the implementation of SDGs 3.6 and 11.2 in low and middle-income countries, save 5 million lives and avert 50 million serious injuries.¹³

A strong case for road safety funding

Every \$100 million contributed to the Fund would support:

- The leveraging of \$3.4 billion of country and city road safety investment;
- The saving of 64,000 lives; and
- The averting of 640,000 serious injuries.

This is a strong justification to support the estimated scale of the proposed UN Road Safety Fund. It is also a strong justification for using official development aid to support the establishment of the fund.

Experience with the limited funding response from the donor community and the current disbursement capacity suggests that a staged approach would be appropriate. It will take time to build a global platform that can effectively and efficiently manage the complex set of procedures required to govern the flow of funds through

World Bank Global Road Safety Facility', New Zealand Institute of Economic Research, Wellington; and Guria, J. (2009), 'Required expenditure. Road safety improvements in low and middle-income countries. Report to the World Bank Global Road Safety Facility, Addendum, Revised estimates of fatalities and serious injuries and related costs', New Zealand Institute of Economic Research, Wellington.

¹³ Bliss, T. (2016): Assessment of country road safety financing needs to achieve SDGs 3.6 & 11.2 and related global grant funding requirements. Road Safety Management Limited, Wellington, New Zealand

implementing institutions and organisations to designated programme areas in beneficiary countries.

A three stage approach could be considered, with the first stage covering a three-year establishment period to the end of 2020 also to build capacity and strengthen institutions in recipient countries. This could then be followed by two Fund replenishments covering five year periods to 2030.

The top priority for the first stage could be low-income countries where it is estimated that an additional \$4.4 billion of additional road safety investment is required to achieve the SDG targets, supported by annually \$110 million of grant funding during a period of 10 years. However, it may be appropriate in the first stage to target low-income countries and a small mix of both lower and upper middle-income countries, to build and test a funding platform that could comprehensively scale up its activities over the final ten years of the SDGs.

However, it should also be recognised that the investment case for the proposed Fund hinges on achieving significant reductions in road traffic crash deaths and avoidance of related serious injuries. The leveraging of external investment funds depends critically on securing the scale of grant funding indicated above. It is therefore important to note that while for practical reasons, a staged approach should be adopted, it is important to maintain the goal with regard to the scale of the proposed Fund to support the achievement of the SDG targets.

IV. Call for a Road Safety Fund

Over the recent years, the momentum towards a funding solution for road safety has been building as reflected in the UN General Assembly **resolution A/68/269** that,¹⁴

Invites all interested relevant stakeholders to explore new and innovative funding modalities to support and collaborate in national efforts to implement the Global Plan for the Decade of Action, particularly in developing countries, including least developed countries and middle-income countries;

This call to action was reiterated in the **Brasilia Declaration**¹⁵ from the Second Global High-level Conference on Road Safety in November 2015. Similarly, the United Nations Secretary-General's High-level Advisory Group on Sustainable Transport argues for dedicated funding mechanisms for road safety in its Position Paper on

¹⁴ GA Resolution on Road Safety A/68/269, para 19.

¹⁵ Paragraph OP28. Invite all relevant stakeholders and especially the donor community to scale up funding for road safety and to explore innovative funding modalities to support global, regional, national and local-level research and policy implementation; - Brasilia Declaration, Second Global High-level Conference on Road Safety: Time for Results, Brasilia, 18-19 November 2015

Financing Sustainable Transport, published in July 2015 for the 3rd International Conference on Financing for Development held in Addis Ababa¹⁶.

The United Nations Secretary-General Ban Ki-moon¹⁷ and his Special Envoy for Road Safety, Mr. Jean Todt¹⁸ have both voiced support for the establishment of a UN Road Safety Fund. The Manifesto adopted by the FIA High-Level Panel calls for the establishment of a Global Fund for Safer Roads and innovative funding mechanisms.¹⁹

On 15 April 2016, the General Assembly adopted **resolution 70/260** on improving global road safety. The resolution sets ambitious goals and acknowledges the contributions made by different UN system entities as well as the value of relevant UN transport conventions. Further, it calls on Member States to intensify national and international collaboration to meet the road safety-related targets of the 2030 Agenda for Sustainable Development.

In op 29, the resolution specifically,

Requests the Secretary-General to consider the possibility of establishing, from voluntary contributions, a Road Safety Trust Fund, to support the implementation of the Global Plan for the Decade of Action and the road safety-related Sustainable Development Goals, as appropriate, and to report thereon to Member States;

It is upon this request that the current proposal has been developed. The proposal is to establish a Road Safety Fund under the auspices of the United Nations which should be,

1. Linked to the Sustainable Development Goals for road safety, the decade of Action for Road Safety 2011-2020 and to the implementation of the UN road safety conventions and agreements and thereby assist UN Member States to reach the road safety goals and targets;
2. Governed by UN rules and regulations and thereby, as the history of other UN Funds shows, attract more financial commitments²⁰ and innovative financial flows and help to scale up investments in road safety;
3. Hosted within the United Nations, with its universal membership, to strengthen the ownership and engagement of UN Member States in addressing road safety.

¹⁶ Paragraph 10: Other dedicated financing mechanisms will be needed to ensure rapid action at scale on road safety. More than 1.5 million people lose their lives every year due to traffic accidents and transport-induced air pollution, of which 92 percent are in developing countries. Road safety has emerged as a global public cause. We recognize the role of international road safety financing mechanisms, including the Global Road Safety Facility, and encourage bold action and financing to meet the commitments under the UN Decade of Action on Road Safety.

¹⁷ <http://www.un.org/press/en/2015/sgsm17318.doc.htm>

¹⁸ <http://www.unece.org/un-sgs-special-envoy-for-road-safety/open-letter-from-jean-todt.html>

¹⁹ <http://www.roadsafety2030.com/manifesto>

²⁰ Funds raised by the UN Secretary General's Special Envoy for Road Safety must, for instance, adhere to UN rules and regulations.

V. Objectives for a UN Road Safety Fund

The goals of a UN Road Safety Fund should be fully aligned with the Sustainable Development Goals and the 2030 Sustainable Development Agenda and with the Global Plan for the Decade of Action for Road Safety 2011-2020.

The objectives of the fund should be to:

Objective 1: Mobilize global financial and technical resources to strengthen road safety management capacity at country and city level and unlock sustainable sources of domestic road safety financing in low and middle-income countries;

Objective 2: Support road safety programs at country and city level across the five pillars of the Global Plan for the Decade of Action for Road Safety by providing funding support to implementing institutions and organizations throughout the investment cycle;

Objective 3: Coordinate complementary channels of road safety and sustainable transport assistance to countries and cities to harmonize SDG initiatives and maximize their effectiveness and efficiency.

The Fund should support actions aligned with the **five “pillars” of the Global Plan:**

1. Building road safety management capacity;
2. Improving the safety of road infrastructure and broader transport networks;
3. Further developing the safety of vehicles;
4. Enhancing the behaviour of road users;
5. Improving post-crash care.

Within these pillars, there is a strong need to support national and local governments and authorities to ensure capacity building and the effective development and implementation of national road safety plans, strategies and legislation.²¹ Road safety must be adequately addressed in a broad range of policy areas from road construction and urban planning to education, police and justice sector. Effective road safety management and coordination is crucial for effective implementation of road safety policies, to ensure the design of and investments in safer roads, safer vehicles and in post-crash care and to promote sustainable and safe transport modes.

There is a need to catalyse actions on the ground by supporting advocacy and awareness building with the participation of civil society, institutions and authorities to change the behaviour of road users and to ensure accountability and participation in the road safety policies and activities.

Finally, there is a need for research, knowledge generation and sharing of information and for strengthening the capacity of governments to monitor progress by improving

²¹ If a new fund is established, most of the funding would therefore need to be available for these governments and authorities, who are responsible for designing and managing their road safety institutions and infrastructure.

road safety analysis and statistics, infrastructure assessments and conducting country-led road safety peer reviews.

The Fund should not finance core road infrastructure programmes and other mainstream road safety activities, as these remain the responsibility of country governments and authorities and multilateral development banks and private sector partners.

A more detailed list of proposed actions that could be supported by the UN Road Safety Fund is provided in Table 1.

Table 1. Programme pillars and proposed activities (based on the Global Plan for the Decade of Action)

Global Plan Pillar	Examples of activities to be supported with grant funding
Pillar 1: Road safety management	<ul style="list-style-type: none"> ▪ Road safety management capacity reviews and similar assessments ▪ Development and implementation of cras data systems ▪ Development and implementation of long-term road safety strategies ▪ Development and implementation of targeted and integrated national, sub-national and local road safety strategies, systems and related programmes ▪ Institutional strengthening and reform initiatives addressing lead agency establishment, inter-agency coordination, legislation, funding and resource allocation, promotion, monitoring and evaluation, and research and development and knowledge transfer ▪ Development and application of ISO 39001 management systems ▪ Leadership and management development programmes and training ▪ Regional management networks ▪ Regional research networks
Pillar 2: Safer roads and mobility	<ul style="list-style-type: none"> ▪ Safety engineering management plans ▪ Safety engineering design guidelines and training ▪ Development of infrastructure safety rating tools ▪ Conduct of network infrastructure safety rating surveys ▪ Conduct of network infrastructure safety audits and inspections ▪ Land use, transport and population health initiatives addressing the safety of vulnerable road users ▪ Development and implementation of integrated network infrastructure safety strategies and related programmes ▪ Implementation of international road transport agreements including road safety requirements
Pillar 3: Safer vehicles	<ul style="list-style-type: none"> ▪ Promotion and application of harmonized global motor vehicle safety regulations ▪ Implementation of new car assessment programmes ▪ Implementation of vehicle safety standards and related compliance regimes for new and imported used vehicles ▪ Implement periodical vehicle inspection and maintenance ▪ Development and promotion of government and private sector safe vehicle fleet purchase policies ▪ Promotion of vehicle safety technologies

<p>Pillar 4: Safer road users</p>	<ul style="list-style-type: none"> ▪ Design and support of policies and enforcement programmes seeking safer behaviours (speed, alcohol, helmets, restraints, fatigue, distraction) ▪ Design and support of media and marketing programmes supporting policies and enforcement programmes seeking safer behaviours (speed, alcohol, helmets, restraints, fatigue, distraction) ▪ Design and support of policies and programmes seeking to improve the safety of vulnerable road users (pedestrians, cyclists, motor cyclists, children, older people) ▪ Design and support of Graduated Driver Licensing policies and systems for novice drivers ▪ Design and support of driver licensing policies and systems for older drivers ▪ Design and support of policies and programmes seeking safer commercial vehicle and heavy vehicle fleet use ▪ Design and support of community safety advocacy and awareness programmes at local, sub-national and national levels ▪ Support road safety related research and education
<p>Pillar 5: Post-crash response</p>	<ul style="list-style-type: none"> ▪ Design and support of first responder programmes and emergency response systems for crash victims ▪ Design and support of hospital trauma core systems ▪ Design and support of injury rehabilitation programmes ▪ Design and support of road user injury insurance schemes ▪ Design and support of legal support and legislation ▪ Design and support of mental health care

It is important that the Fund takes a holistic approach and is the catalyst for the transformation of mobility and transport, and that it facilitates the development of sustainable public transport, increased mobility choices and a shift from road traffic to more sustainable modes such as railways, intermodal transport and walking and cycling.

VI. Proposed modalities for a UN Road Safety Fund

Establishment

It is proposed that the UN Road Safety Fund is established by the Secretary General of the United Nations pursuant to a General Assembly resolution with a linkage to the **UN Convention on Road Traffic of 1968 (Vienna Convention)**²² as the overarching road safety convention. This legally frames the fund and creates the basis for the governance structure, which must be fully in line with UN rules and regulations and in particular the modalities for Trust Fund establishment and administration in the UN which are described in ST/SGB/188.

²² Today, the Vienna Convention has 64 contracting parties. More governments are slowly but steadily acceding to it.

Governance

It is proposed that the governance structure includes an Advisory Board, a Steering Committee, a Secretariat and an Administrative Agent as described in Figure 3 below.

The **Advisory Board**, chaired by a representative from one of the participating Member States, will meet annually to provide the strategic direction of the UN Road Safety Fund, review its performance and identify priority areas for funding over the course of the year. Its membership (which would include Member States signatories of the Vienna Convention, Civil Society, Private Sector, UN Organizations involved), should be broad to ensure that the Fund is managed in the most transparent and inclusive way and that the strategic guidance provided to the Steering Committee reflects a large consensus amongst stakeholders.

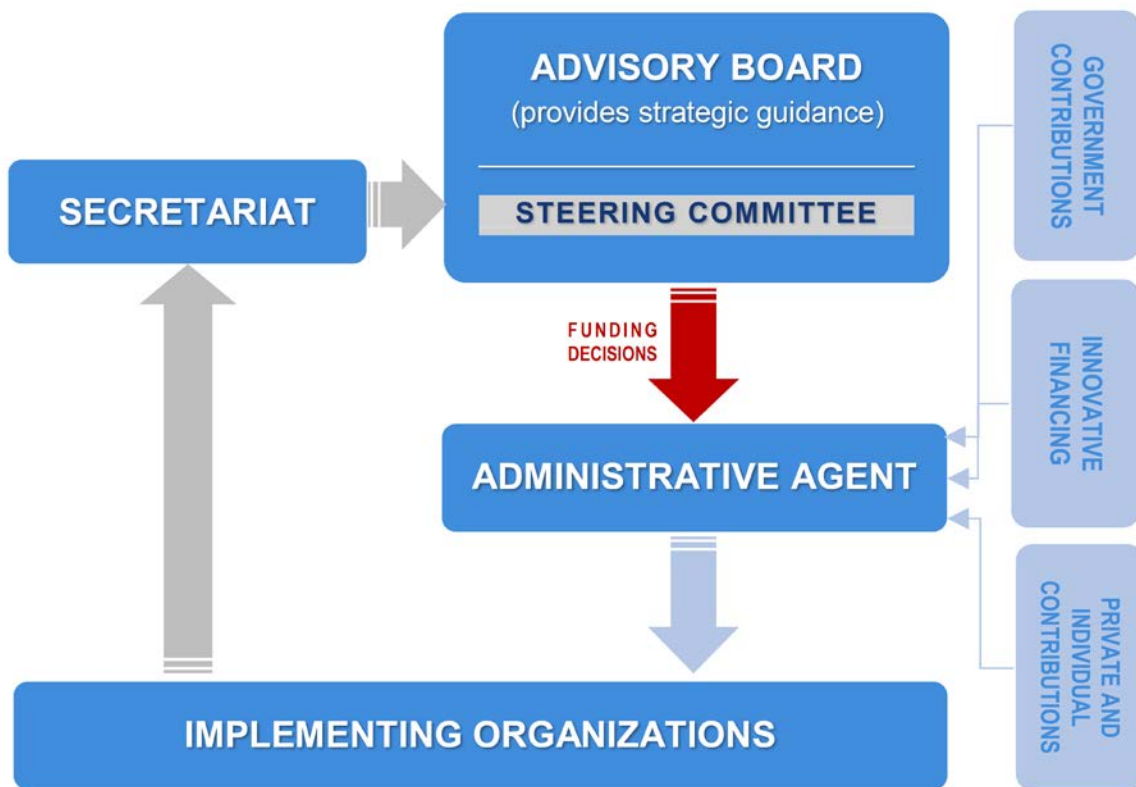


Figure 3. Proposed governance structure

A subset of the Advisory Board, chaired by the head of one of the participating UN entities²³, will constitute the **Steering Committee**. Membership of the Steering Committee should be limited to a maximum of 9 members and members should

²³ As UN regulations and rules do not allow for funding decisions to be made by external parties.

include the UN Secretary General's Special Envoy for Road Safety, the World Health Organization (as host to the UN Road Safety Collaboration), UNECE (as host to the UN Road Safety Conventions²⁴) and one amongst the UN Fund and Programmes (on a rotational basis) as well as at least two representatives from the contributors (governments and private sector/industry associations). The Steering Committee will meet on a quarterly basis and will be the decision-making authority responsible for:

1. Implementing the strategic direction recommended by the Advisory Board;
2. Providing general oversight of UN Road Safety Fund;
3. Approving the Fund's risk management strategy;
4. Approving priorities for funding allocations;
5. Reviewing Fund status and overseeing the overall progress against expected results as reported by Implementing Organizations and consolidated by the Secretariat;
6. Approving any necessary programmatic or budgetary revisions, including revision of the Fund TOR.
Commissioning mid-time and final independent evaluations on the overall performance of the Fund;

The chair of the Steering Committee will be requesting fund transfers by the Administrative Agent to implementing organisations.

A **Secretariat**, will provide logistical and operational support to both the Advisory Board and the Steering Committee. The UN Road Safety Fund Secretariat could be established within an existing UN entity or as a new Joint UN Office for Road Safety. The hosting, size and exact composition of the Secretariat may vary depending on the level of funding as all the costs related to the Secretariat need to be covered by the Fund, including the post of Head of the Secretariat, which will be recruited following UN procedures and in consultation with the Steering Committee.

The Secretariat will be responsible for:

1. Convening the Advisory Board and Steering Committee meetings, preparing the agendas and communicating decisions/recommendations made;
2. Elaborating the Operations Manual of the Fund;
3. Reviewing the proposals submitted for funding, ensuring their conformity with the requirements of the Fund;
4. Consolidating annual and final narrative reports for submission to the Advisory Board and the Steering Committee;
5. Liaising with the Administrative Agent on fund administration issues;

²⁴ Most importantly the 1949 Convention on Road Traffic, the 1968 Convention on Road Traffic (Vienna Convention), the 1968 Convention on Road Signs and Signals, the 1958 and 1998 agreements on technical vehicle regulations, the 1997 agreement on periodic technical inspection of vehicles and the 1957 agreement on transport of dangerous goods as recognised in UN General-Assembly Resolution 70/260.

6. Undertaking resource mobilization activities under the guidance and supervision of the Steering Committee and the Advisory Board.

The **Administrative Agent** (trustee) will be in charge of financial and related administrative management and oversight. The standard functions of the Administrative Agent are described in the UNDG “Protocol on the Administrative Agent for Multi-Donor Trust Funds and Joint Programmes, and One UN Funds”.

These functions include:

1. Concluding Standard Administrative Arrangements (SAAs) with contributing partners;
2. Receiving, administering, and disbursing funds to the implementing organizations according to the instructions of the Steering Committee;
3. Consolidating statements and reports, based on submissions provided by each the implementing organizations, and ensuring annual and final financial reporting to contributing partners, the Advisory Board and the Steering Committee.

It is proposed to select the UNDP Multi Partner Trust Fund Office (MPTFO) as the Administrative Agent for the UN Road Safety Fund. The MPTFO services encompass the entire trust fund management cycle, from needs analysis, fund architecture design and fund establishment to day-to-day financial management, capacity building, development of financing strategies, and, ultimately, fund closure. Currently, the MPT Office administers over one hundred pooled financing mechanisms. It operates in over 100 countries and has transferred more than \$9 billion from over 100 contributors.

VII. Contributions

The UN Road Safety Fund should be set up with continuous and predictable revenue flows to allow for sustained support for the road safety cause.

The funding should be **voluntary contributions** from member States, non-governmental organizations, philanthropies, the private sector and individuals²⁵. Voluntary contributions can be ad hoc or through long-term commitments. A regular replenishment conference could be established.

While un-earmarked contributions would be preferred, the Fund should ensure flexibility by making earmarking possible, so that donors that are interested in supporting road safety activities in certain parts of the world or in supporting a specific

²⁵ The Board should establish ethical guidelines to ensure that donors adhere to certain requirements, to protect against conflict of interest situations and to avoid funding from sources that may not be aligned with the purpose of the fund.

pillar of the Global Plan could channel their support through the proposed UN Road Safety Fund.

A UN Road Safety Fund should benefit from **innovative funding arrangements** through partnerships with relevant service or manufacturing industries. For example, the automotive industry or the tyre producers could provide contributions for road safety based on the number of vehicles or tires sold. The insurance industry could be encouraged to contribute given the benefits achieved through a reduction in road crashes. A levy on used cars that are exported has also been proposed.²⁶ Innovative new financing instruments such as development impact bonds and social impact investment may also provide mechanisms for the Road Safety Fund to scale up action on road safety globally in a sustainable manner.²⁷

Furthermore, a UN Road Safety Fund should open the possibility for **web-based fund raising** to have access to micro-donations. Internet fundraising has been frequently utilized by the UN system.²⁸ This would allow individual and collective donations to the Fund. Civil society organisations and charities could be listed as partners by contributing to and participating in projects. Specific fundraising events could also be organised in support of the Fund.

VIII. Grantees and Eligibility

The UN Road Safety Fund will channel funds in an open and transparent process making it relevant for **all potential stakeholders** in road safety, but with a priority given to strengthening the capacity of governments agencies of low and middle-income countries²⁹ and their local governments and city authorities to develop and implement road safety programmes.

Priority should also be given to **road safety partnerships** between authorities and civil society, who in many countries are strong catalysts for positive road safety improvements and with multilateral development banks, UN entities, other international organisations, universities and research institutes.

²⁶ Such ideas have been articulated by the Commission for Global Road Safety, and recently by the Special Envoy for Road Safety and the FIA High Level Panel for Road Safety.

²⁷ See <https://www.gov.uk/government/groups/social-impact-investment-taskforce> and <http://www.fiafoundation.org/connect/publications/breaking-the-deadlock>.

²⁸ The United Nations High Commissioner for Refugees organizes electronic fundraisers through its website <http://www.unhcr.org/pages/49c3646c368.html>. The United Nations Population Fund also routinely relies on voluntary electronic contributions for the completion of numerous projects, directly through its website, <http://www.unfpa.org/donate>.

²⁹ Note that although linked to the Convention on Road Traffic of 1968 (Vienna Convention) funding should not be restricted to its contracting parties.

All Grantees should adhere to standards for accountability and financial management established by the Steering Committee and should comply with reporting and monitoring requirements.

The UN Road Safety Fund should call for proposals annually and have an online portal for applicants to submit proposals, as well as progress reports once they receive funding. Proposals should be evaluated by the Fund's secretariat based on the procedures outlined in the Operations Manual and the criteria set out by the Advisory Board and the Steering Committee.³⁰ The Steering Committee will review the recommendations made by the Secretariat and will decide on priorities for the allocation of available resources. .

IX. Reporting and oversight

Annual and final financial and narrative reports will be prepared by the Administrative Agent and the Secretariat respectively. These reports will be results-oriented and evidence based. Both programmatic and financial performance indicators will be monitored at the Outcome and Output level. The reports will be shared with:

1. the members of the Steering Committee;
2. the members of the Advisory Board
3. the Secretary-General, who then reports annually on the activities of the UN Road Safety Fund to Member States via the General Assembly;
4. the contributors.

The Board should develop clear targets and quantitative measures to support the reporting and oversight focusing on progress towards the three objectives:

Objective 1 highlights the vital catalytic role of the Fund in leveraging sustainable national and local road safety investment. Its achievement could be assessed in terms of quantitative targets for funding gained from specified sources and growth in country road safety budgets.

Objective 2 highlights the comprehensive focus of the Fund across the Global Plan pillars. Its achievement could be assessed in terms of quantitative measures of national and local level support provided across specified programme areas and related performance measures.

Objective 3 highlights the coordination role of the Fund across all sources of road safety funding assistance. Its achievement could be assessed in terms of process measures reflecting engagement across complementary funding channels and qualitative and quantitative measures of partnership efficiencies achieved.

³⁰ The Global Fund and the GEF liaise with countries via focal points/coordinating mechanisms, through which grantees must submit all project proposals.

X. Evaluation and audit

The Steering Committee will have the authority to commission independent reviews and/or evaluations on the overall performance of the Fund.

The activities of the Administrative Agent and each Participating UN Organization in relation to the Fund will be exclusively audited by their respective internal and external auditors in accordance with their own financial regulations and rules. The Internal Audit Services of the UN Organisations involved in the Fund may consider conducting joint internal audits thereof in accordance with the Framework for Joint Internal Audits of UN Joint Activities. In doing so, the Internal Audit Services of the Participants will consult with the Steering Committee. Non UN-organizations will be subject to external audit, as described in the TORs of the Fund.

XI. Partnerships

The UN Road Safety Fund should fulfil its functions in close cooperation with **all stakeholders**.

To ensure synergy it is important that the Fund ensures regular consultation and coordination with all UN entities engaged in road safety, the Multilateral Development Banks, most notably with the Global Road Safety Facility (GRSF) administered by the World Bank, and with other road safety facilities at global and regional level.

The UN Road Safety Fund should establish partnership agreements with main donors, as well as with policy coordination and fund-raising initiatives.

The UN Road Safety Fund should, both through the composition of its governing bodies and through its operation, strengthen the multi-stakeholder approach to road safety.

XII. Consultation process and time-lines

The following consultation process and time-lines are proposed:

26-27 November 2016: Launch of first draft for a possible concept of a UN Road Safety Fund including informal consultations with key governments at the High Level Conference on Sustainable Transport and Mobility, Turkmenistan.

December-January 2016: Informal consultations with member States in Geneva and New York and with civil society, private sector and academia.

21-25 February 2017: Consultations with member States during the Inland Transport Committee.

Further consultations with member States and stakeholders.