BUILD BACK BETTER

A NEW DECADE OF ACTION FOR ROAD SAFETY

2020 ANNUAL REPORT
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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 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.
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.
The year 2020 began with the hugely successful Stockholm conference and its powerful, far-sighted Declaration. But 2020 of course then rapidly mor-phed 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.

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
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 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, Essilor and as a pledge for a future donation, La Nuez Audiovisual Productions. Fia Foundation and Hungary made a second generous donation to the Fund. I hope the European Union will be able to increase its support for the Fund in the coming months as well.

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.

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.

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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.

WHY OUR WORK IS IMPORTANT

93% of road fatalities occur in low- and middle-income countries where United Nations road safety legal instruments and proven road safety measures are generally not well known and used

1st cause of death among children aged 5-14 and among young adults aged 15-29

54% of deaths are pedestrians, cyclists and motorcyclists

1.35 MILLION ROAD TRAFFIC DEATHS EVERY YEAR

Road traffic injuries are the 8th leading cause of death

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.
HIGHLIGHTS OF THE YEAR

2020

19–20 FEBRUARY
3rd Global Ministerial conference on road safety, hosted by Sweden and WHO

FEBRUARY
Launch of the new 10 UNRSF projects (Call 2019)

12 APRIL
2nd anniversary of the UNRSF

8–9 JULY
4TH session of the UNRSF Advisory Board and 6th session of the Steering Committee
31 AUGUST
UNGA resolution A/RES/74/299, a new Decade of Action for Road safety 2021–2030.

SEPTEMBER
Geneva Road Safety Friends event, hosted by France

30 OCTOBER
Launch of the 2020 Call for proposals

JULY
Webinar on the impact of COVID-19 on road safety

NOVEMBER,
World Day of Remembrance for Road Traffic Victims
UNRSF social media campaign
KEY FIGURES FOR 2020

15 PROJECTS COVERING 4 REGIONS IN 19 COUNTRIES

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

2 PROJECTS COMPLETED
CHILD-RESPONSIVE URBAN PLANNING AND SUSTAINABLE URBAN TRANSPORTATION IN PARAGUAY AND THE PHILIPPINES (IMPLEMENTED BY UNICEF)
STRENGTHENING SPEED MANAGEMENT IN THE PHILIPPINES (IMPLEMENTED BY UNESCAP)

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

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

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

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

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 FACILITIED
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
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.
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”.

**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)
PROJECT SPOTLIGHTS
OUR 15 HIGH-IMPACT PROJECTS

SENEGAL, CÔTE D’IVOIRE
$199,500
WHO

ARGENTINA
$300,000
UNECLAC

BRAZIL
$321,000
UNECLAC

PARAGUAY, PHILIPPINES, SOUTH AFRICA
$197,694
UNICEF

TUNISIA
$317,284
UNESCWA

CAMEROON, CÔTE D’IVOIRE, DEMOCRATIC REPUBLIC OF CONGO, TUNISIA, UGANDA
$500,000
UNECA, UNECE, UNEP, WHO

JORDAN
$267,550
UNESCWA

The number of projects will grow with the 2020 Call for Proposals.
The number of projects will grow with the 2020 Call for Proposals.

**AZERBAIJAN**
- $500,000
- UNDP, WHO

**EGYPT, PAKISTAN**
- $145,188
- WHO

**JORDAN**
- $267,550
- UNESCWA

**LAO PEOPLE’S DEMOCRATIC REPUBLIC**
- $570,000
- UNESCAP

**PHILIPPINES**
- $198,546
- UNESCAP

**EGYPT, PAKISTAN**
- $145,188
- WHO

**ETHIOPIA**
- $200,000
- UN-HABITAT

**UGANDA**
- $265,082
- UNECA

**TANZANIA**
- $480,000
- UNECA

**ZAMBIA**
- $450,000
- UNDP, UNEP, WHO
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).
The Safer and Cleaner Used Vehicles for Africa began with UNRSF support in Cameroon, Côte 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.

**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).
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.

**STRENGTHENING SPEED MANAGEMENT IN THE PHILIPPINES**

<table>
<thead>
<tr>
<th>Philippines</th>
<th>Speed management</th>
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<tbody>
<tr>
<td>UNESCAP, in partnership with Global Road Safety Partnership (GRSP), ImagineLaw Inc., Land Transportation Office (the Philippines), Departement of Transportation of the Philippines Government</td>
<td></td>
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<tr>
<td>US$ 199,500</td>
<td>2019-2020</td>
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**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
SCALING-UP SAFE STREET DESIGNS IN ETHIOPIA

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.

**FIRST KEY RESULTS**


- 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.

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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
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.

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

Full story
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.

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.

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
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.

More information about the project: Further information about the project

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$ 418,400
- 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 (GFPA) and UN legal instruments to help countries improve road safety management and road infrastructure as a whole.

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.

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

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

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 COTE 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).

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.

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
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.

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

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.

See https://www.who.int/publications-detail/global-status-report-on-road-safety-2018
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
Advisory Board Members
2020–2022

United Nations Member States (5 seats)

ÁNGELA MARÍA OROZCO
Minister of Transport
Colombia

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

H.E. Mr. CHIBUKE ROTIMI AMAECHI
First Deputy Minister of Interior
Nigeria

H.E. Mr. ALEXANDER GOROVY
Deputy Chairperson of the State Agency in Road Safety
Bulgaria

ANJELINA TOTEVA

Other Members of the Advisory Board (6 seats)

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

OLGA ALOYEROVA
Executive Secretary
UNECE

TEDROS ADHANOM GHEBREYESUS
Director General
WHO

PABLO FAJNZYLBER
Acting Vice President for Infrastructure
World Bank

MOHAMED EL MOCTAR MOHAMED EL HACENE
Director Economic Development 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

Private Sector Donors (3 seats)

RL. Hon. LORD ROBERTSON OF PORT ELLEN
Chairman
FIA Foundation

FILIPPO BETTINI
Chief Sustainability and Risks Governance Officer
Kimbell & 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 Automobile 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
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 fundraising 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.
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

UNRSF Twitter

UNRSF Facebook

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

The World Health Organization and UNRFSF launched five social media campaigns to raise awareness about road safety and highlighted the importance to be invested in quality post-accident services.

The first campaign was a joint initiative of the UNRFSF and the European Union (EU), with the collaboration of the Office of the UN High Commissioner for Human Rights (OHCHR), United Nations Economic Commission for Europe (UNECE) and UNICEF.

It raises awareness on the risks of pedestrian accidents, reminding us that there is no place on the road. The campaign was launched on the UNRFSF website and included on 21 November with the first anniversary of the United Nations Convention on the Rights of the Child.

We know the worry: we know that we need to act, 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;
For Ambulance to the United Nations in Stevens

The second social media campaign was a collaboration between the UNRFSF and UN agencies that are implementing UNRFSF projects such as UNRFSF, UNICEF, UNECE, UN-Habitat, OHCHR and WHO.

Through testimonies of road crash survivors, we learned about road safety challenges in low- and middle-income countries and particularly about post-accident services. Post-accident management can play a significant role in minimizing the consequences of a crash and saving lives. Fatal and non-fatal injuries are too often caused by a road crash or by transport injuries.

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

In Azerbaijan, where the UNRFSF finances a project implemented by UN-Habitat, the “biggest challenge in his profession is that often the patient is not immediately immobilized” if the patient is not immediately immobilized.

These testimonies from crash survivors underline 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 Malek, a four-year-old girl who lost her father in a road crash in Jordan. The driver阿拉伯在 a pickup hit her by a pickup on her way to visit her father in Jeddah. The driver Arab directly under the influence of alcoholic drinks and there were no barriers around roads to protect other road users. This tragic accident lost the young man with disabilities walking his two children home from school and he had to pay for their school fees, books and uniforms. Better street design standards are a component of the UNRFSF project: “Scaling up safe street designs in Ethiopia”, implemented by OHCHR.

The social media campaign also honoured those whose jobs it is to try to save lives of road traffic victims and to help and care for them, such as thebalancer Doctor, a nurse, an ambulance driver, a police officer or a passer-by. These stories can give voice to the pain and loss that the family/friend or a passer-by often experience.

As explained by Chris, 29 years in Uganda who lost his wife and son in a road crash after a head-on collision with a truck, the “biggest challenges in his profession is that often the patient is not immediately immobilized” if the patient is not immediately immobilized.

In Azerbaijan, where the UNRFSF finances a project implemented by UN-Habitat, the “biggest challenge in his profession is that often the patient is not immediately immobilized” if the patient is not immediately immobilized.

In collaboration with

“MY DREAM FOR THE FUTURE OF ROAD SAFETY IN ZAMBIA IS TO HAVE TRAINED NURSES ALONG THE ROADS AND HIGHWAYS, TO PROVIDE A QUICK RESPONSE TO ALL REPORTED ACCIDENTS” JUSTINE, ROAD CRASH VICTIM

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

Olej Alpernev;
Executive Secretary, R & Under Secretary-General, United Nations Economic Commission for Europe (UNECE)

A day to remember that road traffic injuries are currently the leading cause of death for children and young adults aged 1-19 years and it takes African countries regulate the number of deaths.

The Director-General of the World Health Organization, Dr. Tedros Adhanom Ghebreyesus, expressed in the context of this campaign his concern about road survivors who “fear the amount of slight leading to no recognition. They fear that in the COVID-19 years also another face, more and more, the importance to be invested in quality post-accident services.

The UNRFSF finances a project implemented by UNDP to support the national plan on road safety in Azerbaijan. As COVID-19 cases take another sharp rise, transport and safety, doctors also struggle with post-crash management.

The impact of road crashes goes beyond the physical hurt. Hidden costs are economic, psychological, social. They traumatize those left behind and devastate livelihoods. They impact the greatest number of deaths.

The social media campaign also highlighted those whose jobs it is to try to save lives of road traffic victims and to help and care for them, such as the balancer Doctor, a nurse, an ambulance driver, a police officer or a passer-by. These stories can give voice to the pain and loss that the family/friend or a passer-by often experience.

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In Azerbaijan, where the UNRFSF finances a project implemented by UN-Habitat, the “biggest challenge in his profession is that often the patient is not immediately immobilized” if the patient is not immediately immobilized.
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.

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.

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
“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!”

Marie Gautier-Melleray
Delegate for Road Safety, France

“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 disproportionally 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.”

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

“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.”

Florent Menegaux
CEO, Michelin

“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.”

Namita Shah
Executive Vice President, People & Social Responsibility at Total and President of Total Corporate Foundation
“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 UNRSC, 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.
<table>
<thead>
<tr>
<th>Table 1. Financial Overview, as of 31 December 2020 (in US Dollars)</th>
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<tr>
<td><strong>Sources of funds</strong></td>
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<td>Contributions from donors</td>
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<td>Fund earned interest and investment income</td>
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<td><strong>Sources of funds total</strong></td>
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<td><strong>Use of funds</strong></td>
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<td>Transfers to Participating Organizations</td>
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<td><strong>Net funded amount</strong></td>
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<td>Administrative Agent fees</td>
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<td>Direct costs (Steering Committee, secretariat, etc.)</td>
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<td>Bank charges</td>
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<td>Other expenditures</td>
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<td><strong>Use of funds total</strong></td>
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<td>Change in fund cash balance with Administrative Agent</td>
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<td>Opening fund balance (1 January)</td>
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<td><strong>Closing fund balance (31 December)</strong></td>
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<td>Net funded amount (includes direct cost)</td>
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<td>Participating Organizations' expenditure (includes direct cost)</td>
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<tr>
<td><strong>Balance of funds with Participating Organizations</strong></td>
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</tbody>
</table>
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>
<thead>
<tr>
<th>Contributors</th>
<th>Total commitments</th>
<th>Prior Years as of 31-Dec-2019 Deposits</th>
<th>Current Year Jan-Dec-2020 Deposits</th>
<th>Total deposits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agence Francaise de Developpement (Afd)</td>
<td>1,096,613</td>
<td>-</td>
<td>1,096,613</td>
<td>1,096,613</td>
</tr>
<tr>
<td>Bahrain, Government of</td>
<td>250,000</td>
<td>-</td>
<td>250,000</td>
<td>250,000</td>
</tr>
<tr>
<td>Cyprus, Government of</td>
<td>11,400</td>
<td>11,400</td>
<td>-</td>
<td>11,400</td>
</tr>
<tr>
<td>Essilor</td>
<td>200,000</td>
<td>-</td>
<td>200,000</td>
<td>200,000</td>
</tr>
<tr>
<td>European Union</td>
<td>999,540</td>
<td>-</td>
<td>999,540</td>
<td>999,540</td>
</tr>
<tr>
<td>FIA Foundation</td>
<td>6,000,000</td>
<td>3,000,000</td>
<td>3,000,000</td>
<td>6,000,000</td>
</tr>
<tr>
<td>GlobalGiving on behalf of 3M</td>
<td>250,000</td>
<td>250,000</td>
<td>-</td>
<td>250,000</td>
</tr>
<tr>
<td>Hungary, Government of</td>
<td>60,000</td>
<td>30,000</td>
<td>30,000</td>
<td>60,000</td>
</tr>
<tr>
<td>Mauritius, Government of</td>
<td>1,500</td>
<td>-</td>
<td>1,500</td>
<td>1,500</td>
</tr>
<tr>
<td>Michelin Corporate Foundation</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>-</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Monaco, Government of</td>
<td>114,660</td>
<td>114,660</td>
<td>-</td>
<td>114,660</td>
</tr>
<tr>
<td>Pirelli &amp; C.SpA</td>
<td>600,000</td>
<td>600,000</td>
<td>-</td>
<td>600,000</td>
</tr>
<tr>
<td>Russian Federation, Government of</td>
<td>2,000,000</td>
<td>2,000,000</td>
<td>-</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Slovak Republic, Government of</td>
<td>17,123</td>
<td>17,123</td>
<td>-</td>
<td>17,123</td>
</tr>
<tr>
<td>TOTAL S.A. Multinational Company</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>-</td>
<td>1,000,000</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>13,600,836</strong></td>
<td><strong>8,023,183</strong></td>
<td><strong>5,577,653</strong></td>
<td><strong>13,600,836</strong></td>
</tr>
</tbody>
</table>
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)

<table>
<thead>
<tr>
<th>Interest earned</th>
<th>Prior Years as of 31-Dec-2019</th>
<th>Current Year Jan-Dec-2020</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative Agent</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fund earned interest and investment income</td>
<td>179,191</td>
<td>76,691</td>
<td>255,882</td>
</tr>
<tr>
<td><strong>Fund earned interest total</strong></td>
<td><strong>179,191</strong></td>
<td><strong>76,691</strong></td>
<td><strong>255,882</strong></td>
</tr>
<tr>
<td>Participating Organization</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agency earned interest total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grand total</strong></td>
<td><strong>179,191</strong></td>
<td><strong>76,691</strong></td>
<td><strong>255,882</strong></td>
</tr>
</tbody>
</table>
**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>
<thead>
<tr>
<th>Participating Organization</th>
<th>Prior Years as of 31-Dec-2019</th>
<th>Current Year Jan-Dec-2020</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Transfers</td>
<td>Refunds</td>
<td>Net funded</td>
</tr>
<tr>
<td><strong>ECA</strong></td>
<td>745,082</td>
<td>745,082</td>
<td>745,082</td>
</tr>
<tr>
<td><strong>ECE</strong></td>
<td>203,300</td>
<td>203,300</td>
<td>203,300</td>
</tr>
<tr>
<td><strong>ECLAC</strong></td>
<td>621,000</td>
<td>621,000</td>
<td>621,000</td>
</tr>
<tr>
<td><strong>ESCAP</strong></td>
<td>198,546</td>
<td>198,546</td>
<td>570,000</td>
</tr>
<tr>
<td><strong>ESCWA</strong></td>
<td>584,834</td>
<td>584,834</td>
<td>584,834</td>
</tr>
<tr>
<td><strong>UNDP</strong></td>
<td>450,000</td>
<td>450,000</td>
<td>450,000</td>
</tr>
<tr>
<td><strong>UNEP</strong></td>
<td>296,700</td>
<td>296,700</td>
<td>296,700</td>
</tr>
<tr>
<td><strong>UNHABITAT</strong></td>
<td>200,000</td>
<td>200,000</td>
<td></td>
</tr>
<tr>
<td><strong>UNICEF</strong></td>
<td>197,694</td>
<td>197,694</td>
<td></td>
</tr>
<tr>
<td><strong>WHO</strong></td>
<td>344,688</td>
<td>344,688</td>
<td>500,000</td>
</tr>
<tr>
<td><strong>Grand total</strong></td>
<td>940,928</td>
<td>940,928</td>
<td>3,970,916</td>
</tr>
</tbody>
</table>
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%)
Table 5.1. Net Funded Amount, Reported Expenditure, and Financial Delivery by Participating Organization, as of 31 December 2020 (in US Dollars)

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

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

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

<table>
<thead>
<tr>
<th>Country / project number and project title</th>
<th>Participating Organization</th>
<th>Approved amount</th>
<th>Net funded amount</th>
<th>Expenditure</th>
<th>Delivery rate %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Argentina</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00122798 Speed Management project in Latin America</td>
<td>ECLAC</td>
<td>300,000</td>
<td>300,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Argentina Total</strong></td>
<td></td>
<td>300,000</td>
<td>300,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Azerbaijan</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00123431 Strengthening national capacity</td>
<td>WHO</td>
<td>500,000</td>
<td>500,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Azerbaijan Total</strong></td>
<td></td>
<td>500,000</td>
<td>500,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Brazil</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00122800 Strengthening Road Traffic Enforcement</td>
<td>ECLAC</td>
<td>321,000</td>
<td>321,000</td>
<td>41,918</td>
<td>13.06</td>
</tr>
<tr>
<td>Brazil Total</td>
<td></td>
<td>321,000</td>
<td>321,000</td>
<td>41,918</td>
<td>13.06</td>
</tr>
<tr>
<td><strong>Ethiopia</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00115689 SCALING UP Safe Street Designs</td>
<td>UNHABITAT</td>
<td>200,000</td>
<td>200,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Ethiopia Total</td>
<td></td>
<td>200,000</td>
<td>200,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Jordan</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00122758 Reducing road deaths and injury</td>
<td>ESCWA</td>
<td>267,550</td>
<td>267,550</td>
<td>51,874</td>
<td>19.39</td>
</tr>
<tr>
<td>Jordan Total</td>
<td></td>
<td>267,550</td>
<td>267,550</td>
<td>51,874</td>
<td>19.39</td>
</tr>
</tbody>
</table>
Table 5.31 Expenditure by project within country, as of 31 December 2020 (in US Dollars)

<table>
<thead>
<tr>
<th>Country / project number and project title</th>
<th>Participating Organization</th>
<th>Approved amount</th>
<th>Net funded amount</th>
<th>Expenditure</th>
<th>Delivery rate %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lao People's Democratic Rep</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00122900 Improvement of driver licensin</td>
<td>ESCAP</td>
<td>570,000</td>
<td>570,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Lao People's Democratic Rep Total</td>
<td></td>
<td>570,000</td>
<td>570,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Philippines</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00115702 Strengthening Speed Management</td>
<td>ESCAP</td>
<td>198,546</td>
<td>198,546</td>
<td>111,481</td>
<td>56.15</td>
</tr>
<tr>
<td>Philippines Total</td>
<td></td>
<td>198,546</td>
<td>198,546</td>
<td>111,481</td>
<td>56.15</td>
</tr>
<tr>
<td>Tanzania</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00123596 Ten Step Plan for Safer Road Infrastructure</td>
<td>ECA</td>
<td>480,000</td>
<td>480,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Tanzania Total</td>
<td></td>
<td>480,000</td>
<td>480,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Tunisia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00125147 Transformative Actions for Safety</td>
<td>ESCWA</td>
<td>317,284</td>
<td>317,284</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Tunisia Total</td>
<td></td>
<td>317,284</td>
<td>317,284</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Uganda</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00125035 Strengthen Road Safety Management</td>
<td>ECA</td>
<td>265,082</td>
<td>265,082</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Uganda Total</td>
<td></td>
<td>265,082</td>
<td>265,082</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>
### Table 5.32 Expenditure by project within country, as of 31 December 2020 (in US Dollars)

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

### 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)

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

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>
<thead>
<tr>
<th>Participating Organization</th>
<th>Net funded amount</th>
<th>Expenditure</th>
<th>Delivery rate %</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECE</td>
<td>2,442,380</td>
<td>1,228,522</td>
<td>50%</td>
</tr>
<tr>
<td>Total:</td>
<td>2,442,380</td>
<td>1,228,522</td>
<td>50%</td>
</tr>
</tbody>
</table>
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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