


# FROM RESOLUTION TO RESULTS





The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries. Dotted and dashed lines on maps represent approximate border lines for which there may not yet be full agreement. The findings, analysis, and recommendations of this Report do not represent the official position of the UN or of any of the UN Member States. They are also not necessarily endorsed by those mentioned in the acknowledgments or cited. All reasonable precautions have been taken to verify the information contained in this publication. However, the published material is being distributed without warranty of any kind, either expressed or implied.

# Contents

- Foreword ..... 5
- UNRSF Partners ..... 8
- Key Facts & Figures ..... 10
  - Advocacy ..... 12
  - Partnerships ..... 12
  - Financing ..... 13
  - Projects ..... 14
  - Key Outcomes ..... 18
- Looking ahead ..... 33
- UNRSF Framework for Results ..... 34
- Results Framework ..... 35

This publication covers the projects issued from the UNRSF 2019 and 2018 Pilot call for proposals.



# UNRSF funders



Russian Federation



AFD on behalf of France



European Commission



Kingdom of Bahrain



Monaco



Hungary



Slovak Republic



Republic of Cyprus



Republic of Mauritius



FIA Foundation



TOTAL Foundation



Michelin Corporate Foundation



Pirelli



3M Science. Applied to Life.™  
GlobalGiving on behalf of 3M



SEEING THE WORLD BETTER

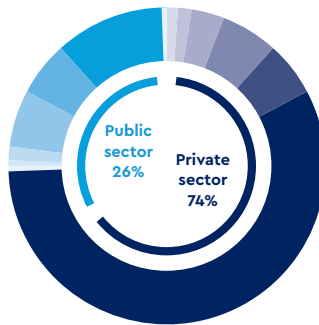
Essilor



KEEP FIGHTING  
NEVER GIVE UP  
Keep Fighting Foundation



La Nuez Audiovisual Productions



# Foreword

**Nneka Henry,**  
**Head of the United Nations Road Safety Fund**

The United Nations Road Safety Fund (UNRSF) is a public-private partnership with a mission to improve the state of the world by halving global road traffic deaths and injuries.

Together with our rapidly increasing partner portfolio, UNRSF has played an essential role in changing world views to understand how road safety transcends many other Sustainable Development Goals. In this brochure, you will see how, through road safety, UNRSF contributes to global efforts to reduce inequalities; protect the planet; ensure children's education and well-being; foster innovation and economic growth; facilitate South-South and global partnerships and build sustainable cities.

To ensure that we "leave no country behind" in this global development agenda, starting from scratch or working in silos has never been an option.

Since its first set of projects in 2019, UNRSF has been working with a wide range of stakeholders to tap and build on their expertise and resources to co-create initiatives which pilot, scale or leapfrog game-changing approaches.

UNRSF initiatives that were allowed to continue during country lockdowns have clearly illustrated the value of collaborations fostered through UNRSF.

In Ethiopia, the government adopted and has begun implementing a national plan to construct 300 km of walking and cycling lanes, safely separated from vehicular traffic. This lasting change in the country's road

infrastructure is a legacy that will substantially improve road safety for millions of Ethiopian citizens and tourists.

In West Africa, 15 countries received support which ultimately resulted in the celebrated adoption of a single environmental used car standard with embedded important road safety requirements. Implementing the standard will yield significant people and planet saving impact for millions of West African citizens and visitors.

In Brazil, the road traffic rule enforcement system has been strengthened, resulting in a decrease in the rate of traffic deaths per 100,000 habitants from 17.03 in 2019 to 15.64 in 2020.

UNRSF has also successfully mobilized government co-financing as well as creative sources of corporate financing for the global road safety agenda. This has translated into commitments of just under US\$18 million; an 83% increase from 2019 to 2020 in projects proposing co-funding arrangements; and a growing number of high-value innovative financing models that are under active negotiation.

These are just a few examples of the lasting results that can be attained by harnessing individual ambitions, activities and assets.

The imminent launch of 10 recently approved UNRSF initiatives, will also generate additional transformation in countries in greatest need of support. From Bangladesh to Iran to Mozambique, these upcoming initiatives include piloting a regional road

safety data system for the Arab region which also engages a self-financing high-income country; scaling the success in Ethiopia on walking and cycling safe road lanes to 4 new countries in sub-Saharan Africa; and leapfrogging on-going efforts to ensure that there will be national capacity to test and certify motorcycle helmets in Rwanda.

Looking ahead, UNRSF will redouble its efforts to leverage the convening power of the United Nations to further ensure high-impact UNRSF road safety projects that expand beyond individual offerings and ideas. Starting in Fall 2021, the UNRSF secretariat will virtually convene several multi-stakeholder discussions on how road safety projects have and can concretely support other SDGs on climate action, quality education, sustainable cities, gender equality, decent work and economic growth and partnerships.

In partnership with the World Health Organization (WHO), the UNRSF will also convene industry-wide strategy sessions to help align private sector actors on industry-specific commitments and contributions to advance safe and sustainable mobility.

UNRSF is also intensifying its focus on performance and results. Our efforts to solidify, automate and ensure full compliance with UNRSF's robust results framework will ensure that we remain guided by, and accountable for, our intended development outcomes.

If the United Nations Road Safety Fund did not exist, we would create it today.

The world needs an UN-led response to the global road safety challenge. The catalytic leadership of the UN Secretary General's Special Envoy on Road Safety, alongside our founding and largest donors – FIA Foundation, the Russian Federation, Michelin Corporate Foundation, Total Foundation, AFD on behalf of France and the European Commission – have been instrumental in making UNRSF a reality. Since the launch of the UNRSF in 2018, several key like-minded countries, including the Kingdom of Bahrain and Hungary and companies like Pirelli and EssilorLuxottica have also begun to finance the work and results of the UNRSF.

In many ways, UNRSF has undoubtedly had a good start. The results you will see highlighted in this brochure is proof of that. Nonetheless, the business of improving global road safety is far from finished. We have much more to do together. With your continued engagement and financial contributions, together with new funders and partners, the UNRSF will be able to continue its important work of shaping the future of mobility in a way that is both sustainable and safe for all.



## Vision

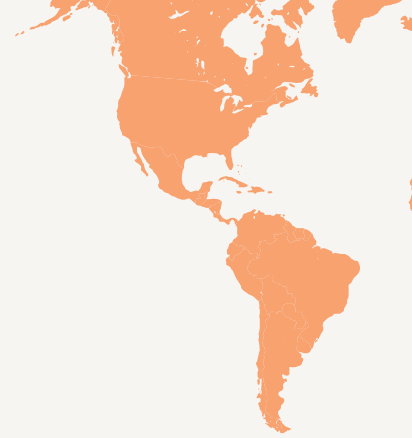
To build a world where roads are safe for every road user, everywhere. All road users, regardless of where they live or what they earn, should be safe when they use the world's roads.

## Mission

UNRSF's mission is to mobilize partners across all sectors to commit to prioritizing road safety and to finance and leverage further funding for high-impact projects that substantially increase road safety.



# UNRSF Partners



## United Nations participating organisations

United Nations Economic Commission for Africa (UNECA)  
United Nations Economic Commission for Europe (UNECE)  
United Nations Economic Commission for Latin America and the Caribbean (UNECLAC)  
United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)  
United Nations Economic and Social Commission for Western Asia (UNESCWA)  
United Nations Development Programme (UNDP)  
United Nations Environment Programme (UNEP)  
United Nations Human Settlements Programme (UN-Habitat)  
United Nations Children's Fund (UNICEF)  
United Nations Educational, Scientific and Cultural Organization (UNESCO)  
World Health Organization (WHO)

## Donors Countries and Organizations

The Russian Federation  
The French Development Agency  
on behalf of the French Republic  
The European Union  
The Kingdom of Bahrain  
The Principality of Monaco  
Hungary  
The Slovak Republic  
The Republic of Cyprus  
The Republic of Mauritius

## Beneficiaries Countries

The Argentine Republic  
The Republic of Azerbaijan  
The Federative Republic of Brazil  
The Republic of Cameroon  
The Republic of Côte d'Ivoire  
The Democratic Republic of the Congo  
The Arab Republic of Egypt  
The Federal Democratic Republic of Ethiopia  
The Hashemite Kingdom of Jordan  
The Lao People's Democratic Republic  
The Islamic Republic of Pakistan  
The Republic of Paraguay  
The Republic of the Philippines  
The Republic of Senegal  
The Republic of South Africa  
The United Republic of Tanzania

The Republic of Tunisia  
The Republic of Uganda  
The Republic of Zambia

## Governmental Entities

Ministry of Transport of Cote d'Ivoire  
Ministry of Transport of Colombia  
Ministry of Transport of Egypt  
Ministry of Transport of Ethiopia  
Ministry of Transport of Jordan  
Ministry of Public Works and Transport of Lao People's Democratic Republic  
Ministry of Transport of Nigeria  
Ministry of Transport of Pakistan  
Ministry of Works and Transport of Tanzania  
Ministry of Works and Transport of Uganda  
Ministry of Transport Tunisia  
Ministry of Transport of Senegal  
Ministry of Transport and Communications of Zambia  
Ministry of Urban Development and Construction of Ethiopia  
Ministry of Health, Public Health and Reforms Center of Azerbaijan  
Ministry of Health of Cote d'Ivoire  
Ministry of Health of Egypt  
Ministry of Health of Pakistan  
Ministry of Health of Senegal  
Ministry of Interior of Cote d'Ivoire  
Ministry of Interior of Egypt  
Ministry of Interior Jordan  
Ministry of Interior of Senegal  
Ministry of Local Government (MoLG) in Zambia  
Ministry of Housing and Infrastructure of Zambia  
Ministry of Internal Affairs of Azerbaijan  
Argentinean Road Safety Agency (ANSV)  
Department of Transport of Lao People's Democratic Republic  
Department of Transportation of the Philippines  
Federal Transport Authority of Ethiopia (FTA)  
Land Transport Office of the Philippines  
Municipal Traffic Agencies, Paraguay  
National Parliament of Azerbaijan  
National Committee for Tanzania  
Paraguay National Traffic and Road Safety Agency (ANTSV)  
Road Development Agency of Zambia  
Road Transport and Safety Agency of Zambia  
South Africa Department of Transport  
State Agency in Road Safety of Bulgaria  
State Traffic Council of Paraguay





State Agency for Mandatory Health Insurance of Azerbaijan  
 Tanzania National Roads Agency (TANROADS)  
 Tanzania Rural and Urban Roads Agency (TARURA)  
 Transport Programme Management Office of Ethiopia

#### **Local authorities**

Addis Ababa Road and Transport Bureau (AATB),  
 Addis Ababa City Roads Authority (AACRA)  
 Addis Ababa City Traffic Management Agency (TMA)  
 City Government of Valenzuela  
 City Government of Zamboanga  
 Local city councils of Lusaka  
 Military Police of State of Pará  
 Municipality of Fernando de la Mora, Paraguay

#### **International and Inter-Governmental Organizations, Multilateral Development Banks**

East African Community (EAC)  
 Economic Community of West African States (ECOWAS)  
 European Investment Bank (EIB)  
 European Commission (EC)  
 European Union Delegation to the UN and Other International  
 Organizations in Geneva  
 Forum for Road Traffic Safety  
 Global Alliance of NGOs for Road Safety  
 Global Road Safety Partnership (GRSP)  
 International Motor Vehicles Inspection Committee (CITA)  
 International Road Assessment Program (iRAP)  
 International Road Federation (IRF)  
 International Society of City and Regional Planners (ISOCARP)  
 International Transport Forum (ITF)  
 Secretariat of the United Nations Secretary General's Special  
 Envoy for Road Safety  
 United Nations Road Safety Collaboration (UNRSC)  
 World Bank (WB)  
 World Health Organization (WHO)  
 World Road Association (PIARC)

#### **Non-Governmental Organizations and entities, Professional Unions**

Child Health Initiative  
 Federación Iberoamericana de Asociaciones de Víctimas contra  
 la violencia vial (FICVI)  
 Human Development and Empowerment Services (HDES), in the  
 Philippines

ImagineLaw, Inc. in the Philippines  
 Institute for Transportation and Development Policy of Ethiopia  
 (ITDP)  
 Red Cross War Memorial Children's Hospital in South Africa  
 SafeKids Worldwide  
 South Africa Global Road Safety Partnership  
 Tanzania Roads Association (TARA)  
 Uganda Road Accident Reduction Network Organization (UR-  
 RENO)  
 Chambre syndicale des chefs d'établissements de formation en  
 conduite automobile et sécurité routière de Tunisie

#### **Academic institutions**

Accelerate Hub, Zambia  
 Asian Institute of Transport Development (AITD)  
 Africa Office  
 Ethiopian Institute of Architecture, Building Construction and  
 City Development (EiABC)  
 IPAG Business School Paris  
 Korea Automobile Testing and Research Institute  
 Malaysia Institute of Road Safety Research (MIROS)  
 National University of Asunción and Catholic University of Asun-  
 ción, Paraguay  
 Public Security Directorate (Jordan Traffic Institute)  
 Research Triangle Institute (RTI International)  
 Institute for Road Safety Research (Swov)  
 Tanzania Transportation Technology Transfer Centre  
 (TanT Centre)  
 University of the Philippines – National Center for Transportation  
 Studies

#### **Foundations**

Fédération Internationale de l'Automobile (FIA Foundation)  
 Total Foundation  
 Michelin Corporate Foundation  
 GlobalGiving on behalf of 3 M  
 Keep Fighting Foundation  
 Fundación Mapfre

#### **Private companies**

Fédération Internationale de l'Automobile (FIA)  
 Pirelli & C.SpA.  
 Essilor  
 Allianz  
 Nuez Audiovisual Productions

# Key facts & figures

## 19 COUNTRIES

NUMBER OF COUNTRIES SUPPORTED SO FAR



## 15 PROJECTS

COVERING 4 REGIONS IN 19 COUNTRIES



## 3 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)

SCALING UP SAFE STREET DESIGNS IN ETHIOPIA (IMPLEMENTED BY UN-HABITAT)

## 3 NATIONAL ROAD COMMITTEES

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



## 177 ACTION PLANS

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



## 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



## 600 CHILDREN AND ADOLESCENTS

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



## 2 COUNTRIES INCLUDED ROAD SAFETY MODULES IN UNIVERSITIES

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



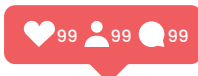
## ROAD SAFETY TOOLKITS IN 3 COUNTRIES

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



## 800,000 PEOPLE

REACHED THROUGH A SOCIAL MEDIA CAMPAIGN ON ROAD SAFETY THE PHILIPPINES



## DOZENS OF PARTNERSHIPS FOR ROAD SAFETY

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



**109**

**PROJECTS PROPOSALS RECEIVED THROUGH THE UNRSF CALLS FOR PROPOSALS(ALL YEARS)**



**US\$ 6,000,000**

**PROJECT FUNDING DISBURSED TO DATE**



## STREET DESIGN FOR 69 CITIES

**GUIDELINES FOR STREETS DESIGNS AT THE NATIONAL LEVEL, WITH COMMITMENTS FOR IMPLEMENTATION IN 69 CITIES**  
ETHIOPIA



## 300 KM FOR SAFE WALKING AND CYCLING

**AGREEMENT ON THE IMPLEMENTATION OF MORE THAN 300 KILOMETERS OF WALKING AND CYCLING FACILITIES**  
ETHIOPIA



## 4 MODEL SCHOOLS

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



## WALKING AND CYCLING DAYS IN 10 CITIES

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



## 10 NATIONAL POLICIES SUPPORTED

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



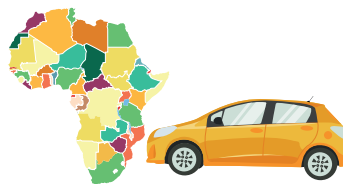
## REINFORCE THE CAPACITY OF 8 COUNTRIES

**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**



# Partnerships

UNRSF is a rapidly expanding public-private partnership.

- UNRSF main implementing partners are UN system agencies.
- UNRSF strategic partners outside of the UN, include individuals, multilateral development banks, international finance institutions, foundations, companies from a wide range of industries, academia and research institutes and NGOs.
- UNRSF has 29 beneficiary partner countries.
- UNRSF has 9 donor partner countries.



# Advocacy

## UNRSF is changing world views

(2018 – 2020)

**30**

publications and press releases

**2**

annual reports

**3**

newsletters

**9**

video stories & webinars

**8**

blog interviews and articles

**3**

new social media profiles

**511**

tweets in 9 months

**30,000**

@UN\_RSFF twitter visitors

**2**

social media campaigns

**30**

events

# Financing

## Mobilization of funding and funders for the global road safety agenda

- 50% of UNRSF funders are new to funding the global road safety agenda.
- Total commitments to date amount to US\$ 18 million.
- In 2018, UNRSF mobilized financing from 7 new donors (2 governments, 2 Foundations and 3 corporations).
- By 2021, UNRSF attracted financing from 18 donors (9 governments, 5 Foundations and 4 corporations).

## Co-investment arrangements for road safety

- An 83% increase in proposed project co-funding, from US\$ 17.1 million in 2019 to US\$ 31.3 million in 2020.
- 15 out of 25 approved UNRSF projects in Africa, Latin America and Asia leverage co-financing from beneficiary governments or other partners.
- Annual % contributions profits derived from TV road safety broadcasts.
- Contributions from products & services, promoting safe mobility, brought to market from the private sector (under negotiation).
- Annual % of insurance policy commissions from multinational insure (under negotiation).
- In-kind private sector contribution valued at over US\$ 10 million (under discussion).

# External Evaluation

(April 2021)

**“...despite its infancy, limited resources, and the challenges of the global pandemic, several UNRSF projects are achieving significant outcomes... UNRSF is highly relevant to the sustainable development agenda of the UN...”**

Independent Evaluation of the United Nations Road Safety Trust Fund (UNRSF) 2020-2021.

UNRSF has demonstrated its “proof-of-concept” and the potential to deliver on its intended results.

- The need for supporting Member States with respect to road safety is readily apparent.
- Evaluation finds UNRSF to be highly relevant to sustainable development agenda of the UN.
- The evaluation finds clear evidence to suggest that the secretariat is pursuing objectives, outcomes and outputs that are relevant to Fund’s vision, mission, and strategies.
- The work of the UNRSF secretariat is highly relevant to achieving various UN mandates and sustainable development goals on road safety.
- The grants provided by UNRSF can both amplify the existing work being already undertaken or catalyze new investments by various UN agencies.

# Projects

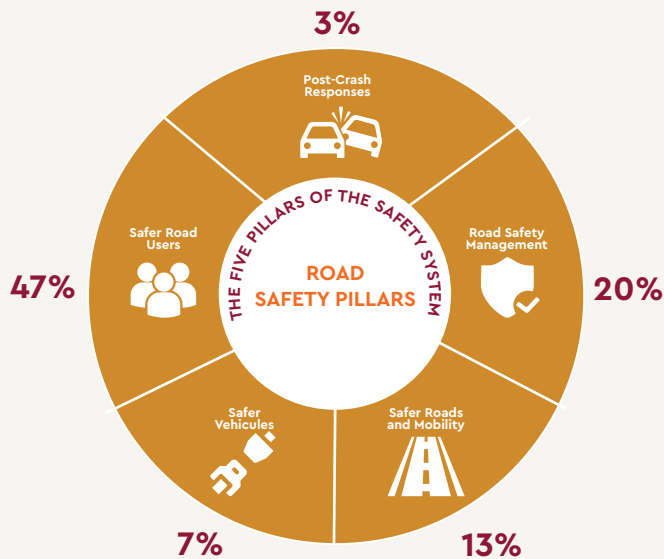
## UNRSF approved 25 high impact projects

- UNRSF launched 5 high impact projects in 2019.
- UNRSF launched 10 additional high impact projects in 2020.
- By the end of 2021, UNRSF will be implementing 10 additional projects.

## There is an increasing demand for UNRSF project support

- Requests for UNRSF support during 2019 and 2020 was valued at US\$ 107 million.
- Number of countries requesting UNRSF support during 2019 and 2020 exceeded 70 countries.
- US\$ 6 million disbursed to date.

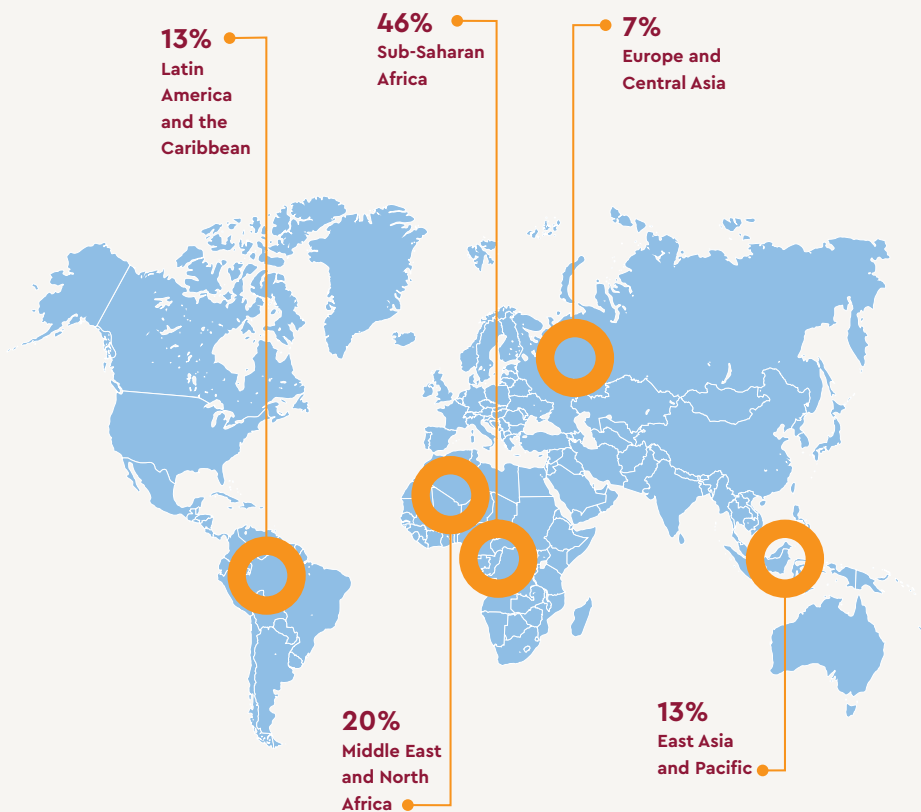
## UNRSF-FUNDED PROJECTS BY GLOBAL ROAD SAFETY PILLARS



## UNRSF provides support where the need and impact will be greatest

- UNRSF supported 8 countries in 3 regions in 2019.
- UNRSF supported 19 countries in 4 regions in 2020.
- By the end of 2021, UNRSF will be strengthening capacities of 30 countries in 5 regions.

### UNRSF-FUNDED PROJECTS BY REGION



# Programmatic footprint: 15 high-impact projects in 19 countries



**SENEGAL,  
CÔTE D'IVOIRE**

US\$ 199,500  
WHO

**TUNISIA**

US\$ 317,284  
UNESCWA

**BRAZIL**

US\$ 321,000  
UNECLAC

**ARGENTINA**

US\$ 300.000  
UNECLAC

**PARAGUAY,  
PHILIPPINES,  
SOUTH AFRICA**

US\$ 197,694  
UNICEF

**CAMEROON,  
CÔTE D'IVOIRE,  
DEMOCRATIC  
REPUBLIC  
OF CONGO,  
TUNISIA, UGA**

US\$ 500.000  
UNECA, UNECE, UN  
WHO



**AZERBAIJAN**

US\$ 500,000  
UNDP, WHO

**EGYPT,  
PAKISTAN**

US\$ 145,188  
WHO

**JORDAN**

US\$ 267,550  
UNESCWA

**LAO PEOPLE'S  
DEMOCRATIC  
REPUBLIC**

US\$ 570,000  
UNESCAP

**ETHIOPIA**

US\$ 200,000  
UN-HABITAT

**UGANDA**

US\$ 265,082  
UNECA

**TANZANIA**

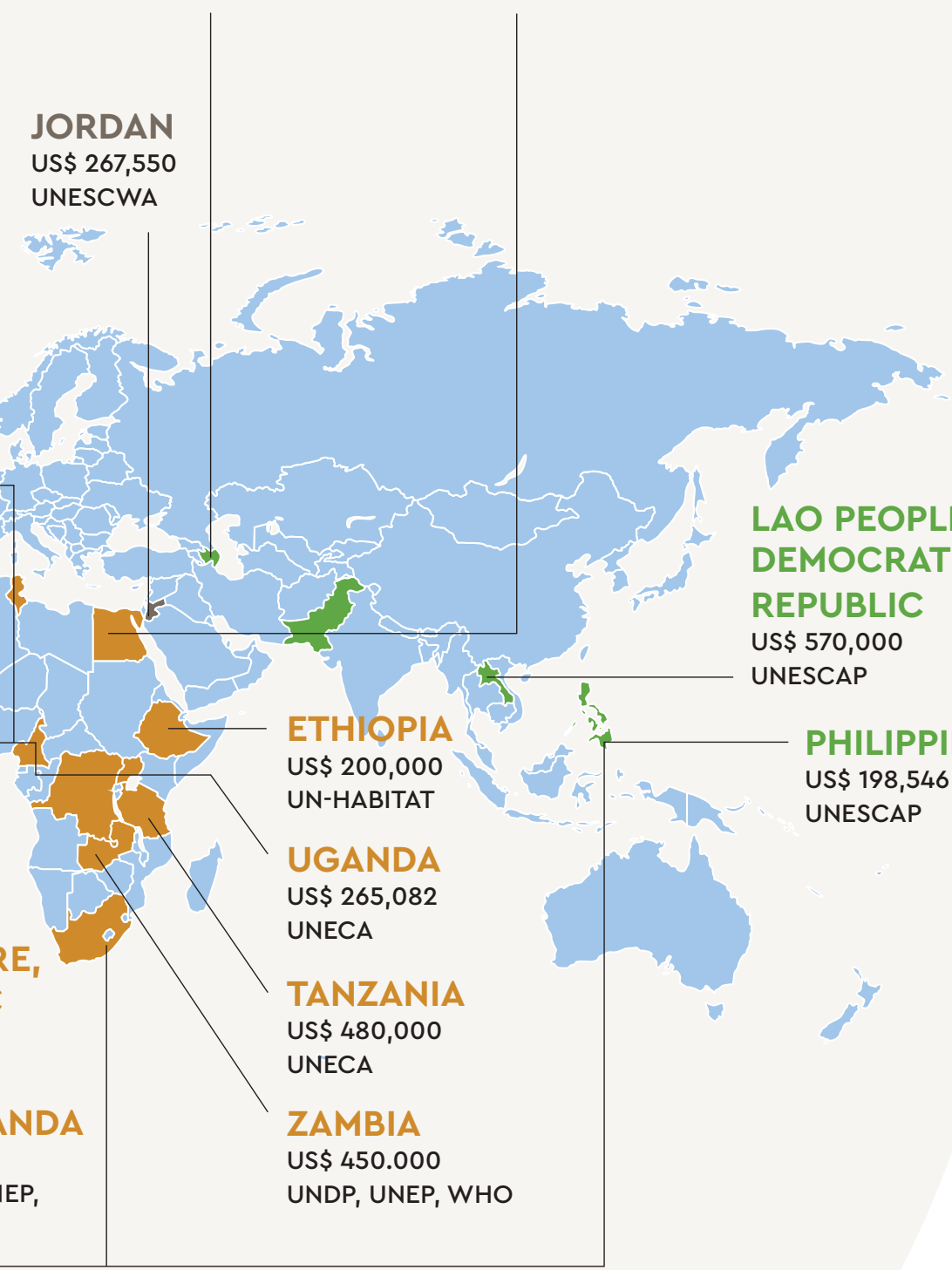
US\$ 480,000  
UNECA

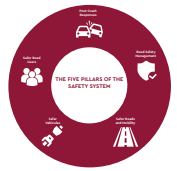
**ZAMBIA**

US\$ 450,000  
UNDP, UNEP, WHO

**PHILIPPINES**

US\$ 198,546  
UNESCAP





## Pillar 1: Strengthened road safety management capacities

Research shows that a strong road safety management system, including informed government-led leadership and decision-making, is correlated with good road safety performance.

The level of commitment required to effect road safety policy, legislative and other reforms have been slow in low- and middle-income countries, faced with competing priorities in excess of their capacities. Below are selected results on UNSRF's support to low- and middle-income countries to improve their national road safety framework of policies, strategies and legislation.

“

The project will not only help us to provide safety and access particularly for the lower income residents but will overall improve the daily life of Ethiopians. Conditions for non-motorized transport users are often dangerous and fatalities are becoming increasingly common. ”

Takele Lulena,  
Deputy Bureau Head  
Addis Ababa Road and Transport Bureau  
(AARTB), Ethiopia



13

NEW COLLABORATIONS UNDER PILLAR 1



US\$ 544,688

\$ DISBURSED UNDER PILLAR 1



# UNRSF helps countries design and implement road safety plans



## Ethiopia

### Scaling Up Safe Street Designs

(completed)

UN-HABITAT supports the Ethiopian Government with the design and implementation of policies that benefit Non-Motorized Transport (NMT) users, primarily pedestrians and cyclists to drive down the above-average road injury and fatality rates.

Despite the disruption caused by COVID-19 and recent unrest in Ethiopia, the project has achieved strong results:

- **Support to walking and cycling days** in secondary cities across Ethiopia, with the support of the World Bank.
- **A Sustainable Urban Mobility Plan** with priority to road safety for Bahir Dar is being finalized, with primary data collection and initial stakeholder meetings completed.
- **Development of 2 online platforms** for inclusive citizen participation in future urban mobility planning processes.
- **Construction of 6.8 kilometers of cycle lanes** incorporating best-practice safety features, now in use in Addis Ababa, with a further **17.7 kilometers under construction** across the city, and concrete future **plans have been adopted for 300 kilometers of walking and cycling facilities across the country.**
- **Guidelines for streets designs at the national level**, with commitments for implementation in 69 cities .
- **Launch of the National NMT Strategy by the Ethiopian Minister of Transport**, H.E. Ms Dagmawit Moges in June 2020. A crucial step towards planning and budgeting for walking and cycling and the implementation of safe, adequate and integrated pedestrian and bicycle infrastructure in the country.





## UNRSF helps countries establish a reliable road crash and traffic data systems



### Cote d'Ivoire & Senegal Improving road traffic fatality data

(under implementation)

In collaboration with the Ministries of Health, Transport, and Interior of Cote d'Ivoire and Senegal, The World Health Organization (WHO) is strengthening the existing health information systems in both countries to provide accurate and timely data through civil registration on vital statistics for road traffic deaths. This project supports both countries' efforts to better plan, implement and evaluate road safety policies.

- **Multisectoral National Committees**, led by the National Data Coordinators for the Global Status Report on Road Safety, were established to improve road traffic death data collection in both countries.

- **In 2020, a Knowledge Attitude and Behaviour survey was conducted** to assess the quality of reporting on road traffic deaths. Following this survey, **two workshops** were organized at the end of 2020 to finalize the mapping of the road traffic deaths system in the countries and to discuss the roadmap for the linkage of mortality data.

- **Individual data was collected in Dakar and Abidjan** to measure the improvement on the quality of the data and a **"Comité de pilotage"** (project Steering Committee), made up of representatives from various sectors, was created to coordinate on **road safety data collection** issues.

- **The Steering Committee for road safety is a unique legacy of the project** to help ensure that the coordination and actions of this project, the results of the mapping will continue in a coordinated manner after project closure.



## Pillar 2: Improved safety of road infrastructure and broader transport networks

The UN predicts that urban areas will grow by more than 50% over the coming 30 years, with the great majority of this expansion occurring in Africa and Asia, where most of UNRSF projects are being delivered.

New roads and infrastructure will be necessary to accommodate the urban expansion and this creates an opportunity to embed safety as a core value from the outset. Below are selected results on UNRSF's support to low- and middle-income countries to improve the safety of road infrastructure and broader transport networks.

“

Given the significant synergies that can be achieved through effective partnerships, and given the effective collaboration we have had with IRF in the past, we see huge potential in working with others in putting to use the catalytic UNRSF funding in order to generate significant road safety improvement in Tanzania”

Mr. Joseph Odo Haule  
Chairman of Tanzania Roads Association  
(TARA)



19

NEW COLLABORATIONS UNDER PILLAR 2



US\$ 930,000

\$ DISBURSED UNDER PILLAR 2





## UNRSF helps improve road conditions



### Tanzania

## The Ten Step Plan for Safer Road Infrastructure

(under implementation)

Through a collaboration with the government of Tanzania, the United Nations Economic Commission for Africa (UNECA) is working on significantly reducing traffic fatalities and injuries in the country and beyond by building the institutional capacity to improve infrastructure safety notably through the set-up of a National Road Assessment Programme (RAP) and a Training and Accreditation System.

- **In March 2021, the National Safer Road Infrastructure Workshop** brought together national road agencies and financing stakeholders **to review the current system and institutional arrangements for road safety management.**



### Zambia

## Safe Roads Zambia in creating Cities for Non-motorized Transportation Users

(under implementation)

The United Nations Development Programme (UNDP) is collaborating with the Ministry of Local Government of Zambia, the Road Transport Safety Agency and the University of Zambia to create safe, inclusive, and sustainable road conditions for pedestrians, including safe sidewalks, bike lanes and pedestrian crossings. The project helps reach the goal of reducing fatalities among pedestrians and bicycle users by 66% in 3 cities, which could save 600 lives and prevent 1,500 injuries.

- **Following an online survey,** numerous consultations, stakeholder meetings and capacity building workshops culminated into the **implementation of the Non-Motorized Transport (NMT) Strategy.**
- **A road safety for schools' campaign** is underway to help reduce accidents around school zones.
- **A data collection tool was built to map road traffic collision hotspots** to lobby for road infrastructural improvements.
- **An evaluation of school safety around 12 primary schools** in Lusaka has been undertaken.



## Pillar 3: Enhanced safety of vehicles

The World Health Organisation (WHO) identified 8 critical safety vehicle standards and indicate that while 40 countries have implemented around 8 of these standards, 124 countries, many of them low- and middle-income, have implemented none or only one of these requirements.

Below is an example of results on UNSRF's support to low- and middle-income countries to enhance safety of vehicles.



“ The proposed regional project to promote safer and cleaner used vehicles is quite timely and is in line with the national, regional and global goals including the Sustainable Development Goals (SDGs), the Decade of Action for Road Safety, the Global Framework Plan of Action for Road Safety and the Paris Climate Agreement. ”

Bageya Waiswa  
Permanent Secretary, Ministry of Works and Transport of Uganda

**12**  
NEW COLLABORATIONS UNDER PILLAR 3

**US\$ 500,000**  
\$ DISBURSED UNDER PILLAR 3



# UNRSF helps countries establish and implement international safety standards for used vehicles

## Safer and Cleaner Used Vehicles for Africa

(under implementation)

A UNRSF-supported collaboration among the United Nations Economic Commission for Europe (UNECE), the United Nations Environment Programme (UNEP), the International Motor Vehicle Inspection Committee (CITA), the International Transport Forum (ITF) and FIA Foundation is supporting the shift to cleaner and safer used vehicle flows in Africa through the introduction of minimum safety and environmental standards by both importing and exporting countries. This minimum set of operational safety will lead to a 30% reduction in mortality and morbidity.

### The Goal

- Agreed minimum requirements for the trade of used cars by both exporting and importing countries.
- Established inspection and monitoring frameworks in countries, including compliance systems to ensure used vehicles meet agreed standards and policies.
- Public awareness raised through media trainings and capacity building for key stakeholders, including policy makers, vehicle inspectors, custom officers and administration civil servants.

### The Challenge

- The absence of a global and/or regional harmonized standard on the trade of used cars presents a major global challenge to road safety and clean and affordable road transport is the rapid growth of used vehicles in developing countries.
- In 2018, Africa imported over **1.45 million used light-duty vehicles** from the three major exporters: EU, Japan and the US.
- A significant share of these imported used vehicles in Africa are in excess of 15 years old and offer low levels of vehicle safety features and environmental protection, with high associated economic costs.
- **Periodic technical inspection also decreases the number of vehicles involved in fatal accidents due to technical defects by 50%.** Ensuring vehicles are equipped with well-functioning equipment to reduce emissions, e.g. exhaust filters, results in emissions reductions of up to 90% (compared to vehicles not equipped with filters or equipped with non-working filters).
- The African vehicle fleet is **set to grow four to five times by 2050** and 80–90% of this growth will come from import of used vehicles.
- The global vehicle fleet is responsible for about one quarter of energy related global green-house gas emissions. This is set to increase to one-third by 2050.
- **246,000 road traffic deaths occurs each year in Africa** and this number is projected to increase by 112%, to 514,000 in 2030 if current trends persist.





## The Results Delivered

- **System Change:** Adoption of a regionally harmonised vehicle directive by the 15 ECOWAS countries in September 2020.
- To reduce emissions of air pollutants and greenhouse gases by up to 90%, all vehicles to be imported, both new and used, and petrol and diesel, will need to comply with a minimum of EURO 4/IV vehicle emissions standard from 1 January 2021.
- All light duty vehicles imported will have an age limit of 5 years with a 10-year implementation period, which by default means the used car fleet with life-saving vehicle safety features which necessarily accompany newer model used cars.

### ■ Strategic Alignment

Development of a regional Action Plan for Used Vehicles Requirements in Africa.

### ■ Regulatory reform:

- Support to the Gambia, Nigeria and Togo to revise and align their national clean fuels and vehicle standards to the regionally agreed directives.
- Support to the East Africa sub-region in the harmonisation and implementation of their vehicles regulations.

### ■ Capacity Building

- Review of the regulatory frameworks in place in the main used vehicle exporting countries.
- Review of the digital exchange of vehicle information to prevent falsification of vehicle documentation.
- Establish a set of minimum performance requirements of vehicles at the time of construction and minimum performance requirements at the time of export.

### ■ With importing countries

- Identify the type of data needed to develop an efficient compliance and inspection system.
- Train national and regional stakeholders on information required for effective communication on policy development, means of enforcement as well as benefits of regulating used cars.
- Launch of UNEP-hosted 'Safer and Cleaner Used Vehicles project' website to facilitate open access to information on the issue and the initiative.

### ■ Global Public Good and Global awareness

Launch of the UNEP report on the Global Trade in Used Vehicles, raising awareness on scale of the problem.

## On-going

- Support to remaining African countries to implement the agreed used vehicles standards and policies at national level.
- Support to exporting countries to put in place systems that will ensure that only used vehicles meeting the required standards will be exported.
- Development of an inspection and enforcement system, and capacity building programme, in importing countries that ensures compliance of used vehicles with the agreed minimum requirements. Such technical inspections will decrease the number of vehicles involved in fatal accidents due to technical defects by 50%.
- Establishment of a multi-stakeholder working group to develop a used vehicles label.



# Key outcomes

## Collaboration

### UNRSF Partners joining forces to leapfrog from good results to great impact.

Each stakeholder is already achieving results in their own right. The organizations involved have a wide experience in developing and supporting safer and cleaner vehicles in Africa and globally.

UNECE hosts the global leading regulatory body for vehicles. It is well-placed to support exporting countries in adopting relevant used car standards. With over a decade of success in supporting Africa in the area of clean mobility, UNEP can provide support to African importing countries and help to adhere to a minimum level of UN regulations for used vehicles and to support with the development of related national regulations.

UNECA can promote international cooperation for development in Africa. ECOWAS will help with economic integration in Africa. The FIA Foundation will support the global road safety advocacy and philanthropy; CITA is leading the vehicles inspection and compliance issue worldwide and has the required expertise to develop required technical compliance training and systems in importing African countries; and the ITF is one of the leading vehicles data organisations.

The UNRSF served as a convener for these major actors working on similar development challenges from different angles to co-create and co-implement this initiative.

## Financing

As co-financing, the project has received contributions as follows:

- **US\$ 500,000** UNRSF (2020–2022)
- **US\$ 231,010** FIA Foundation (2021–2024)
- **US\$ 175,000** Government of Sweden (2021- 30 June 2022)
- **US\$ 50,000** Climate and Clean Air Coalition (CCAC) (2020–2021)





## Pillar 4: Improved behaviour of road users

The way people, including children and youth, drive, cycle, or walk on the road is the most common source of road injuries and fatalities.

UNRSF projects under road safety Pillar 4 have helped low- and middle-income countries to influence road user behaviour as it relates to over-speeding, non-use of helmets and other dangerous road user behaviour. Below are examples of results on UNSRF's support to countries to improve behaviour of road users.



“

This project meets the efforts of the ministry in transport safety and achieves directly our strategic objectives in reducing the traffic deaths and injuries.”

”

Khalid Walid Saif  
Minister of Transport, Jordan

**33**

NEW COLLABORATIONS UNDER PILLAR 4



**US\$ 2,172,074**

\$ DISBURSED UNDER PILLAR 4





# UNRSF helps countries establish, implement and enforce comprehensive rules on the road

## Brazil

### Supporting the Strengthening Road Traffic Enforcement



(under implementation)

In coordination with the Traffic Department of State of Pará (DETRAN-PA) and State Traffic Council (CETRA-PA), the Military Police of State of Pará and Municipal Traffic Agencies, the Economic Commission for Latin America and the Caribbean (ECLAC) is contributing to decreasing road traffic deaths and injuries by means of technical assistance to support and to strengthen ongoing road traffic enforcement activities enhancing the capacity of a core group of traffic officers at the state level.

- **Decrease in the rate of traffic deaths** per 100,000 habitants from 17.03 in 2019 to 15.64 in 2020.

- **Training of 54 traffic officers** and 3 representatives of ASPAMOTO (civil society).

- **Change in the focus of police officers**, from traditional enforcement approaches to **evidence-based approaches** linked to proven risk factors.

- **Creation of the Data Analysis Commission in August 2020**, composed of government and civil society representatives, to regularly review data and update operational practices of the enforcement actions in line with the National Road Safety Plan 2019–2028.

- **Design and implementation of an online Training Needs Assessment** which allowed the remote identification of training needs and professional development priorities to strengthen the technical capacities of traffic officers during country lockdown.

- **Increase in the number of coherence traffic enforcement** checks carried out per month **from 360 traffic controls in 2019 to 837 in 2020**.

- **Increase in the number of breathalyzer tests** from 1,200 tests in 2019 to 2,136 in 2020.

- **During COVID-19 restrictions**, delivered **social distanced enforcement**.

- **Strengthened partnership** among the Military Police, Civil Police and Municipal Traffic Agencies to coherently increase **traffic enforcement operations in the State**.



## Jordan

### Reducing road deaths and injuries through increasing restraint use

(under implementation)

In partnership with the Government of Jordan, the Economic and Social Commission for Western Asia (ESCWA) is developing a project designed to increase restraint use to ultimately reduce road deaths and injuries by bridging the gaps in areas of the existing seatbelt and child restraint system regulatory framework in the country.

- **ESCWA is providing advice** on the revision of the existing seatbelt and child restraint regulatory framework, is working on to increase awareness of these restraint systems and is preparing a traffic enforcement program that includes capacity building of police officers.



## Tunisia

### Transformative actions for safe motorcycles

(under implementation)

The project targets three pilot Tunisian Governorates as part of a progressive approach that can be extended to the national level.

It focuses on vulnerable populations such as youth and rural women workers.

- **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** of strategy and action plan.



# UNRSF helps countries increase awareness on road safety, particularly for vulnerable road users



## Paraguay, Philippines and South Africa

### Capacity development on child-responsive urban planning and sustainable urban transportation to enhance road safety

(completed)

To tackle the issue of children fatalities and injuries caused by road insecurity in Philippines and Paraguay, the United Nations Children's Fund (UNICEF) partnered with multiple national counterparts to develop national capacities in child-responsive urban planning allowing children to move around more independently in safety.

- **More than 215 practitioners and stakeholders** (Government officials, urban planners, engineers, private sector actors, local government representatives, etc.) **competent in child responsive urban planning.**
- **2 child responsive urban design action plans** prepared by national stakeholders.
- **A national memorandum issued in Paraguay** requiring all future urban development projects take child-rights into consideration.
- **The University of the Philippines committed** to continue delivering regular courses on child responsive urban planning as part of the school curricula.
- **Philippines carried out improvement works in 4 schools.**
- **In Paraguay, child-friendly spaces were developed in 3 schools, benefiting 600 children and adolescents.**



## Pillar 5: Improved Post-crash care

Pillar 5 concerns emergency response to avoid preventable death and disability, to limit the severity of the injury and the suffering caused by it, and to ensure the crash survivors' best possible recovery and reintegration into society. Below are a few selected results from UNRSF's work to improve post-crash care.



My Ministry, as a lead agency for road safety management, programs to strengthen intersectional coordination and collaboration and improve road safety legislation and create a safer more accessible and sustainable environment for transport systems as well as road users



General Katumba Wamala,  
Minister of Works and Transport  
of Uganda

7

NEW COLLABORATIONS UNDER PILLAR 5



US\$ 765,082

\$ DISBURSED UNDER PILLAR 5





# UNRSF helps to reduce the time interval between crash and provision of first professional emergency care



## Azerbaijan

**Strengthening national capacity for the coordinated delivery of emergency medical services for victims of road traffic injuries**

(under implementation)

- In Azerbaijan, WHO is supporting the government to develop a model for an operational emergency management system for providing timely and effective post-crash care to victims of road traffic injury.



## Uganda

**Strengthen Road Safety Management for evidence-based intervention through reliable road crash data and capacity building**

(under implementation)

- UNECA, together with the Government of Uganda, is strengthening the capacity of the country in data collection, analysis and research for evidence-based intervention, as well as building capacity in monitoring and evaluation.



# Looking ahead

## 10 additional high-impact projects to begin in Fall 2021 (US\$ 4 million portfolio)

UNRSF is a rapidly expanding public-private partnership.

UNRSF main implementing partners are UN system agencies (incl. UN Environment, UN Children's Fund, UN regional commissions, UN programme for human settlements and sustainable urban development and many others).



### AFGHANISTAN

Strengthening technical capacity for safe street design with a focus on the needs of pedestrians and cyclists in Afghan cities.



### ETHIOPIA, KENYA, RWANDA, MOZAMBIQUE, GUINEA

Expanding non-motorized transport infrastructure to other African countries.



### RWANDA

Developing local powered two-wheeler helmet impact certification capacity to improve user head protection in crashes.



### ARMENIA

Crafting and implementing road safety policies and new road safety database system to inform road safety decision-making.



### IRAN

Strengthening the capacity of the Iranian National Road Safety Commission as the lead national road safety agency.



### TUNISIA, LEBANON, (AND QATAR as self-financing)

Building the data-set for the first-ever Arab Regional Road Safety Observatory.



### AZERBAIJAN

Technical support for more efficient implementation of the National Action Plan on Road Safety.



### PARAGUAY

Promoting road safety and sustainable mobility for children and adolescents.



### COLOMBIA

Engaging local communities to co-design and implement participatory urban intervention strategies to improve road safety throughout several regions.

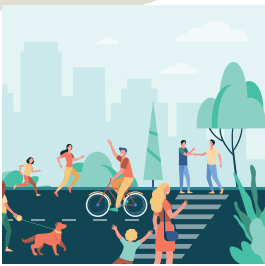
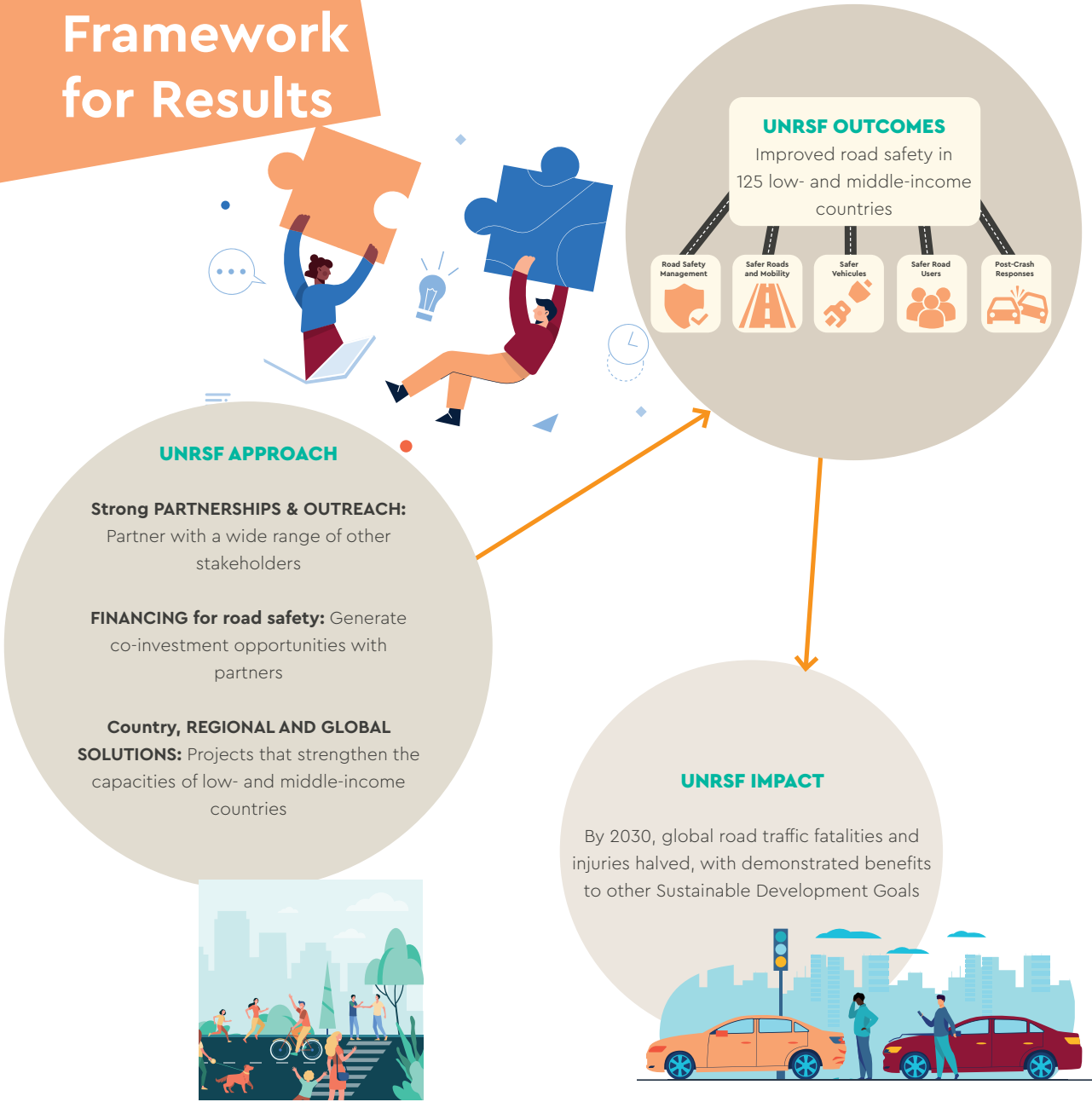


### PHILIPPINES

Expanding Safe School Zone Models in selected highly urbanized cities in the Philippines.



# UNRSF Framework for Results



# Results Framework



## Impact: People, Planet and Prosperity

Saving people's lives and improving their quality of lives

Boosting sustainable mobility and protecting the planet

Investing in safe and sustainable mobility business solutions and decent work



## Cross-cutting: Partnerships, Financing, Advocacy

Number of catalytic partnerships, facilitated by UNRSF

Volume of resources (financial and in-kind) leveraged through UNRSF

UNRSF website, communication materials and knowledge products



## Outcome 1: Strengthened road safety management capacities

Development of national plan for road safety and clear assignment of tasks for road safety

Transposition of provisions of and accession to the core road safety-related United Nations legal instruments

Establishment of road crash and road traffic data system

### Key Performance Indicators

Number of outreach and awareness raising activities carried out for the implementation of the national plan for road safety

Funds disbursed to ensure sufficient budget for enforcement activities

Number of activities conducted to assess gaps in national road safety system for an improvement in legislation and enforcement

Use of a clear framework for crash investigation and data collection

Number of training activities for national partners and stakeholders for the improvement of road safety data collection techniques

# Results Framework



## Outcome 2: Improved safety of road infrastructure and broader transport networks

Improvement of conditions on the roads

Establishment of conditions to encourage modal shift

### Key Performance Indicators

Number of activities conducted for the development of an improved road infrastructure strategy

Length of pedestrian and bicycle paths

Number of fatalities and/or serious injuries in targeted zones

Degree of use of innovating financing mechanisms to ensure sufficient budget for enforcement activities



## Outcome 3: Enhanced safety of vehicles

Establishment and implementation of technical high-quality safety standards for new (defined as produced, sold or imported) and used vehicles

Establishment and implementation of technical high-quality safety standards for equipment used on vehicles

### Key Performance Indicators

Number of countries that enacted minimum vehicle regulation requirements

Number of countries and sub-regions that have developed improved vehicle standards and policies

Proportion of used vehicles in circulation that have successfully passed periodical technical inspections

Number of sub-regions/countries with access to used vehicle information

Number of vehicle safety training activities carried out for national stakeholders



#### Outcome 4: Improved behaviour of road users

- Establishment, implementation and enforcement of comprehensive rules of the road
- Establishment and implementation of regulations to control driving times and rest periods for professional drivers
- Establishment and implementation of training for drivers of motor vehicles
- Implementation of programmes for education on safe use of roads for school children
- Implementation of road safety awareness programmes for general public, in particular vulnerable road users

#### Key Performance Indicators

- Proportion of the population benefiting from educational/awareness raising activities on risk factors incl. speeding, use of restraints
- Percentage of road auditors and inspectors trained
- Monthly number of road audits and inspections
- Monthly number of roadside safety checks
- Number of gaps identified in the existing seat belt and restraint regulatory framework
- Percentage of drivers and passengers wearing seatbelt and using child restraint
- Percentage of individuals with increased knowledge on the safety benefits of the use of equipment for safe transport of drivers, passengers and children in vehicles
- Percentage of the trained authorities to carry out inspections and technical checks
- Number of road traffic fatalities and serious injuries attributed to the non-use of safety equipment
- Proportion of new drivers and driving school administrators having obtained driving permits after appropriate training and testing
- Percentage of urban planning students that benefited from proper education on the importance of road safety
- Number of schools with modules/courses in child-responsive urban planning
- Number of national stakeholders that engage in implementing policy recommendations elaborated in Road Safety Action Plans



#### Outcome 5: Improved Post-crash care

- Establishment and implementation of appropriate time intervals between road traffic crash and the provision of first professional emergency care
- Assurance of access for all traffic victims to rehabilitation

#### Key Performance Indicators

- Number of activities conducted to assess gaps in national road safety system for an improvement in legislation and enforcement of the post-crash response
- Published data on post-crash responses
- Published data on road traffic crashes
- Degree of use of mobile road crash database system

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.

[https://twitter.com/UN\\_RSf](https://twitter.com/UN_RSf)  
<https://www.facebook.com/UNRSFpage>



**E-mail: [unrsf\\_secretariat@un.org](mailto:unrsf_secretariat@un.org)**  
**<https://unroadsafetyfund.org>**