



BUILD BACK BETTER

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

FIA Foundation

UNITED NATIONS ROAD SAFETY FUND
2020 ANNUAL REPORT



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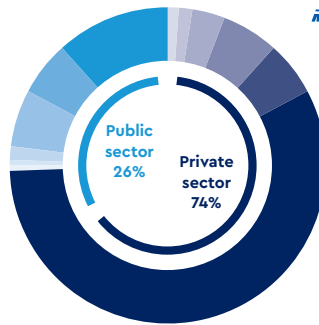
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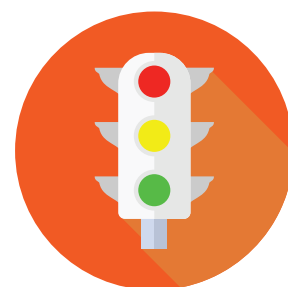
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FOREWORD

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



Mohamed El Moctar Mohamed El Hacene
Steering Committee Chair

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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MESSAGE FROM THE ADVISORY BOARD CHAIR

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



Matthew Baldwin

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

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

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

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

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

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

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



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

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

Matthew Baldwin

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

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.

“ 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

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

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