



LEAVE NO ONE BEHIND ON THE ROAD

BUILD BACK BETTER
FOR A NEW DECADE OF ACTION
FOR ROAD SAFETY



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Spotlight on projects

UNEP

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Romain Hubert
Acting Head of the UNRSF Secretariat

NOTE FROM THE UNRSF SECRETARIAT

While the second half of 2020 was marked by the warranted fight against the COVID-19 pandemic which continued to change the face of the world, our ambitions for a better global road safety were not scaled back. COVID-19 has taught us to move away from the "silo mentality" and instead align development goals with each other – resulting in higher impact policies and programs.

Two UNRSF funded projects have been completed. The first project "Strengthening Speed Management in the Philippines", implemented by UNESCAP, realized significant impact with more than 170 speed 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 speed management 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.



*Andres Fernando Elementary School,
Valenzuela City, the Philippines.*

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" with our project "Safe road: Scaling up safe street designs", implemented by UN-Habitat in Ethiopia.

In August 2020, the new United Nations General Assembly Resolution A/RES/74/299 proclaimed a new Decade of Action for Road Safety, propelling us towards a new target to halve the number of road deaths and injuries between 2021–2030. The resolution invites Member States to support the activities of the Special Envoy of the Secretary-General for Road Safety and the United Nations Road Safety Fund.

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 EU Deputy Director General Matthew Baldwin, the European Coordinator for Road Safety/Sustainable Mobility as Chair for the next biennium. The UNRSF secretariat is looking forward to working with Matthew Baldwin to build on the brilliant legacy of our outgoing Chair Ms. Luciana Iorio, Chair of the UNECE Global Forum for Road Traffic Safety (WP.1).

// This second half of the year was also the occasion to remember.

Remember that road crashes are the leading cause of fatalities for people aged between 5 and 29 years. Remember that the burden of road traffic injuries and deaths is disproportionately borne by those living in low- and middle-income countries. Remember that no one should be left behind, especially the most vulnerable.

To commemorate the **World Day of Remembrance for Road Traffic Victims (WDOR)**, the UNRSF launched two social

media campaigns to raise awareness about road traffic risks and highlight the importance to invest in effective post-crash services.

The 1st campaign was a joint initiative of the UNRSF with the EU, OHCHR, UNECE, UNICEF and WHO¹. It consisted of 8 video messages reminding viewers that every 24 seconds, someone dies on the road and to remember, support and act for road safety. The campaign ended with the 31st anniversary of the United Nations Convention on the Rights of the Child (CRC).

The 2nd campaign was a collaboration between UNRSF and UN agencies which are implementing UNRSF projects such as UNDP, UNECA, UNESCWA, UN-Habitat, UNICEF and WHO². Through testimonies of road crash survivors, viewers learnt about road safety challenges in low- and middle-income countries.

After two and a half years of its establishment, the secretariat can now confidently state that the UNRSF has proven its value-add and effectively positioned itself as a solution to the world's enduring road safety challenge.

The UNRSF is currently financing 15 projects, covering 4 regions, in 19 countries, ranging from improving infrastructure for active mobility, capacity building, policy and law enforcement to strengthening data collection systems. The number is set to grow with the 2020 Call for Proposals which was launched in October 2020 and will be 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.

AMONG THE PROJECTS LAUNCHED THIS YEAR, LET'S FOCUS ON TWO OF THEM, WHICH ARE BOOSTING NATIONAL INSTITUTIONAL CAPACITY AND HAVING A POTENTIAL CATALYTIC EFFECT FOR ROAD SAFETY:

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.

1 The European Union (EU), the Office of the United Nations High Commissioner for Human Rights (OHCHR), the United Nations Economic Commission for Europe (UNECE), the United Nations Children's Fund (UNICEF) and the World Health Organization (WHO).

2 The United Nations Development Programme (UNDP), The United Nations Economic Commission for Africa (UNECA), The United Nations Economic and Social Commission for West Asia (UNESCWA), UN-Habitat, the United Nations Children's Fund (UNICEF) and the World Health Organization (WHO).



Mid-century Peugeot 404 and 504s, some almost 70 years old, are still in use as taxis in the town of Harar, Ethiopia.

The 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.

I take the opportunity to thank the United Nations Secretary-General's Special Envoy for Road Safety, Mr. Jean Todt, for his continuous efforts in supporting the Fund and advocating for road safety all over the world and more recently in countries such as in Bahrain, Egypt, Kenya or Monaco.

Since July 2020, two new donors joined the UNRSF growing donor family: The Kingdom of Bahrain, and the Spanish TV Nueve Audiovisual Productions. Hungary made a second generous donation to the Fund. Each step forward is a symbol of hope for safer roads!

We are extremely grateful to the Fund's current 16 donors that have helped to get it off the ground and kick-start operations. However, we need more support to meet the Fund's mid-term and long-term targets that are more necessary than ever to save lives on the road. To date the UNRSF has reached nearly \$20 million USD in pledges. While this is good progress, we need to go much further to reach our ambitions and we now need to make a call for replenishment of funding for 2021 to 2025. This is a call for action on global business leaders and member states to ensure that investments are mobilised.

The Fund will celebrate its 3 years anniversary in 2021. Despite the looming global health crisis, it is incredibly timely to join forces and support the Fund.



WORDS FROM THE NEW CHAIR OF THE UNRSF ADVISORY BOARD

Matthew Baldwin

Chair of the Advisory Board of the UNRSF

The world has arrived at a critical juncture for road safety, so I am really proud to have been asked to be the Chair of the UN Road Safety Fund's Advisory Board, starting this autumn, 2020.

It seems like a long time since we met in Stockholm last February for the 3rd Global Ministerial Conference! The conference agreed on a very powerful declaration, launching the work towards a 2nd Decade of Action on Road Safety, featuring a global target to reduce deaths and serious injuries by 50% by 2030. And even as COVID-19 continued to sweep across the globe, the UN General Assembly just last August endorsed the Stockholm Declaration in a Resolution. The UNGA resolution invited Member States to invest in road safety – and specifically to support the UN Road Safety Fund.

/// We have a big responsibility to fulfil in the coming years.

Around 1.35 million people are estimated to die on the world's roads this year, as in previous years. It's interesting to note that the number of people who die, equally tragically, from COVID-19 this year is going to be pretty similar – certainly of a similar magnitude – and this despite the prodigious global efforts to halt or slow the spread of the virus. In fact, we've seen fewer road deaths this year in the European Union – around 2500 fewer people died in the spring because of less road traffic during the lockdown – but all the signs are that the road traffic is back, and deaths trending back towards previous levels. We've seen more people in the crisis embracing healthy active mobility, such as walking and cycling – but people rightly also want their mobility to be safe as well as sustainable.

Perhaps we will look back on this period and remember: that's when we decided to act decisively against road trauma too.

The UNRSF has the potential to be a crucial player in that fight. To work effectively, the Fund has to be about partnerships delivering relief from road trauma.

Partnerships between a diverse group of donors, including government bodies like the European Union, private sector players like Total and Michelin, foundations like the

FIA Foundation – together with other stakeholders like the road safety NGOs who do so much for road safety across the world, often operating on a shoe string.

Partnerships within the UN system such as the different agencies like WHO and regional commissions like UNECE with outside stakeholders to deliver road safety projects to save lives in the Global South.

And partnerships with other funds like the World Bank's Global Road Safety Facility so we complement and combine our efforts to tackle road deaths.

We have just launched a new Call for 4 million dollars' worth of new projects, focusing on such issues as speed, protecting vulnerable road users, and of course focusing on low- and middle-countries. Frankly I wish we had MORE money to spend – so I hope we will see more money flowing into the fund in coming years both from existing and new donors! Because it is clear from last year's call that there is a huge appetite out there to put together practical schemes to tackle road trauma and not enough money to back them.

The struggle against COVID-19 has the world's finest medical and epidemiological brains working round the clock to find a solution to beat the virus. But we know what has to be done to deliver road safety: we need to act on the Safe System principles which we know can save lives. The UNRSF is there to fund these actions – and we are ready to work with you!

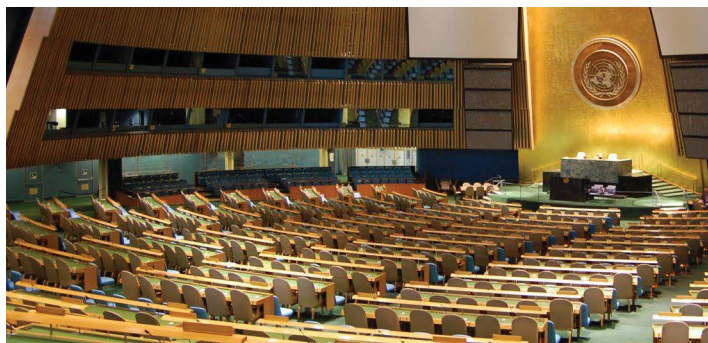
Matthew Baldwin is the Chair of the Advisory Board of the UNRSF, the European Union's Coordinator for Road Safety and Sustainable Mobility and the Deputy Director-General of the Mobility and Transport Directorate-General (DG MOVE) of the European Commission.



Follow @BaldwinMatthew_ on Twitter

UN GENERAL ASSEMBLY NEW RESOLUTION ON IMPROVING GLOBAL ROAD SAFETY

UN General Assembly Resolution A/RES/74/299



The UN Assembly Hall

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

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

HIGHLIGHTS

The UNGA new resolution:

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

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

LEARN MORE



[Read the resolution](#)





INTERVIEW WITH DR. PETER VAN DER KNAAP

MANAGING DIRECTOR OF SWOV – INSTITUTE FOR ROAD SAFETY RESEARCH,
THE NETHERLANDS



You are the CEO of SWOV Institute for Road Safety Research. Can you please explain to us what is the role and objectives of your Institute?

SWOV is the Netherlands' national scientific institute for road safety research. It has been our mission since 1962 to improve road safety by providing knowledge from scientific research and that is exactly what we do. We are 50 highly dedicated researchers, ready to help policymakers and other road traffic professionals to answer road safety relevant questions. Our research covers all domains: infrastructure, technology, enforcement, and traffic behaviour. SWOV is a non-profit organization; most of the SWOV-research is made possible by public funds such as EU Framework Programmes.

You represent the academic sector in the Advisory Board of the UNRSF, can you explain us your role and why it is important for the academic sector to be included in this Board?

To effectively improve road safety around the world and to achieve the goals set by the UN, it is important to understand the road safety challenge in all its dimensions. Knowledge from scientific research is crucial in this respect, but we also aim to help select the most effective and best evidence-based measures. Achieving results is impossible without knowledge. Fundamental research, combined with a thorough evaluation of public policy programs, are indispensable. Together with the other Board member from the academic sector in the Advisory Board, KATRI, SWOV aims to contribute to making the UNRSF as well-informed and effective as possible.

The UN General Assembly (UNGA) has proclaimed a new road safety decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50% from 2021-2030. Why is the new resolution so important to achieve the Sustainable Development Goals?

Stating goals in any policy domain is important as this may lead to a stronger commitment of governments and leaders to actually take the necessary steps to address societal challenges. In the field of road safety, strangely enough, many countries still seem to need this wake-up call from the UN, especially when it comes down to helping middle- and low-income countries. This is even true for The Netherlands, one of the leading countries in combatting traffic casualties.

Improving road safety is a long-term endeavor. Defining specific road safety ambitions, for instance in the form of Safety Performance Indicators, can help determine if we are still booking progress towards the desired goals. Plus: to determine where additional efforts are needed.

Road traffic injuries are currently the leading cause of death for children and young adults aged 5-29 years, signalling a need for a shift in the current child and adolescent health agenda which, to date, has largely neglected road safety. How to stop this tragedy and save the young generation?

I agree this is a major challenge. A first start would be to make road safety a national priority, to set up a systematic road safety policy program. Evaluation studies have proven that adopting what we call a 'sustainable road safety approach' really works. Herein, the aim is to 'nullify' or terminate serious crashes from happening and to mitigate the severity of the crashes that still do happen. The human dimension is the primary focus: it is man who is vulnerable, makes mistakes and does not abide by the rules. And this, unfortunately, is especially true for children and many young adults – I know this from experience... Road engineering, vehicle-design, and technology all must contribute to safety and protection in order to make the safety of the traffic system as little dependent on individual actions as possible. This will benefit children, young adults, and the elderly alike.

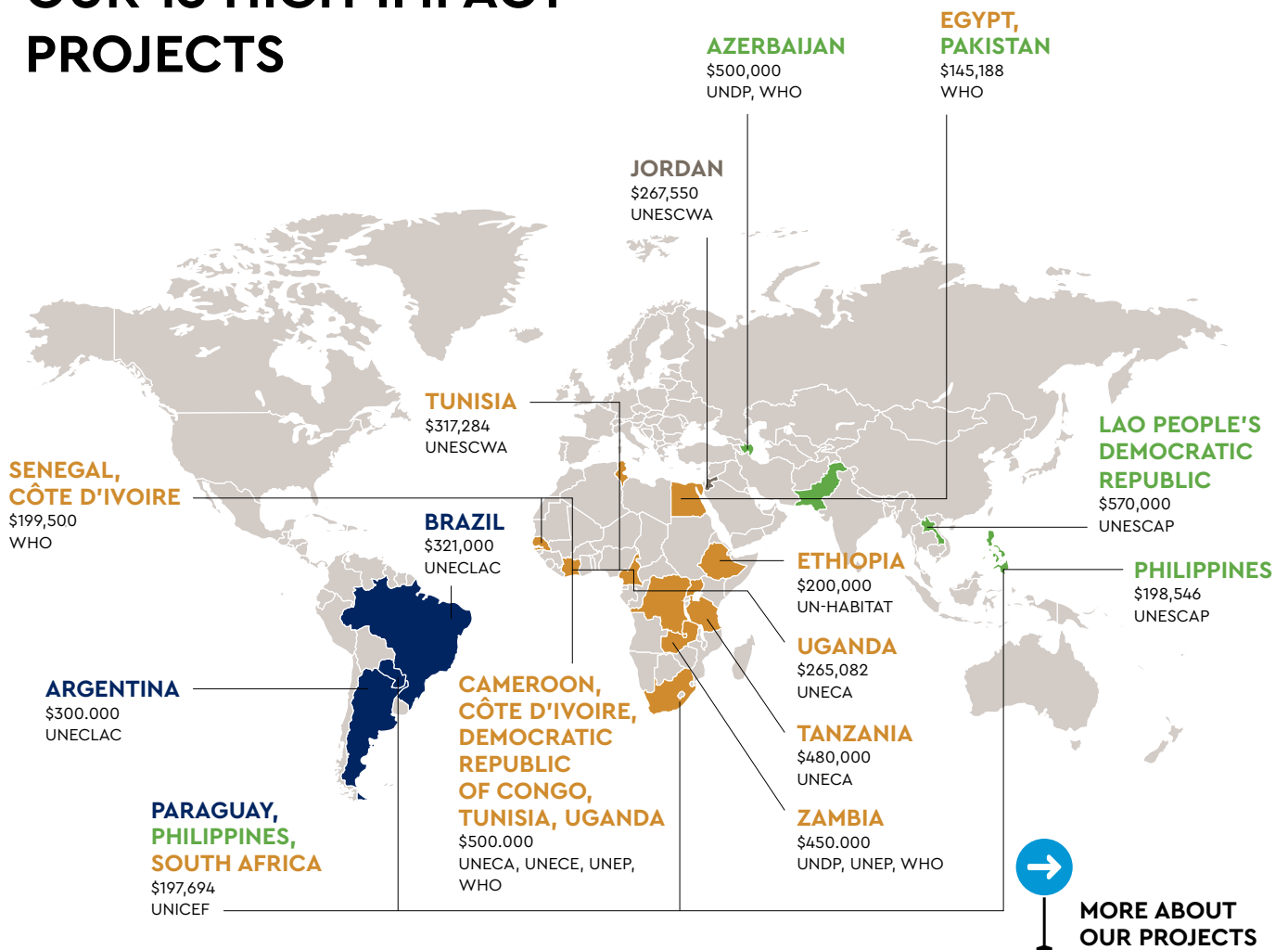
The resolution encourages Member States to support for the UN Road Safety Fund (UNRSF). In your opinion, what is the role of the UNRSF entering this new decade?

The most important role of the UNRSF is to support and stimulate road safety programs worldwide that are evidently the most effective or, when dealing with new challenges such as distraction, most promising in improving road safety. For this the Fund needs to grow and to show real results. There is plenty to do: setting and enforcing speed limits, preventing drunk driving, using helmets and safety belts, working towards improved vehicle and infrastructure safety, post-crash care, and facilitating safer mobility environments... the task is immense. The good news is: so are the opportunities! And let us not forget: by preventing traffic-related injuries we can not only reduce mortality, but also help reaching the Sustainable Development Goals (SDGs) on health, cities and infrastructure that are central to the new decade. I look forward to it!

SPOTLIGHT ON PROJECTS

AFTER TWO AND A HALF YEARS OF ITS ESTABLISHMENT, THE UNRSF HAS PROVEN ITS VALUE-ADD AND EFFECTIVELY POSITIONED ITSELF AS A SOLUTION TO THE WORLD'S ENDURING ROAD SAFETY CHALLENGE. THE UNRSF IS CURRENTLY FINANCING 15 PROJECTS, COVERING 4 REGIONS, IN 19 COUNTRIES, RANGING FROM IMPROVING INFRASTRUCTURE FOR ACTIVE MOBILITY, CAPACITY BUILDING, POLICY AND LAW ENFORCEMENT TO STRENGTHENING DATA COLLECTION SYSTEMS.

OUR 15 HIGH-IMPACT PROJECTS



THE NUMBER OF PROJECTS WILL GROW WITH THE 2020 CALL FOR PROPOSALS

THE UNRSF 2020 CALL FOR PROPOSALS

OPEN BETWEEN
30.10.2020 AND 31.01.2021
(23:59 CET)

Through this Call, the Fund will disburse USD 4 million to approved projects aimed at reducing road traffic fatalities and injuries. The Call invites 11 eligible UN organizations to submit projects responding to these priorities:

- Alignment with national priorities, opportunities for synergies and avoiding duplications with other road safety funds and programmes;
- Projects with a **significant** and **sustainable** impact on road safety in low- and middle-income countries;
- Partially connect projects with COVID-19.

Taking also into account:

- Partnerships and leveraging of other resources, including co-financing;
- The new UN General Assembly Resolution on Improving Global Road Safety (A/RES/74/299);
- The UN Sustainable Development Goals, i.e. cross-cutting issues.

Further information on each participating UN organization's strategy for the Call for Proposals [here](#)



TWO UNRSF PROJECTS HAVE BEEN COMPLETED SO FAR

The first project "**Strengthening Speed Management in the Philippines**", was implemented by **UNESCAP**. The second project "**Child-responsive urban planning and sustainable urban transportation**", was implemented by **UNICEF** in Paraguay and in the Philippines.

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" with our project "Safe road: Scaling up safe street designs", implemented by UN-Habitat in Ethiopia.

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_815

