

ISSUE #2  
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## ROAD SAFETY AT THE TIME OF COVID-19

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UNICEF

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## NOTE FROM THE UNRSF SECRETARIAT

I am pleased to share the second issue of the UNRSF newsletter at a time when the world continues to face unprecedented change and disruptions due to the Covid-19 pandemic. National lockdowns and restrictions on public transport and movement have significantly affected mobility and the lives of people living in cities and urban spaces. We are working closely with our many stakeholders to find opportunities to position and enhance the relevance of our work.

One key message that we continue to emphasize is that the pandemic can be an opportunity to challenge governments to adjust and strengthen their road and transport systems to keep the numbers of road crashes at-least to the same level experienced during lockdowns. Covid-19 has shown us a different normal where we witnessed a reduced use of cars and motorized vehicles, due to teleworking and social-distancing measures. We also saw a shift to more walking and cycling in place of public transport use.

Some countries are showing resolve. For instance, in Ethiopia, where we are financing a project implemented by UN-Habitat, the Government has accelerated its road safety initiatives focused on Non-Motorized Transport (NMT) during the pandemic and we are optimistic that these changes will outlast the epidemic. However, the pressure has to be maintained and campaigns and government efforts on road safety cannot afford to stop, especially after the momentum gained with the Third Global Ministerial Conference on Road Safety in February 2020, where the Stockholm Declaration, a global mobilization and commitment to engage and invest in road safety, was launched. **We must not lose sight of our joint commitment to reduce road deaths and injuries by 50% by 2030.**

The UNRSF is well-positioned to make an impact with respect to this ambitious target. With the conclusion of the 2019

Call for Proposals in February 2020, the Fund now finances 15 high impact projects in 19 low- and middle-income countries, targeting key gaps in their national road safety systems. The five pilot projects that began in May 2019 continue to be implemented in eight countries and we are pleased to share some of their results and achievements in this newsletter. This issue also includes a human interest story from Zambia, where UNDP will be supporting the implementation of the National NMT Strategy.

In May 2020, two new donors joined our growing donor family: Essilor, a private sector ophthalmic optics company and the Republic of Mauritius. Their support to the Fund will help us continue to finance projects that will save lives on the road around the world. Each step forward is a symbol of hope for safer roads! I hope that you find this update of our work informative and I look forward to any feedback on how we can improve our efforts further.



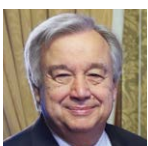
**Romain Hubert**  
Acting Head of the UNRSF Secretariat

## AN OPPORTUNITY TO BUILD BACK BETTER AFTER COVID-19

### UNRSF PROJECTS

Development projects around the world are finding ways to quickly adapt their projects to changing contexts as well as develop safety measures that can help reduce the rate

**// We simply cannot return to where we were before Covid-19 struck, with societies unnecessarily vulnerable to crisis. We need to build a better world. //**



**Antonio Guterres, 2 April 2020**  
UN Secretary-General

of infection as a consequence of Covid-19. UNRSF projects were no exception and most work was delayed as a result of disruptions caused by the pandemic. **However, this also means that UNRSF projects are finding innovative ways to adapt, mitigate, and maintain the momentum of their work by showcasing how their added value can support government safety mitigation measures.**

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[UNRSF projects](#)





# SPOTLIGHT ON OUR PROJECT

## SAFE ROAD – SCALING SAFE STREET DESIGNS IN ETHIOPIA

The pilot project “Scaling up safe street designs in Ethiopia” is implemented by the United Nations Human Settlements Programme (UN-Habitat) in collaboration with the Institute for Transportation and Development Policy (ITDP).

The project team has worked with national counterparts to ensure that mitigation measures are applied to continue some of the hard work that was put in before the onset of the Covid-19 pandemic. There were limited possibilities for face-to-face engagement with the Government of Ethiopia during the Covid-19 pandemic that made the organization of meetings and discussions more challenging. However, where feasible, the project successfully adjusted project formats to include the use of online platforms and events to ensure project continuity and momentum. Hence, while in-country travel was banned, web mapping services were used rather than in-person mapping to establish locations for street signs as part of the Sustainable Urban Mobility Plan.

“ My government is committed to adopting a more equitable approach addressing the mobility needs of all our citizens. We’ve chosen to facilitate cycling and walking as safe modes of mobility for physical distancing and to avoid a surge of toxic air pollution in Ethiopia. ”

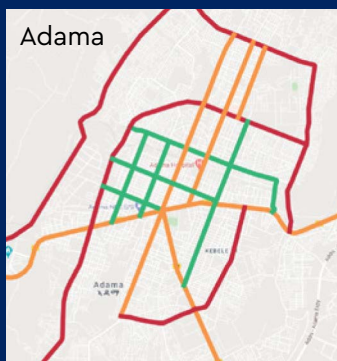
The National Non-Motorized Transport (NMT) Strategy, produced as one of the project's key activities, gained momentum and recognition in light of Covid-19 pandemic that squarely fits in line with the safe and convenient transportation measures. The strategy was launched by the Minister of Transport, Dagmawit Moges, in collaboration with the ITDP and UNEP, on the World Bicycle Day on 3 June 2020. The Minister emphasized the need for safe movement as well as the need for speed control and modifying accident-prone junctions.

The Government of Ethiopia has taken on a number of key NMT measures in recent months. For example, a temporary bicycle lane has been set-up in Addis Ababa due to the need to provide a safe mode of transport to citizens at the Jemo – Lebu corridor. The UNRSF project has provided technical review to the design. Survey results show that cycling on this corridor has since increased by 7.5 times and 95% of survey respondents want to see the corridor to be made permanent.

“ 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. ”

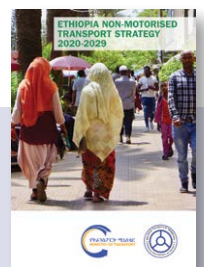


Dagmawit Moges, via Twitter  
Minister of Transport of Ethiopia



New corridors for pedestrians and cyclists in Adama (left),  
footpath construction in Addis Ababa (right)

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**Ethiopia Non-Motorized  
Transport Strategy  
2020–2029**



**Ethiopia plans safer  
streets during and after  
the pandemic**





## INTERVIEW OF LOTTE BRONDUM: THE IMPACT OF COVID-19 ON ROAD SAFETY AND NGOS

**“ When the crisis clears, we must be ready to relaunch the Stockholm Declaration together, working not just among ourselves but across the SDGs. There is a role for each of us to play. ”**

**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*

**Lotte Brondum, you are the Executive Director of the Global Alliance of NGOs for Road Safety, can you tell us a little bit more about the Alliance. What is the role of civil society in road safety and how does the Alliance contribute to an enhanced space for civil society?**

Civil society collectively is a hugely important partner in the fight to achieve the global goals for road safety: it is the voice of the people. We will never achieve a meaningful reduction in road fatalities if we fail to engage communities.

NGOs are the representatives for these communities: they are the eyes, ears, and voices for their citizens. Their role is to hold their local and national governments accountable for road safety on behalf of the people; to make sure that commitments are kept, to bring their communities' fears and issues to their leaders, and to help those leaders to implement evidence-based solutions that work for people. They are influencers, pushing for change in behavior and attitude. They are also partners, we encourage government leaders to involve NGOs in their road safety strategies and actions — they have a lot to offer.

The Alliance is the connector for road safety NGOs: we enable them to network together and with the wider road safety community and to learn from and support one another; we mobilize them to take part in global campaigns and in doing so, to be a stronger voice for change; and we build capacity among them to undertake evidence-based programs and advocacy to reduce road fatalities.

**You are also a Member of the UNRSF Advisory Board and Steering Committee, can you tell us a little bit more about your role with the Fund? What has been your experience as a Board and Committee member in the last two years of the Fund's existence?**

I was invited to join the Advisory Board of the UNRSF before the launch in 2018 to represent the voice of civil society. Subsequently, I was also invited to join the Steering

Committee. I think it is really important that the different stakeholders are represented. There is a lot of will in the Steering Committee and Advisory Board to get the UNRSF to succeed and very good work done by the Secretariat, UNECE and the UN Secretary-General's Special Envoy for Road Safety to raise the needed funds. Obviously, we would like to see more NGOs being part of partnerships with UN agencies as implementing partners, and would like to see non-UN agencies participation as recipients for funds.

**With more than half of the world's population currently under some form of confinement due to Covid-19, in your view, how is the virus impacting road safety in low- and middle-income countries?**

The Alliance NGO members' report that road safety in most countries is not the highest focus for most governments during the Covid-19 pandemic. However, it remains as relevant as it has ever been: essential goods and services are transported via roads. While traffic volumes are lower in most countries due to lockdowns and curfews, many are also seeing a huge increase in excessive speeding on quiet roads. This is a story we hear across high-, middle-, and low-income countries. That the roads are quieter due to Coronavirus, but there are more fatal crashes. While speed is the main trend, other consequences are emerging; in Uganda, a ban on the use of private cars has pushed people toward motorcycle usage, leading to an increase in crashes among inexperienced riders, whereas alcohol bans in South Africa are reducing road deaths.

On the positive side, again throughout all income level countries, more people are participating in active ways of getting around such as walking and cycling and as is well-reported, the air in many places is much cleaner. This is highlighting the inequalities in the way our road systems are designed and, unfortunately, forcing vulnerable road users in the path of traffic where sidewalks are too narrow or non-existent.

**On the 20<sup>th</sup> of April, the Global Alliance of NGOs for Road Safety organized a webinar on how Covid-19 can teach us about safer roads and urban planning and how can we work with urban planners and activists from other sectors to achieve a common goal. Can you share the key takeaways from this webinar?**

This session was the first in a series looking at the different issues that Covid-19 is showing us connected to road safety. The key takeaway from this and, in fact, from the second session about mobility, is that our road systems are a choice: we have chosen to prioritize motor vehicles over walking and cycling through the way our roads and essential journeys are designed. Covid-19 is allowing us to experience a different normal. We need to help people understand that there is a choice, it is not simply the way things are: to be 'critical thinkers'.

The session also spoke of the potential backlash against public transport and against urban density. This, the speakers argued is a mistake. By pushing people toward suburban living and working and private car use, we ultimately decrease the safety of our streets. We will have more Alliance Live Sessions in the weeks to come. They are free and open to all and you sign up on [www.roadsafetyngos.org](http://www.roadsafetyngos.org).

**Have you received some feedback from NGOs about road safety initiatives or projects that had to be put on hold, or even stopped because of Covid-19? What possible consequences do you foresee?**

Nearly all of our NGOs are struggling due to the pandemic. Community interventions, such as work in schools, are on hold, funders are pulling out due to economic fears, and government attention is focused elsewhere making it hard for NGOs to push forward the road safety agenda. This is particularly frustrating after the sense of momentum following the 3rd Global Ministerial Conference on Road Safety in Sweden. NGOs are worried that when life returns to some normality that much of the advocacy they have begun will be forgotten and progress will be heavily set back. Many are afraid that they themselves may not be in existence if the funding drought continues.

There is an urgent need to lead and support emerging NGOs to build their resilience. This will include capacity building in fundraising, fallback plans such as digital platforms, etc. If measures to mitigate these threats are implemented on time, NGOs will be saved from losing experienced staff whose capacity has been developed over several years at a high investment. It would not be in the best interest for the world to watch as the road safety NGOs lose all the gains made in the past in saving lives and also lose the opportunity of saving more lives in the future. We must support this important group of champions and protect them from possible collapse. We call for all partners, including the UN Secretary-General's Special Envoy for Road Safety

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.

**What could be the role of the international community on road safety in this Covid-19 context? This February, a few days before the outbreak was declared a public health emergency of international concern, the third Global Ministerial Conference on Road Safety adopted the Stockholm Declaration. It endorsed a new ten-year effort to transform the safety of roads with a target to halve traffic deaths and injuries by 2030. How can we join our efforts today to achieve this target?**

Although there is a sense of the momentum of Sweden being lost, the Stockholm Declaration could actually prove to be very timely. It speaks not only to road safety in the strict sense, but interconnected issues including sustainable planning, environmental concerns, and mobility. These are the same issues emerging from the pandemic. We see people around the world enjoying being able to walk or cycle into their streets, to local grocery stores and outdoor spaces, in cleaner air. Governments are responding by extending walkways and cycle lanes on a temporary basis, closing streets to cars, and reducing speed limits on urban roads. Activists for all these issues are hopeful that the public will value these changes and that this could become a turning point.

As a road safety community, we need to embrace this: the solutions that are making the air less polluted and the streets more encouraging for pedestrians and cyclists are the same solutions that can help us achieve the 2030 target: slower speeds, better infrastructure for vulnerable road users, a mindset of people before vehicles. When the crisis clears, we must be ready to relaunch the Stockholm Declaration together, working not just among ourselves but across the SDGs. There is a role for each of us to play.

**Thank you for this interview!**

LEARN MORE



**[Global Alliance of NGOs for Road Safety](#)**



**[Watch the Alliance Live Sessions](#)**





# ADAPTIVE PROGRAMMING DURING COVID-19

Organizations around the world are adapting their programme and project activities to respond to the Covid-19 pandemic and its consequences. The UN Road Safety Fund is committed to the principles of adaptive programming, partnerships, and relevance. The operationalization of these principles is even more critical during this unparalleled time. This flyer prepared and shared by the UNRSF secretariat, provides tools and tips for project managers to adapt programmes during Covid-19.

[Download our flyer](#)

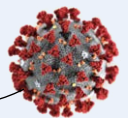


## COMING SOON: UNRSF WEBINAR



The webinar will be moderated by Femi Oke

## AN OPPORTUNITY TO BUILD BACK BETTER: THE POTENTIALLY TRANSFORMATIVE IMPACT OF COVID-19 ON ROAD SAFETY IN LOW- AND MIDDLE-INCOME COUNTRIES



**What is the impact of Covid-19 pandemic on road safety, what are the new challenges, risks and opportunities in low- and middle-income countries?**

The webinar will be composed of two panels:

1. The discussion will be on how in light of Covid-19 can we maintain the momentum of the Stockholm Declaration to reduce road traffic deaths and injuries by 50% by 2030 where Governments renewed their commitment to engage and invest in road safety?
2. Case study on lessons learned and best practices from the Ethiopian experience of Covid-19 of the UNRSF project "Scaling up safe streets designs" implemented by UN-Habitat in Ethiopia in partnership with Ethiopian authorities.

# 3<sup>RD</sup> GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY

At the request of the UN General Assembly, the Government of Sweden hosted – in collaboration with the World Health Organization (WHO) – the 3<sup>rd</sup> Global Ministerial Conference on Road Safety from 19–20 February 2020 in Stockholm, Sweden under the theme "Achieving Global Goals 2030".

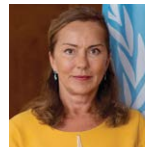
More than 1700 governmental delegates from over 140 nations as well as representatives of international, regional and sub-regional governmental and non-governmental organizations and the private sector provided an impetus for global mobilization through the Stockholm Declaration, which included a new ambitious target to reduce road deaths and injuries by 50% by 2030. The Declaration is expected to be adopted by the General Assembly in 2020. It is set to galvanize the momentum and strengthen political commitment at the highest levels to reduce road traffic fatalities substantially within the next 10 years.

During the Conference, the UN Secretary-General's Special Envoy for Road Safety, Jean Todt, and UNECE Executive Secretary Olga Algayerova issued an urgent wake-up call to governments, to the international community and all stakeholders. The Special Envoy urged that "we cannot continue with business as usual after the Ministerial Conference. Road crashes on the alarming scale we witness today are not accidents. They are the failure of a system which does not sufficiently value safety. This is why we need a new paradigm for road safety that focuses on building a safe system".

Powerful and impassioned voices from the youth and civil society insisted that enough was enough and demanding change from governments, international organizations and the private sector.

The UNRSF unveiled ten new projects that were selected from its 2019 Call for Proposals at a Ministerial Lunch organized by the Special Envoy on 19 February 2020. Reflecting at the occasion, the Special Envoy stated "When the Fund launched the 2019 Call for Proposals, the Advisory Board, of which I am a member, had one clear priority – projects must demonstrate

**“ 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. ”**



**Olga Algayerova**  
UNECE Executive Secretary

a chain of results leading to tangible impact on the number of fatalities and injuries on the road. I am convinced that these selected projects will accelerate progress in this direction."

The projects will target key gaps in the road safety systems of 12 countries. With a total budget of nearly US\$ 4 million, these projects will scale the Fund's geographical and programmatic footprint in the coming months.

**“ 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. ”**



**Jean Todt**  
UNRSF Advisory Board  
Member | United Nations  
Secretary-General's Special  
Envoy for Road Safety

LEARN MORE 



RICHARD AHLSTROM

Ministerial lunch, hosted by the UN Secretary-General's Special Envoy for Road Safety, Jean Todt, at the 3<sup>rd</sup> Global Ministerial Conference on Road Safety

[Press release of the event](#)



[About the Stockholm Declaration](#)



# TWO YEARS WITH THE UN ROAD SAFETY FUND

April 2020 marks the second anniversary of the launch of the UN Road Safety Fund (UNRSF). On this occasion, the Fund published a flyer highlighting the first results of the pilot projects and progress, in order to reduce the number of victims on the roads.

[Download flyer](#)



## ECHOES FROM THE FIELD

### ENCOURAGING FIRST RESULTS FOR THE FIVE PILOT PROJECTS

Key results are already evident for the five UNRSF pilot projects that have started their implementation in May 2019 in eight countries: Côte d'Ivoire, Egypt, Ethiopia, Pakistan, Paraguay, Philippines, Senegal and South Africa with an overall budget of US\$ 940,928. Through these projects, legal frameworks and policies are being designed and implemented, road traffic fatality data is being improved, and capacities are being built.



UNICEF

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\\_953](https://www.yunbaogao.cn/report/index/report?reportId=5_953)

