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UNITED NATIONS ROAD SAFETY FUND
2019 ANNUAL REPORT



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FOREWORDS

// We need to act fast. //



Luciana Iorio
Advisory Board Chair

We know the numbers. We repeat them too often. Every year, road crashes claim the lives of some 1.35 million people, and seriously injure more than 50 million. But these figures are not just numbers. They were once lives, childhoods, dreams and expectations.

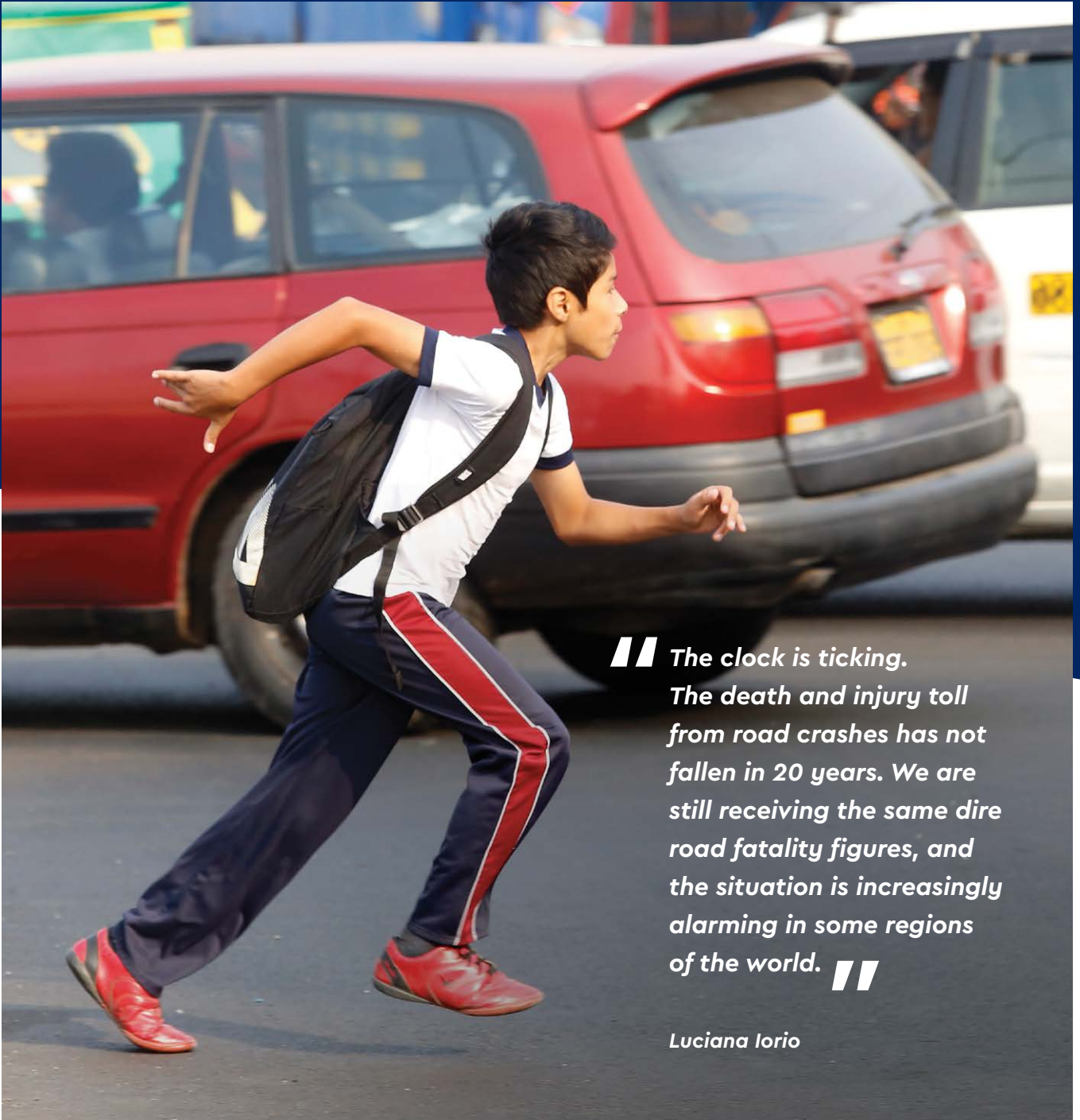
As a road safety policy-maker, I have known many lives abruptly interrupted or irreversibly changed by road crashes. All of them had a future before it all came to a stop on the road: a job interview to attend, a holiday to plan, a wedding dress to fit; a business project to start after years of saving money, the first date with the high school sweetheart.

// The UN Road Safety Fund provides an opportunity to ensure that we do not only look at those statistics, but we do enable new actions to revive hopes and ambitions, and fund new approaches creating the right policy conditions to fight the immeasurable social and economic cost incurred by road crashes. **//**

As a Chair of the UN Road Safety Fund Advisory Board, I see first-hand that the strength of this Fund lies in

its multi-stakeholder composition. It is only through partnering with diverse stakeholders with the best expertise that we can build a world where everyone can move safely on the roads. By the end of 2019, the Fund has already gathered nearly US\$ 20 million in pledges, which is a testament of its great potential and ability to foster partnerships across the private and public sectors.

The Fund's multi-stakeholder character allows it to gather knowledge on ongoing road safety projects and initiatives through links with different actors; as a multi-partner fund that is hosted at the United Nations Economic Commission for Europe (UNECE) in Geneva, which is also home to the UN conventions on road safety and the secretariat of the UN Secretary-General's Special Envoy for Road Safety, the Fund is uniquely placed to achieve meaningful operational coherence and to maximize focus and effectiveness by relying on the knowledge, expertise and reach of all its partners.



“ The clock is ticking. The death and injury toll from road crashes has not fallen in 20 years. We are still receiving the same dire road fatality figures, and the situation is increasingly alarming in some regions of the world. ”

Luciana Iorio

FIA Foundation

But in order to turn that potential and ability into a real impact on the ground, the Fund needs more funding and resources. It needs not only political declarations from governments and expressions of good will from the private sector, but concrete financial commitment and support to the implementation of the Fund's projects.

The clock is ticking. The death and injury toll from road crashes has not fallen in 20 years. We are still receiving the same dire road fatality figures, and the situation is increasingly alarming in some regions of the world.

We need to act fast. We must strive to eradicate road casualties in the same way that we succeeded in eradicating some pandemic diseases.

“ We therefore call on governments and the private sector to partner with the UN Road Safety Fund to improve national road safety systems. ”

Together, we can turn the page, change the story, and ensure a safe journey for everyone, everywhere.



/// If you want to go fast, go alone; if you want to go far, go together. ///

**Mohamed El Moctar Mohamed El Hacene
(quoting an African proverb)**

“ We received a total of 73 applications in response, to the 2019 Call for Proposals, requesting funding support across over 52 countries. ”



Mohamed El Moctar Mohamed El Hacene
Steering Committee Chair

It has been my great privilege to chair the Steering Committee of the UN Road Safety Fund during its initial two operational years. We have crossed a number of milestones since the launch of the Fund where the work of our Committee has played a pivotal role.

In 2019, our work has focused on programming, which is important for the Fund to demonstrate impact and value at this early stage of its existence. The launch of the streamlined and improved processes for the 2019 Call for Proposals allowed us to close the funding cycle in advance of the Third Global Ministerial Conference on Road Safety held in Stockholm in February 2020.

We received a total of 73 applications in response to the 2019 Call for Proposals, requesting funding support across over 52 countries. US\$ 62.5 million would be needed to finance all these projects. We, unfortunately, could only disburse US\$ 4 million at this stage to fund priority projects. These projects expand the Fund's geographical footprint considerably, with coverage of four regions and 12 countries through the technical and substantive expertise of the participating UN organizations.

“ A holistic approach will be advanced at the outcome level, with all five pillars of the Global Framework Plan of Action for Road Safety being addressed through these projects. ”

The selected projects will be announced at the Ministerial Lunch hosted by UN Secretary-General's Special Envoy for Road Safety on 19 February 2020 at the Stockholm Ministerial Conference, where delegates from around the world will come together with a sense of urgency and distress.

¹ [Learn more](#) about the five pillars (pdf file)

The operating model of the UN Road Safety Fund is divergence from business as usual. Through the targeted application of Global Framework Plan of Action for Road Safety, we help countries address critical gaps in their national road safety systems and make tangible impacts on the number of fatalities and injuries on the road.

“ We are a coalition of UN organizations, governments, private sector, academia and civil society that bring our unique strengths together for a common purpose. ”

My time as Steering Committee chair has led me to be true champion of the mission and vision of the UN Road Safety Fund. As the proverb goes, “If you want to go fast, go alone; if you want to go far, go together” – the Fund's broad-based partnerships lie at the heart of its DNA.

I am aware that getting the finance piece of the Fund right is critically important as we gear forward towards the demands of the final decade of SDG implementation. We need to build on the opportunity that the UN Road Safety Fund provides to implement a new generation of solutions that work for low- and middle-income countries. I thank all our funding and implementing partners for supporting us to make that happen, and look forward to working with all of you to get finance flowing to where it is needed most.

I take this opportunity to thank you for being part of our journey so far.

EXECUTIVE SUMMARY

The UN Road Safety Fund (UNRSF) 2019 Annual Report covers the Fund's first full operational calendar year. Following a brief introduction of the Fund, the report presents the major highlights of 2019. This follows an in-focus chapter capturing the benefits of the Fund's business model of pooled funding in the era of the Sustainable Development Goals (SDGs). The next part of the report captures the activities and early results of the Fund's five pilot projects. The report also highlights the operations and advocacy work carried out under the Fund, including the work of the United Nations Secretary-General's Special Envoy for Road Safety. With a brief overview of next steps for the Fund in 2020, the report concludes with information on financial performance.

The tagline for the 2019 Annual Report is "Invest. Programme. Partner." highlighting the importance of taking inspired efforts together, via donor investment that allows the UNRSF to finance strategic interventions following its strategy, the Global Framework Plan of Action for Road Safety. Partnerships remain crucial to the Fund's modus operandi and allow the UNRSF to become an enabler for achieving the road safety targets of the SDGs by acting as a facilitator between investors, governments, UN organizations and empowered implementation partners. In fact, the Fund's business model of pooled financing is a departure from traditional financing efforts and its biggest promise lies in its ability to facilitate the achievement of the SDGs.

2019 has been an important year for advancing the groundwork that was laid in 2018, which marked the founding of the UNRSF. The Fund's five pilot projects kicked off in May in the eight implementation countries. Through these projects, legal frameworks and policies are being designed and implemented, road traffic fatality data is being improved, and capacities are being built

Urban Planning has issued a memorandum to ensure that all future urban development projects are based on child rights.

In Ethiopia, the UN-Habitat project team supported the development of the Addis Ababa Non-Motorized Transport Strategy, which contains a budgeted implementation plan that will form the basis of further discussions on national investments.

The WHO project on improving road traffic fatality data in Côte d'Ivoire and Senegal has created an enabling environment for additional road safety activities through the establishment of the multisectoral national committees led by the National Data Coordinators for the WHO Global Status Report on Road Safety.

Finally, under the last pilot project, work led by WHO, Pakistan's Ministry of Communications and facilitated by Johns Hopkins University, will help to improve and garner a proposed road safety bill. This will be a first in road safety legislation in the country. The UNRSF is

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