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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.

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 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.

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.

We need to act fast.

Luciana Iorio
Advisory Board Chair
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 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.

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.

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.

1 Learn more about the five pillars (pdf file)
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. Some key results are already evident. The speed management project in the Philippines implemented by UNESCAP has organized speed management training sessions for more than 150 enforcers in 2019 and has designed a speed enforcement package, which will continue to be rolled out beyond the end of the project.

Through the activities of the three-country UNICEF project, almost 250 practitioners and stakeholders have been trained in child-responsive urban planning. In addition, as a result of the work carried out under this project, the Paraguay Ministry of Housing and 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 grateful to its existing donors, who have enabled the Fund to demonstrate value and impact of investments.

The response to the Fund’s first formal Call for Proposals exceeded all expectations and reinforced the importance of the Fund’s resources. A total of 73 applications were received, requesting funding support across over 52 countries. While US$ 62.5 million would be needed to finance all these projects, the Fund could only finance US$ 4 million for this Call.
in a structured portfolio. This funding has allowed the secretariat to be staffed, projects to be financed and key advocacy activities to be undertaken.

This raises the critical question of sustainable resource mobilization for the Fund. At the close of 2019, total funds pledged to the UNRSF stand at approximately US$ 20 million. Many of these pledges were already made in 2018. A transformation of the scale of Fund resources is absolutely critical, in line with its Fundraising Strategy and Policy in response to the huge demand at the country-level. It is evident and anticipated that with demonstration of early results, other donors will come to the table.

In advance of the important political commitments in road safety that will take place in Stockholm at the Third Global Ministerial Conference on Road Safety, important advocacy efforts for the Fund were undertaken in 2019.

Looking ahead, there are two main interlinked priorities in 2020 and beyond. The first is fundraising. Already, a broad and diverse group of donors has demonstrated its confidence in the mission and vision of the Fund. Supported by the members of the Advisory Board and Steering Committee, the UNRSF will continue to strengthen its fundraising activities, including through innovative financing. The second priority is programmatic. The results of the pilot projects, which are due for completion in 2020, will demonstrate value and impact of the Fund. The selection of projects under the 2019 Call for Proposals will further expand the Fund’s programmatic footprint and likely results.

A local Car Free Day was organized in Addis Ababa with the EIABC on 24 November. Children are participating in a road painting exercise to redesign the streets and school zones to ensure better accessibility for cyclists and pedestrians.

2 Ethiopian Institute of Architecture, Building Construction and City Development
THE GLOBAL FRAMEWORK PLAN OF ACTION FOR ROAD SAFETY
INTRODUCTION

Established in 2018, the UNRSF provides an unprecedented opportunity to ensure coordinated and impactful investments in road safety – and to do so with the UN partners, governments, multilateral development banks, civil society, academia and the private sector. It aims to systematically identify and strengthen missing elements of countries’ national road safety systems to bring about an immediate and tangible decline in the number of fatalities and injuries on the road.

The Fund’s Global Framework Plan of Action for Road Safety (GFPA) offers the vision, targets, common plan and approach to assist countries through the implementation of an effective road safety management system.

The Fund’s unique value also lies in the diverse and interconnected strengths and expertise of its 10 participating UN organizations.

The governance structure of the UNRSF is composed of an Advisory Board, a Steering Committee, a secretariat and an Administrative Agent. The multi-stakeholder Advisory Board provides strategic direction to the Fund, including advice on criteria for project proposals, monitoring and evaluation and priorities for funding projects. The Steering Committee has the direct oversight on the Fund and the authority to make decisions such as the approval of projects for funding in line with the strategic direction provided by the Advisory Board.

The UNRSF finances projects through calls for proposals that are designed on the basis of key Fund documents – including priorities and parameters set by the Fund’s governing bodies. Independent road safety experts conduct appraisals of screened applications submitted to the calls for proposals and the Fund’s Steering Committee takes these into account when allocating funds. Potential applicants will find information on calls for proposals on the Fund’s website or can reach out to the secretariat directly (unrsf_secretariat@un.org).

UNRSF BROCHURE

Global Framework Plan of Action for Road Safety (GFPA) (pdf file)

List of participating UN agencies

UNRSF brochure (pdf file)
HIGHLIGHTS OF THE YEAR

12 APRIL  **UNRSF ONE-YEAR ANNIVERSARY**
Anniversary marked the establishment of the Fund, development and adoption of the founding documents, two sessions each of the Advisory Board and Steering Committee, resource mobilization, and selection of pilot projects.

1–10 MAY  **PILOT PROJECT IMPLEMENTATION COMMENCES**
US$ 940,928 transferred to four UN organizations to implement five pilot projects in eight countries: Côte d’Ivoire, Egypt, Ethiopia, Pakistan, Paraguay, Philippines, Senegal and South Africa.

8 JULY  **UNRSF STRATEGY WORKSHOP**
Broad-based consultation on two matters of strategic relevance to the UNRSF: (i) strategic positioning of the UNRSF; and (ii) Fundraising roadmap for the UNRSF. Outcomes fed into upcoming Advisory Board session.

3 SEPTEMBER  **THIRD SESSION OF THE ADVISORY BOARD**
The Board approved the Fund’s Business Plan 2019–2021 and its Branding Identity and Messaging Framework. It also decided on the priorities and focus for the Fund’s first formal Call for Proposals.

4 OCTOBER  **THIRD SESSION OF THE STEERING COMMITTEE**
The Committee approved the funding parameters for the 2019 Call for Proposals. It also confirmed and approved the direct costs of the UNRSF secretariat for 2020.
**9 OCTOBER**  **LAUNCH OF 2019 CALL FOR PROPOSALS**

The Fund secretariat launched the 2019 Call for Proposals for a two-month period with application documents (i.e., application guidelines, frequently asked questions and the application form) available on UNRSF website.

**25 OCTOBER**  **BRIEFING ON CALL FOR PROPOSALS FOR UN ORGANIZATIONS AND PARTNERS**

A briefing session on the scope, parameters and requirements for the 2019 Call for Proposals was organized by the UNRSF secretariat for participating UN organizations and their potential partners.

**5 NOVEMBER**  **FRIENDS OF ROAD SAFETY WORKSHOP ON 2019 CALL FOR PROPOSALS**

A workshop on the Call was organized for diplomatic corps under the auspices of the Geneva Friends of Road Safety Network by the UN Secretary-General’s Special Envoy for Road Safety and the Permanent Delegation of the European Union to the UN in Geneva.

**4 DECEMBER**  **DEADLINE FOR 2019 CALL FOR PROPOSALS**

A total of 73 applications were received in response to the 2019 Call for Proposals, requesting funding support across over 52 countries.

**5-31 DECEMBER**  **SCREENING AND APPRAISAL OF APPLICATIONS**

The secretariat conducted screening of applications for completeness and eligibility and organized appraisals of eligible applications by three independent road safety experts.
Access of a Paraguayan school after intervention implemented under the UNICEF pilot project. In this country, 83 university students, professionals, national ministries representatives, were trained in child-responsive urban planning, including on making school zones safer in Paraguay.

SPECIAL FOCUS
SDGS AND THE FUND’S BUSINESS MODEL

The SDGs provide a holistic blueprint for change – an integrated plan to end poverty, protect the planet, and ensure that all people enjoy lasting peace and prosperity. Combining the ambition of Sustainable Development Agenda 2030 with the Sustainable Development Goals (SDGs) demands a new kind of approach to development: the more disruptive it is, the more transformational the solutions will be.

The Fund’s business model of pooled financing is one such disruptive solution. As a pooled fund, it is uniquely placed to allow collaborations and approaches for a multidimensional approach towards road safety. Its unique value also lies in the road safety expertise of the UNECE Sustainable Transport Division administering the main UN road safety conventions and of other participating UN organizations as well as the close collaboration with governments, private sector, academia and civil society to work together on the common purpose to reduce global road fatalities.

UNRSF also seeks closer partnership with other Funds and multilateral development banks to facilitate synergies, maximize complementarity and to avoid duplication. Importantly, the Fund's business model allows for the possibility of integrating road safety within the broader development context. The 2030 Agenda for Sustainable Development included road safety in two of the 17 SDGs and targets (targets 3.6 and 11.2).

Development experience in a range of sectors over the last decades has taught that incremental change is not enough.

Promoting safe public transport will improve public services, help stop global climate change and reduce road fatalities and injuries. In short, one well-designed, positive change leads to many others.

Fighting poverty will improve people’s health, including through improved post-crash response. Promoting safe public transport will improve public services, help stop global climate change and reduce road fatalities and injuries. In short, one well-designed, positive change leads to many others.
The Fund’s approach through the GFPA has the potential to be enormously effective. The GFPA encourages countries to apply the system concept and provides a full picture of national road safety systems. This allows countries to identify gaps in their national road safety systems and for the UNRSF to strategically invest where its funds are needed the most. This means that road safety interventions can move away from dispersed and activity-based approaches to programmatic and strategic efforts.

The overwhelming majority of road traffic deaths and injuries are preventable and remain a major development and sustainable transport problem that has broad social and economic consequences which, if unaddressed, will affect progress towards the achievement of the SDGs. It is for this reason that the UNRSF provides a unique and promising solution to address this challenge with a multisectoral approach, enabled by its business model of pooled financing.

WHAT IS A POOLED FUND?

A United Nations inter-agency pooled fund is a mechanism used to receive contributions from multiple financial partners and allocate such resources to multiple implementing entities to support specific national, regional or global development priorities. Pooled funds can act as gravity centres to improve aid effectiveness, increase alignment among a wide range of actors and reduce transaction costs for donors, country governments and implementing partners. They improve cost efficiency, transparency and collective outcomes not only by pooling resources and delivery systems, but also by sharing, and thereby reducing, the risks that often arise in highly volatile and unpredictable settings. It is in this context that pooled funding has emerged as an important component in UN reform initiatives and features prominently in the Secretary-General’s Funding Compact.

LEARN MORE

For more details on pooled financing mechanisms, see: Designing Pooled Funds for Performance.
PROJECT RESULTS

In 2018, the UNRSF approved five projects totalling US$ 940,928 under the pilot call for proposals. In May 2019, implementation of these projects began in all eight countries: Côte d’Ivoire, Egypt, Ethiopia, Pakistan, Paraguay, Philippines, Senegal and South Africa.

Efforts were made to ensure that national ownership at the highest levels was ensured through letters signed by Ms. Olga Algayerova, Executive Secretary UNECE, Ms. Armida Salsiah Alisjahbana, Executive Secretary UNESCAP, Ms. Maimunah Mohd Sharif, Executive Director UN-Habitat and Mr. Jean Todt, the UN Secretary General’s Special Envoy for Road Safety, to heads of state of countries where pilot projects are being implemented in December 2019. The aim was to ensure visibility of the Fund’s work at the highest level and encourage governments to channel national resources to the projects in order to sustainably continue their results and maximize impact.

WHO – (Côte d’Ivoire and Senegal) – 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.

UNICEF – almost 250 practitioners and stakeholders have been trained in child-responsive urban planning. In addition, the Paraguay Ministry of Housing and Urban Planning has issued a memorandum to ensure that all future urban development projects are based on child rights.
UNESCAP – organized speed management training sessions for more than 150 enforcers in 2019 and has designed a speed enforcement package, which will continue to be rolled out beyond the end of the project.

WHO – will help to improve and garner a proposed road safety bill in Pakistan, which will be a first in road safety legislation in the country.

UN-Habitat – 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 project “Strengthening speed management in the Philippines” addresses one of the main causes of death and injury on the road in the Philippines: driving speed. This is addressed by supporting the Government in its fight to reduce driving speed and by building and strengthening the capacities of national police and Local Government Units (LGUs).

This pilot project is implemented by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) in partnership with the Global Road Safety Partnership (GRSP) and in cooperation with ImagineLaw Inc., Land Transportation Office (the Philippines) and the Department of Transportation of the Philippines Government.

SPEED MANAGEMENT TO BE ADDRESSED WITH THE TRAINING OF ENFORCEMENT OFFICIALS

There are important challenges in the area of road safety in the Philippines. Excessive and inappropriate speed is one of the most important causes contributing to road fatalities and injuries in many countries. For the Philippines, the WHO Global Status Report on Road Safety 2018 rated national speed limit law enforcement at only 5 out of 10, indicating a critical gap and highlighting an opportunity for targeted efforts.

Reducing speeding has been a focus of action by the Government of the Philippines. A 2018 Joint Memorandum Circular was issued for nation-wide implementation to promote the ability of LGUs to set speed limits on all roads and to establish coordination mechanisms between the Government and LGUs.

However, a legal and institutional assessment supported by GRSP highlighted that most of the 229 LGUs interviewed (representing provinces, cities and first-class municipalities) remain unaware of their responsibilities to classify roads to set appropriate speed limits and to procure and utilize adequate speed detection devices.
Most LGUs lack the technical expertise to manage the process of classifying roads, setting appropriate speed limits and enforcement of said speed limits. In addition, enforcement authorities (other than Highway Patrol Group) were unaware of the basic principles of speed enforcement, its effects on traffic safety, and technology required for measuring speed.

**“TRAIN THE TRAINER”**

This project has helped address this gap by establishing and building the capacities of a core group of law enforcement personnel from different agencies who will provide practical speed enforcement training at the district level. The project team, which is led by GRSP global road policing experts, has provided best practice speed management training sessions reaching more than 150 enforcers since the project started in May 2019.

The Training of Trainers (ToT) sessions have focused on speed enforcement key principles and enforcements in real traffic situations with different technical devices, practical measurement procedure, and mitigation tactics.

An unanticipated and positive outcome of the project was the discovery that enforcers identified and acted on several other traffic rules violations during speed limit enforcement operations.

In the Philippines, 171 law enforcement personnel from different agencies have been trained in speed risks on the road and in speed control techniques.
The regions within the Philippines have already adopted the project’s activities and have organized trainings for their enforcers independently, and the best practice speed enforcement operations are going to be institutionalized upon completion of this project as well as the procurement of speed enforcement devices.

This approach of training of the law enforcement personnel to enforce speed limits using modern techniques has been innovative in the national context. The capacity of a core group of Land Transportation Office enforcers and national police to train relevant enforcement officers has been enhanced and now these personnel are already utilizing the knowledge to enforce speed in the country.

**A COMPREHENSIVE APPROACH TOWARDS ROAD SAFETY**

An unanticipated and positive outcome of the project was the discovery during practical exercises and trainings in the field that speed limit enforcement not only affects average speeds, it also improves compliance with other traffic rules (drink-driving, non-use of safety belt, etc.). Enforcers identified several other traffic rules violations during speed limit enforcement operations that they had to act against.

Last but not least, the project has garnered considerable media attention, including 20 news articles, multiple stories on television news and significant social media coverage.

**NEXT STEPS**

Looking ahead, a national stakeholder workshop will take place at the end of the project to showcase the results of the project, and to launch key knowledge products developed in the course of the initiative, including a Speed Enforcement Package and guidance training video, which will be utilized by key agencies in the Philippines beyond the end of the project.

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<th>KEY RESULTS</th>
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<td><strong>Core group</strong> of enforcers <strong>trained</strong> at the district level, to <strong>become the pool of trainers</strong> of the Local Transportation Offices, thereby allowing the further scaling of the training</td>
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<td>Development of a <strong>speed enforcement package</strong> with a set of recommendations on effective speed enforcement activities for relevant staff from the Local Transportation Office, Philippines National Police, Highway Patrol Group and from the local government units</td>
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<tr>
<td>A set of <strong>recommendations</strong> to institutionalize the speed enforcement training for relevant staff from the Local Transportation Office, Philippines National Police and from the local government units, developed during coaching and follow-up activities</td>
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<th>IN THE PIPELINE</th>
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<td><strong>National stakeholder workshop</strong> and the launch of <strong>key knowledge products</strong> developed in the course of the initiative, including a Speed Enforcement Package guidance training video, which will be utilized by key agencies in the Philippines beyond the end of the project</td>
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<tr>
<td>Establishment of the <strong>institutionalization</strong> of operations of best practices on speed management</td>
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The main objective of this project “Child-responsive urban planning and sustainable urban transportation” is to develop capacities in child-responsive urban planning, with a focus on improving transportation systems. From the nine UNICEF country offices that have previously managed and carried out road safety projects, Paraguay, South Africa and the Philippines are the three countries that expressed interest in taking forward this pilot project. These three beneficiary countries are situated in different regions, which shows the potential replicability of this project.

This multi-country pilot project is executed by the United Nations Children’s Fund (UNICEF), in collaboration with institutional, academic and technical partners in Paraguay, the Philippines and South Africa.

The project aims at strengthening the capacity of relevant urban stakeholders to put children first in urban development and transportation planning and to improve independent mobility for children in the cities of Asuncion, Lambaré and Fernando de la Mora (Paraguay), Cape Town (South Africa) and Valenzuela city (Philippines). The project’s activities target students as well as urban and transportation planners, that play a key role in the planning, construction and management of safe roads.

**219 PRACTITIONERS AND STAKEHOLDERS TRAINED**

The UNICEF Philippines Country Office carried out a training of trainers at the University of the Philippines in collaboration with local partners where 70 participants were trained. A site visit was arranged at Andres Fernando Elementary School in Valenzuela City, to visualize how urban planning concepts are implemented in a real-life situation affecting children, and to be able to provide some recommendations for improvement.

In Paraguay, 32 university students and professionals were trained. In South Africa, 36 participants (government officials, professionals’ urban planners, engineers,
architects, child development specialists, activists from Non-Government Organisations such as Open Streets, Violence Prevention Through Urban Upliftment, urban cyclists) benefited from the training.

The second module of the training for practitioners and stakeholders on child-responsive urban planning also took place in all three countries.

In the Philippines, there were a total of 30 participants at the training, with 15 from Local Government Units, 4 from National Government Agencies (particularly from Public Works, Education, Interior and Local Government, and Economic Development), 6 from civil society and the private sector, and another 5 from the academia. In total, 70 action plans were drafted by the participants for both modules (going beyond the target of the project of 30 action plans drafted).

In Paraguay, 51 professionals were trained in the second module, including officials of the National Agency for Traffic and Road Safety (ANTSV), the Ministry of Education and Sciences, the Ministry of Childhood and Adolescence, the Ministry of Urban Planning, Housing and Habitat (MUVH), the Vice Ministry of Transport, the Highway Patrol, and municipalities: Asunción (capital

Fernando de la Mora, Paraguay, October 29, 2019. Valentina Galeano is only 6 years old, but she is already aware of the street safety needs of the city where she lives.

Valentina goes to the first grade of the Vicente Ferrer school in the city of Fernando de la Mora. Every day her mother takes her by the hand to school, walking the streets of the neighborhood. “The area is a little insecure,” says the little girl, explaining with sorrow that “a cat died near where I walk,” probably because he was hit by one of the large trucks that circulate in the area. Valentina says that there is a lack of sidewalks for pedestrians, who are constantly stalked by vehicles and all kinds of commercial activities that occupy streets.

In addition, the girl believes that, although traffic signs are present, “we must put more signs” so that people know what the rules are and respect them.

The goal is to save lives; it is the only goal that drives everything we are doing in road safety. We want people, especially children, not to die; we don’t want people living with any physical injury caused by a road accident. Thus, from UNICEF we are committed to making school zones safer.

Rigoberto Astorga, Program manager of UNICEF Paraguay

In Paraguay young people take the lead in redesigning their school zones and improve safety for all.

In the Philippines, work is being undertaken to prevent road injuries and to improve schools walking environment.
of the country), Lambaré and Fernando de la Mora (candidates for the Child-Friendly city recognition). Also, independent professionals, consultants and NGOs participated in the workshop. 32 action plans were drafted. At the end of 2019, there are already 219 practitioners and stakeholders who have been trained in the two modules of child responsive urban planning as part of this project.

**MODEL SCHOOLS DEMONSTRATING BETTER ROAD SAFETY**

On-site street infrastructure is being developed in Paraguay and the Philippines in order to design model schools with improved road safety, including a child-friendly space for school children, evidenced by at least a 3-star IRAP road safety rating, using the Star Rating for Schools (SR4S).

In the Philippines, the work is being undertaken in close collaboration with stakeholders in improving the walking environment of the targeted schools, building on the assets of the Child Road Traffic Injury Prevention (CRTIP) Project. The UNICEF Philippines Country Office identified 4 schools, 3 are located in Valenzuela City (National Capital Region) and 1 in Zamboanga City. The implementation of specific infrastructure works is expected to be finished by mid-2020.

In Paraguay, an on-site intervention has already been concluded in an area of high circulation of school children in the city of Fernando de la Mora. The intervention has benefitted 3 schools. Community stakeholders and even young boys and girls participated in the design of the intervention. The work was carried out over a period of two months, during which a proposal for urban intervention was designed and implemented.

The Paraguay National Traffic and Road Safety Agency (ANTSV) has expressed interest in replicating the project so that it becomes a public policy in each municipality. In addition, the Mayor of the Municipality of Fernando de la Mora assumed the commitment to apply this experience in other areas of the city.

**KEY RESULTS**

- **219 practitioners and stakeholders** (Government officials, professionals’ urban planners, engineers, private sector, Local Government representatives, etc.) have been trained in child responsive urban planning
- **102 action plans** were drafted by the training participants
- Development of **training material** in child responsive urban planning
- The Paraguay Ministry of Housing and Urban Planning has issued a **Memorandum** to ensure a child rights approach to the future urban development projects
- **3 model schools** with improved child-friendly spaces developed in Paraguay
- Universities in Paraguay are planning to integrate the project’s modules in civil engineering and architecture programmes

**IN THE PIPELINE**

- On-site interventions to develop **4 model schools** exhibiting improved road safety, including a child-friendly space for school children, in the Philippines
- Formulation of specific **policy recommendations** for child responsive urban planning
The aim of the project “Scaling up safe street design in Ethiopia” is to strengthen the capacity of Ethiopia to better design and implement policies that prioritize the needs of pedestrians and cyclists. The project will provide technical support to officials in Addis Ababa in their ongoing efforts to upgrade more than 70 km of footpaths as well as existing and new bike corridors over the coming budget year; to build on the government’s ongoing focus to better design and implement policies; and make investment decisions that prioritize the needs of pedestrians and cyclists.

This pilot project is executed by the United Nations Human Settlements Programme (UN-Habitat) in collaboration with the Institute for Transportation and Development Policy (ITDP).

Through a previous project, UN-Habitat provided technical support towards planning for an integrated transport system in Addis Ababa. The project had revealed the urgent need to improve conditions for walking and cycling, which form the majority of the modal share. Although the majority of the population relies on walking, pedestrians face many challenges including lack of footpaths, dangerous crossing or poorly maintained infrastructure. Road safety has become a major concern with 80% of the 463 fatalities involving pedestrians in 2017.

The Government started to show increasing interest in non-motorized transport issues and initiated efforts on infrastructure improvements. However, there is low
capacity to design good quality pedestrian and cycling facilities. It is against this background, and with the established relationships with Government entities, that this project proposal was formulated.

**CREATING A SINGLE PLATFORM FOR UP-TO-DATE STREET DESIGN STANDARDS**

UN-Habitat facilitated a national and local project kick-off workshop on 28 and 29 August 2019 that brought together all key government agencies, academic institutions and professional associations. The project team presented an initial assessment of existing street design manuals and the need for harmonization of these to the workshop participants. Stakeholders were invited to join an interactive discussion on “Street Design Manual Harmonization” and to propose ideas for harmonization and alignment.

Building on the outcomes of the discussions during the kick-off workshops, a follow-up workshop on “Harmonization of Street Design Guidelines” was organized on 25 November 2019 for key government agencies that have prepared street design manuals and guidelines. This workshop identified concrete inconsistencies in their road safety system – and specific areas requiring

**In Ethiopia, 80% of road fatalities involve pedestrians. The Local Car Free Day in Addis Ababa is one of the project initiatives for scaling up safe street design, offering activities such as trainings on road safety for kids, road painting exercise, discussion on safe lanes for cyclists and pedestrians.**
The project team supported the development of the Addis Ababa Non-Motorized Transport (NMT) Strategy which contains a budgeted implementation plan, which will form the basis of further discussions on national NMT investments.

In addition, the project plans a targeted workshop on National Fund Allocation for April 2020 in anticipation of the ending of the fiscal year of the Ethiopian Government on 7 July 2020. Aligning with the project and following up with its activities, the Government partners also actively collaborated with their own activities, for example by organizing a “Safe Cycling Media Forum”. There are various ongoing non-motorized transport projects implemented by different institutions in Ethiopia, including the rolling out of bicycle lanes. The topic of road safety and non-motorized transport is high on the governmental agenda. The Ministry of Transport is reviewing its road safety strategy and the Minister committed to taking up some initiatives to a national scale.

To reinforce the partnership, a Memorandum of Understanding was signed between UN-Habitat and the Addis Ababa Transport Bureau (AATB) on 25 November, which outlines the future areas of collaboration as part of this project, but also beyond the scope of this project.

CAR FREE DAYS AND SAFER LANES FOR CYCLISTS

At the request of the Ministry of Transport – Federal Transport Authority (FTA), a training was provided in November 2019 on how to organize successful Car Free Days based on lessons learned by UN-Habitat from other African cities. The FTA brought 80% of the trainees as it intended to extend a Car Free Day to 3 secondary cities with a national rollout plan.

The interactive training session highlighted UN-Habitat’s experiences from Nairobi, Kampala and Cape Town and local experience from the task force members who have been running the event in Addis Ababa. It was agreed upon in the discussion that emphasis should be on the needs of pedestrians and cyclists with integration of other themes such as health and environment. Subsequent to the training, an interactive discussion was held on key topics, such as coordination, financing and local contextualization.

On 24 November 2019, the project team, in collaboration with the Bike Ethiopian Network, supported the National Car Free Event and organized a bicycle skills training for children, who received certificates by the Minister of Transport for their participation.

As the intention was to incentivize such trainings to be taken up in secondary cities as a follow-up, FTA officials were strongly involved in the trainings, with several staff members participating. Alongside FTA, there were also participants from ITDP, Addis Ababa Fitness Association, Bike Ethiopia Network and Ethiopia Urban Planning Association. In addition, the team organized an art visualization, where children were encouraged to draw paintings related to the theme of Car Free Environment.

On 22 December 2019, the project team supported the local Car Free Day in Addis Ababa. In collaboration with the Ethiopian Institute of Architecture, Building Construction and City Development (EIABC), a road painting exercise was organized to reflect on how street space can be better distributed according to the needs of pedestrians and cyclists. Discussions evolved around how a cross section of street would look like, if it provided safe lanes for cyclists and pedestrians.
As part of the technical assistance, the project team reviewed designs of ongoing projects by the Ethiopian Government, such as the Lebu–Jemmo pilot bike corridor designed by the AATB and its plans to construct 10 km of cycle lanes in the city. The feedback from the team on certain design features to provide better quality and safer lanes for cyclists have been incorporated. Furthermore, the project team supported the Traffic Management Agency in the improvement of the existing bike corridor and for the site selection for the new bike corridors.

<table>
<thead>
<tr>
<th>KEY RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three <strong>workshops</strong> on the assessment and harmonization of street design</td>
</tr>
<tr>
<td>A <strong>national car-free event</strong>, an Addis Ababa car-free day and a bicycle skills training for children</td>
</tr>
<tr>
<td><strong>Technical review of the designs of ongoing infrastructure projects</strong> by the Addis Ababa City Administration, to integrate road safety (Jemmo – Lebu bike sharing for AATB and rehabilitation of the existing bike corridor and new project site selection for TMA)</td>
</tr>
<tr>
<td>A <strong>Memorandum of Understanding</strong> signed between UN-Habitat and the Addis Ababa Transport Bureau outlining the future areas of collaboration on road safety design</td>
</tr>
<tr>
<td>Support to the development of the Addis Ababa <strong>Non-Motorized Transport (NMT) Strategy</strong>, which contains a <strong>budgeted implementation plan</strong></td>
</tr>
<tr>
<td><strong>Government partners</strong> also advanced their <strong>own activities</strong>, following-up on project activities, for example by organizing a “Safe Cycling Media Forum”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IN THE PIPELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishment of an <strong>interactive web platform</strong> for up-to-date design standards</td>
</tr>
<tr>
<td>A <strong>workshop on National Fund Allocation</strong></td>
</tr>
<tr>
<td>Co-development of Bahir Dar’s <strong>Sustainable Urban Mobility Plan</strong> with a strong focus on road safety and non-motorized transport</td>
</tr>
</tbody>
</table>
The main objective of this project “Improving road traffic fatality data in Côte d’Ivoire and Senegal” is to strengthen existing health information systems in order to produce through enhanced civil registration more accurate and timely data and statistics on road traffic deaths. It also aims at better engagement and collaboration among different stakeholders and ministries (including health, transport and interior) in the area of road safety.

This pilot project is executed by the World Health Organization (WHO) in partnership with the Ministries of Health, Transport and Interior in both countries. Its multi-sectoral approach to the project implementation is key in ensuring that the countries have a complete view of the bottlenecks and challenges in improving the issue of under-reporting road safety data.

WHO has been calling attention to the issue of under-reporting and poor quality of data on road traffic deaths since the publication of the first Global Status Report on Road Safety. The problem has been much discussed, but countries face challenges in implementing sustainable solutions.

During the process of collecting data for the latest Global Status Report on Road Safety, WHO highlighted a strong motivation from different sectors in Côte d’Ivoire and Senegal to improve the quality of the data and to correct the discrepancy between the reported/official data from the country and WHO estimated data. In addition to that, the two governments expressed the desire to have a data system on road traffic deaths based on the linkage of different databases available in the countries. The improvements in data systems have also been identified in their national strategies on improving road safety.

MULTISECTORAL APPROACH FOR BETTER ROAD TRAFFIC DATA

The project team organized two-day project kick-off workshops in each country (30–31 July 2019 in Senegal and 27–28 August 2019 in Côte d’Ivoire) with the participation of Ministry counterparts. The main objective of these workshops was to explain to attendees the rationale of the project, its objectives and expected results.
The second workshops were held in November 2019 for Côte d’Ivoire and December 2019 for Senegal. The aim of the second workshop was to do a business process mapping of road traffic data systems, define the necessary actions to improve each database and link them together, and finally, develop a work plan for the implementation activities.

The application of process mapping was done in two phases. Phase 1 was to identify the relevant institutions that contribute to the process of collecting road traffic deaths. Based on this mapping, in Phase 2, the participants of the workshop defined the actions and tasks for each sector to be taken in the next coming months to improve the quality of the data collected.

This is the first time that the two countries conducted the mapping exercise in the road traffic area in a multi-sectoral approach. The methodology included identifying the bottlenecks and gaps in collecting data in each sector, which was a unique opportunity for workshop participants to visualize the overall issues and challenges in the country.

A “Knowledge, Attitude and Perception Survey” on the quality of road safety data was started in both countries. The analysis of the data from the first survey was shared with the countries during the second workshops.

**Sustainability:** This project was designed with sustainability as a forefront consideration. The project 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.

The project also provides an opportunity to build a strong and sustainable network on road safety data via multisectoral national committees, which would continue even after the end of the project. These committees are led by the National Data Coordinators for the WHO Global Status Report on Road Safety. The two governments are keen to use the committee of this project to highlight the importance of improving road safety and convincing all the sectors to work together instead of focusing only on the police or Ministry of Interior. The committees are a unique legacy of the project and will ensure that the actions of this project, including the mapping, will continue in a coordinated manner after project closure.

The project has been well-received in both countries and the launch event in Côte d’Ivoire was featured in the Radiodiffusion Television Ivoirienne (RTI) website.

### KEY RESULTS

**Four national stakeholder capacity building workshops** with the participation of Ministry counterparts

**A mapping of the existing data systems:**
- **Country consultations** identifying missing or weak elements, bottlenecks and challenges in the current system
- **Mapping of road traffic data systems**

**A work plan and recommendations** defining the necessary actions to improve each database and health information systems

**Engagement and collaboration among different stakeholders and ministries** (including health, transport and interior) through the **multisectoral national committees**, led by the National Data Coordinators for the WHO Global Status Report on Road Safety

### IN THE PIPELINE

**A “Knowledge, Attitude and Perception Survey”** on the quality of road safety data in both countries
The aim of the project “Strengthening legal frameworks for road safety” is to build on existing efforts of the national governments, to identify legislative gaps in the five road safety-related Pillars area, and to facilitate a multi-stakeholder dialogue for the development of a more comprehensive legal framework in the field of road safety.

This multi-country pilot project is executed by the World Health Organization (WHO) in collaboration with the Ministries of Health, Communication, Transport and Interior in Egypt and Pakistan. Johns Hopkins University School of Public Health has been hired to support the institutional assessment and facilitation of in-country provincial consultation on a draft legal framework and comprehensive road safety law.

Egypt has a death rate of 9.7 per 100,000 population and Pakistan 14.7 per 100,000 based on the 2018 Global Status Report on Road Safety. Both countries also showed opportunities for strengthening legislation.

Pakistan and Egypt are represented by members of parliament, in the Eastern Mediterranean Regional Forum for Road Safety Legislators and serve as Chair and Vice-Chair of the network.

The meeting of parliamentarians and focal persons from multiple sectors generated interest and discussion on improving the legal framework and road safety laws in both countries. The outcome of the meeting was the adoption of a road safety strategic framework on accelerating action on global road safety targets in the region. Participants included representatives from ministries of interior, health and members of parliament and an UNESCWA representative.

Project kick-off discussions were held with Egypt and Pakistan high-level officials in Jordan as an opportunity to support integration of the draft strategy in the countries.

In Pakistan, the Ministry of Communications, which is the lead agency for road safety had initiated work to improve policies to address road traffic injuries in
the country and the UNRSF provides WHO to further support its ongoing efforts. Egypt showed keen interest in addressing policy gaps and enforcement challenges.

POLICY DIALOGUE IN EGYPT

In Egypt, a proposed amendment in the pipeline in Egyptian parliament was discussed in the Joint Parliamentary Committee in July 2019. A preliminary assessment of draft proposed law was conducted. However, after due consideration and the situation on the ground, the project concluded that focusing on developing a proposed amendment is premature. Hence, the project will instead prioritize documentation of legal frameworks in relevant ministries and policy consultations to advance efforts in this area.

The relevant Egyptian ministries have agreed to conduct separate assessments and documentation of progress and opportunities. WHO will convene a policy dialogue bringing together these ministries to consolidate findings, share reflections and determine progress in 2020.

INSTITUTIONAL ASSESSMENT AND CONSULTATIONS ON LEGAL FRAMEWORKS IN PAKISTAN

In Pakistan, following a request for proposals, WHO has partnered with Johns Hopkins University International Injury Research Unit (JHU-IIRU) to conduct an institutional assessment and facilitate provincial consultations which will be led by WHO and the Ministry of Communications.
**Value-added:** In Egypt the main value-add is that WHO will be able to leverage its convening power to bring together concerned ministries to share insights and findings from assessment and documentation activities on road safety. In Pakistan, the main value-add is that with the neutrality and technical expertise that WHO brings to the project, provincial consultations led by WHO and 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.

Work has been initiated, documentation has been collected from all concerned ministries on legislation development progress to date and review initiated as part of the institutional assessment.

A country visit to hold an initial federal level consultation on a draft proposed law and plan provincial consultations and refine the institutional assessment will take place in 2020.

Following a letter addressed to the Prime Minister of Pakistan at the end of 2019 by Ms. Olga Algayerova, UNECE Executive Secretary and Mr. Jean Todt, the Secretary General's Special Envoy on Road Safety, requesting for national resources to be directed to this pilot project, the Ministry of Communications conveyed its intent to seek local funding through the Public Sector Development Program for advancing the work triggered through the pilot project.


### KEY RESULTS

- **Preliminary assessment** in Egypt of a draft proposed law on road safety
- Launch of an institutional assessment in Pakistan and planning for provincial consultations on legal frameworks on road safety
- Agreement with the relevant Egyptian ministries on conducting separate assessments and documentation of progress and opportunities for legal frameworks on road safety
- Commitment of the Ministry of Communications in Pakistan to seek local funding through the Public Sector Development Program for advancing the work triggered through the pilot project

### IN THE PIPELINE

- Finalization of the institutional assessment in Pakistan, online consultation with experts, and facilitation of provincial consultations on legal frameworks and draft road safety law
- Policy dialogue in Egypt between WHO and the relevant Egyptian ministries to consolidate findings, share reflections and determine progress in 2020 for strengthening legal frameworks for road safety
Following the Advisory Board’s request to suggest some ways to identify key priority areas for project proposals, the Steering Committee at its second session in November 2018, requested the secretariat to organize a seminar to facilitate the identification of future directions for the UNRSF and to produce guidelines that give strategic direction in applying the GFPA and Priorities and Criteria for Funding Projects documents. This seminar took place in Geneva on 8 July 2019 with participation from members of the Advisory Board and the Steering Committee.

Following the discussion on key areas to be focused on during the next call for proposals, the secretariat was requested to submit to the Advisory Board the two following options for further consideration:

1. Key areas within the GFPA representing main causes of high fatalities in most countries such as: (i) speed management, (ii) control of drink driving, and (iii) alleviation of driving distraction,
2. Key areas to ensure efficient intervention and larger coverage such as: (i) regional data observatories, (ii) safe & clean vehicle imports for Africa and (iii) designing cities safe for children.

Subsequently, the UNRSF Advisory Board met on 3 September 2019 to discuss the conclusions of the July workshop to consider the themes or focus areas for the 2019 Call for Proposals. The Advisory Board decided to open the first formal call for proposals within the Fund’s GFPA and Funding Criteria and Priorities, giving priority to individual country and multi-country projects having immediate and tangible impact. The Board stressed the importance of partnership and synergies with other institutions.

In addition, the Advisory Board invited United Nations Educational, Scientific and Cultural Organization (UNESCO) to become a Fund participating organization in view of its importance in promoting the safe system principles of the GFPA through education. Furthermore, the Advisory Board reviewed progress in the implementation of the five pilot projects approved by the Fund’s Steering Committee in November 2018.

The Advisory Board session was followed by a virtual session of the Fund’s Steering Committee on 4 October 2019. Based on the strategic decisions of the Advisory Board, the Steering Committee approved the funding cycle parameters for the 2019 Call. This included the length of funding cycle, priorities and focus, total funding to be awarded, eligibility criteria and budgetary limits to each project. The Committee also reviewed and approved the secretariat budget for 2020.

2019 CALL FOR PROPOSALS

In October 2019, the Fund opened its first formal call for project proposals, which closed on 4 December and disbursed US$ 4 million to approved projects.

All project proposals submitted through participating UN organizations were eligible to apply for funding. Priority was given to individual country and multi-country projects that have immediate and tangible impact on the reduction of road fatalities. To capitalize on synergies to achieve impact on the ground, partnerships were encouraged with other organizations, multi-lateral development banks, and NGOs.

To help participating UN organizations and other potential partners prepare their project submissions, the UNRSF secretariat organized a dedicated briefing session on the 2019 Call for Proposals on 25 October 2019 at the Palais des Nations in Geneva. The briefing session focused on the GFPA and the Priorities and Criteria for Funding Projects, which provides criteria for project evaluation.
An additional workshop was organized on 5 November 2019 for permanent missions under the auspices of the Geneva Friends of Road Safety Network by the United Nations Secretary-General’s Special Envoy for Road Safety and the Permanent Delegation of the European Union to the United Nations in Geneva, which was attended by representatives from approximately 60 countries.

Efforts were made to widely disseminate information on the Call for Proposals through the support of Advisory Board and Steering Committee members and participating UN organizations. Outreach efforts also included press releases and social media posts.

An Expression of Interest was open for a one-month period, between 27 September and 27 October 2019, inviting applications from road safety experts to be recruited to conduct appraisals of the project proposals submitted to the 2019 Call for Proposals. Following a competitive selection process according to relevant United Nations rules and regulations, three experts were selected for the 2019 Call for Proposals and two other qualified candidates were rostered to be considered for conducting appraisals of future calls for proposals.

The secretariat also provided feedback to draft proposals received from participating UN organizations and advised incomplete applications received before the submission deadline of 4 December 2019.

In total, 73 proposals were received for the 2019 Call for Proposals, covering 52 countries and seeking a total of US$ 62.5 million in funds.

There were 50 eligible proposals covering 45 countries and seeking US$ 54.6 million in funds. Most of the eligible proposals were supporting Asia-Pacific (35%) and African (30%) countries, followed by Western Asia (12%), Latin America and the Caribbean (13%) and Europe (10%). Most of the eligible proposals were focused on lower middle-income countries (46%), followed by upper middle-income countries (36%). Only 18% of the eligible proposals were targeting low-income countries. Among the eligible proposals, 22% of the proposals (11 projects) were multi-country proposals.

Most of the eligible proposals focused on the pillars of Road Safety Management (34) and Safe User (34), followed by Safe Road (25), Safe Vehicle (15) and Effective Post-crash Response (11). The majority of the eligible proposals focused on the areas of Legislation (41), followed by Education (39), Enforcement (37), Technology (34) and International Regulatory Support (22). Proposals often included multiple areas and pillars of the GFPA.

Among the eligible proposals, a total of US$ 17.1 million has been proposed in co-financing in addition to the US$ 54.6 million requested from the UNRSF.
The UN Secretary-General’s Special Envoy for Road Safety, Mr. Jean Todt, continues to be vigilant in raising visibility of, and encouraging financial contributions to, the UNRSF. To this end, in 2019, the Special Envoy led several initiatives to engage Member States, the UN System and stakeholders in the activities of the UNRSF. This includes activating the Geneva and New York diplomatic communities by launching the informal Friends of Road Safety Networks, in strong partnership with the EU and Italian delegations, followed by a number of “Network” events that reached nearly 100 delegations.

Through his missions to countries around the world, the Special Envoy formally encouraged eight Member States to consider contributions to the UNRSF, one of
which is now a donor, as well as informed 12 Member States and respective UN Country Teams of the first call for proposal, many of which submitted applications.

The Special Envoy used other forums to further raise visibility among wider stakeholders, including the World Economic Forum, International Transport Forum, Global Meeting of the Alliance of NGOs for Road Safety, meetings of the UN Road Safety Collaboration, meetings of the FIA High Level Panel for Road Safety, and with bilateral discussions with prominent leaders such as the Secretary General of L’Organisation internationale de la Francophonie (OIF) and the Prime Minister of Qatar.

SECRETARIAT OPERATIONS

In order to further advance the Fund’s strategic direction, the secretariat advanced on a number of key areas in 2019. With the assistance of UNECE and consultants, a proposal for the UNRSF branding and messaging package as well as a 3-year business plan was prepared for the consideration of the Fund’s governing bodies. The secretariat continued to service its governing bodies, including by organizing a workshop with stakeholders on 8 July 2019, addressing the Steering Committee decision at its 22 November 2018 session. It organized the third Advisory Board session on 3 September 2019 and the third Steering Committee session on 4 October 2019. Subsequent to these sessions, the secretariat organized and launched the 2019 Call for Proposals. Read more about this work in the section above on 2019 Call for Proposals.

Advocacy efforts also continued, including through the secretariat’s attendance of the United Nations Road Safety Collaboration meeting and the preparatory meetings for the Third Global Ministerial Conference on Road Safety held in April 2019 at Crete, Greece. The secretariat presented the Fund at the 78th session of the Global Forum for Road Traffic Safety in March 2019.

The secretariat joined the UNECE-World Bank (May 2019) and the UNECE-European Investment Bank (June and July 2019) consultations on cooperation in the field of road safety.

The secretariat also presented the Fund on 29 October 2019 at the 3rd United Nations Partnership Meeting for Road Safety in Geneva convened by the United Nations Secretary-General’s Special Envoy for Road Safety, Mr. Jean Todt. The secretariat actively participated in, and supported the organization of, the activities organized under the framework of the Geneva Friends of Road Safety Network, including briefings for the permanent missions of the EU member States in Geneva and the workshop for the 2019 Call for Proposals.

In terms of resource-mobilization, the secretariat actively explored opportunities with both the public and private
As many of you will be aware, the upcoming Third Global Ministerial Conference for Road Safety in Stockholm in February 2020 will be a defining milestone in renewing and upscaling Governments commitments. It will be a step further in the fight to make road safety a reality for everyone, everywhere. The Decade of Action saw many countries making progress through road safety management and better legislation around risks – such as speeding, drink-driving and failing to use safety belts, and infrastructure – including safer sidewalks and dedicated bicycle lanes. However, this was not enough. The tragic reality is that deaths and injuries from road crashes has not fallen in 20 years.

And hence, we cannot meet the ambitious target, set by the world’s governments in the 2015 Sustainable Development Goals, to halve the number of deaths by 2020.

We cannot continue with business as usual and work on in ways that have not shown results. It is urgent that we invest in efforts that generate quick results towards the two road safety SDG targets.

The way forward is two-fold. Firstly, private and public sector donors should support the UNRSF’s innovative financing model, which has enormous scope for impact. Secondly, I call upon countries to allocate dedicated national budgets for road safety efforts to complement the support from the Fund.

By approaching road safety with national ownership and international commitment, we can change the tragic fate of millions around the world.

Olga Algayerova
UNECE Executive Secretary

PERSPECTIVES FOR 2020 AND BEYOND

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Olga Algayerova
UNECE Executive Secretary
In 2020, the Third Global Ministerial Conference on Road Safety will be held in Stockholm and this will be followed by the April session of the UN General Assembly. These events will provide a critical opportunity for renewed commitment by Governments to engage and invest in road safety as the first Decade of Action for Road Safety and the specific UN Sustainable Development Goals (SDGs) target 3.6 on the reduction of road fatalities expires at the end of the year.

Within this overall context, there will be two main inter-linked priorities for the Fund in 2020 and beyond. The first is fundraising. The UNRSF was launched with an ambition to transform the response to the road safety challenge of our times. Already, a broad and diverse group of donors has demonstrated its confidence in the mission and vision of the Fund.

The UNRSF will continue to strengthen its fundraising activities, supported by the members of the Advisory Board and Steering Committee.

The second priority relates to the UNRSF programme portfolio. In February 2020, the UNRSF Steering Committee will select projects from the 2019 Call for Proposals, and selected projects will be announced at the Third Global Ministerial Conference on Road Safety in Stockholm in February 2020. The Fund’s next call for proposals will also be launched, likely in the second half of 2020. The design and management of this Call will build upon the lessons learned and best practices of the 2019 Call for Proposals.

The pilot and first formal call projects will produce tangible and immediate impact to demonstrate results and value, and promote accelerated global improvement of road safety. Already, the early results of the pilot projects are encouraging and promising.

By catalysing policy change, and by strengthening regional collaboration, the Fund has the potential to save many lives.

The UNRSF plays a key role in providing a global solution to the costs that societies bear as a result of road safety challenges.

Alexander Gorovoy
UNRSF Advisory Board Member, First Deputy Minister of Internal Affairs of the Russian Federation

Rt. Hon. Lord Robertson of Port Ellen
UNRSF Advisory Board Member Chairman, FIA Foundation

Read the spotlight on both donors in our December 2019 newsletter (pdf file)
This chapter presents financial data and analysis of the UN Road Safety Trust Fund using the pass-through funding modality as of 31 December 2019.

INTRODUCTION

This Consolidated Annual Financial Report of the UN Road Safety Trust Fund is prepared by the United Nations Development Programme (UNDP) Multi-Partner Trust Fund Office (MPTF Office) in fulfillment of its obligations as Administrative Agent, as per the terms of Reference (TOR), the Memorandum of Understanding (MOU) signed between the UNDP MPTF Office and the Participating Organizations, and the Standard Administrative Arrangement (SAA) signed with contributors.

The MPTF Office, as Administrative Agent, is responsible for concluding an MOU with Participating Organizations and SAAs with contributors. It receives, administers and manages contributions, and disburses these funds to the Participating Organizations. The Administrative Agent prepares and submits annual consolidated financial reports, as well as regular financial statements, for transmission to contributors.

This consolidated financial report covers the period 1 January to 31 December 2019 and provides financial data on progress made in the implementation of projects of the UN Road Safety Trust Fund. It is posted on the MPTF Office Gateway.

The financial data in the report is recorded in US Dollars and due to rounding off of numbers, the totals may not add up.

SOURCES AND USES OF FUNDS

As of 31 December 2019, 10 contributors deposited US$ 8,023,183 in contributions and US$ 179,191 was earned in interest. The cumulative source of funds was US$ 8,202,374 (see respectively, Tables 2 and 3).

Of this amount, US$ 2,174,008 has been net funded to 4 Participating Organizations, of which US$ 693,613 has been reported as expenditure. The Administrative Agent fee has been charged at the approved rate of 1% on deposits and amounts to US$ 80,232. Table 1 provides an overview of the overall sources, uses, and balance of the UN Road Safety Trust Fund as of 31 December 2019.
### Table 1. Financial overview, as of 31 December 2019 (in US Dollars)

<table>
<thead>
<tr>
<th>Sources of funds</th>
<th>Annual 2018</th>
<th>Annual 2019</th>
<th>Cumulative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contributions from donors</td>
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<td>961,783</td>
<td>8,023,183</td>
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<tr>
<td>Fund earned interest and investment income</td>
<td>32,976</td>
<td>146,215</td>
<td>179,191</td>
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<tr>
<td>Interest income received from Participating Organizations</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Refunds by Administrative Agent to contributors</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Fund balance transferred to another Multi Donor Trust Fund</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other income</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Sources of funds total</strong></td>
<td>7,094,376</td>
<td>1,107,998</td>
<td>8,202,374</td>
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</table>

<table>
<thead>
<tr>
<th>Use of funds</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfers to Participating Organizations</td>
<td>-</td>
<td>940,928</td>
<td>940,928</td>
</tr>
<tr>
<td>Refunds received from Participating Organizations</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Net funded amount</strong></td>
<td>-</td>
<td>940,928</td>
<td>940,928</td>
</tr>
<tr>
<td>Administrative Agent fees</td>
<td>70,614</td>
<td>9,618</td>
<td>80,232</td>
</tr>
<tr>
<td>Direct costs (Steering Committee, secretariat, etc.)</td>
<td>1,233,080</td>
<td>-</td>
<td>1,233,080</td>
</tr>
<tr>
<td>Bank charges</td>
<td>65</td>
<td>201</td>
<td>266</td>
</tr>
<tr>
<td>Other expenditures</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Use of funds total</strong></td>
<td>1,303,759</td>
<td>950,747</td>
<td>2,254,505</td>
</tr>
</tbody>
</table>

| Change in fund cash balance with Administrative Agent | 5,790,617 | 157,251 | 5,947,868 |
| Opening fund balance (1 January)                  | -         | 5,790,617 | -         |
| **Closing fund balance (31 December)**            | 5,790,617 | 5,947,868 | 5,947,868 |
| Net funded amount (includes direct cost)          | 1,233,080 | 940,928  | 2,174,008 |
| Participating Organizations' expenditure (includes direct cost) | 4,693 | 688,920 | 693,613 |
| **Balance of funds with Participating Organizations** |            |          | 1,480,395 |
PARTNER CONTRIBUTIONS

Table 2 provides information on cumulative contributions received from all contributors to this Fund as of 31 December 2019. The UN Road Safety Trust Fund is currently being financed by 10 contributors, as listed in the table below. The table below includes commitments made up to 31 December 2019 through signed Standard Administrative Agreements, and deposits made through 2019. It does not include commitments that were made to the fund beyond 2019.

Table 2. Contributors’ commitments and deposits, as of 31 December 2019 (in US Dollars)

<table>
<thead>
<tr>
<th>Contributors</th>
<th>Total commitments</th>
<th>Prior years, as of 31.12.2018 deposits</th>
<th>Current year deposits</th>
<th>Total deposits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cyprus</td>
<td>11,400</td>
<td>11,400</td>
<td>-</td>
<td>11,400</td>
</tr>
<tr>
<td>FIA Foundation</td>
<td>3,000,000</td>
<td>3,000,000</td>
<td>-</td>
<td>3,000,000</td>
</tr>
<tr>
<td>GlobalGiving on behalf of 3M</td>
<td>250,000</td>
<td>250,000</td>
<td>-</td>
<td>250,000</td>
</tr>
<tr>
<td>Hungary</td>
<td>30,000</td>
<td>-</td>
<td>30,000</td>
<td>30,000</td>
</tr>
<tr>
<td>Michelin Corporate Foundation</td>
<td>1,000,000</td>
<td>500,000</td>
<td>500,000</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Monaco</td>
<td>114,660</td>
<td>-</td>
<td>114,660</td>
<td>114,660</td>
</tr>
<tr>
<td>Pirelli</td>
<td>600,000</td>
<td>300,000</td>
<td>300,000</td>
<td>600,000</td>
</tr>
<tr>
<td>Russian Federation</td>
<td>2,000,000</td>
<td>2,000,000</td>
<td>-</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Slovak Republic</td>
<td>17,123</td>
<td>-</td>
<td>17,123</td>
<td>17,123</td>
</tr>
<tr>
<td>TOTAL Foundation</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>-</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Grand total</td>
<td>8,023,183</td>
<td>7,061,400</td>
<td>961,783</td>
<td>8,023,183</td>
</tr>
</tbody>
</table>

Figure 1: Deposits by contributor, cumulative as of 31 December 2019
**INTEREST EARNED**

Interest income is earned in two ways: 1) on the balance of funds held by the Administrative Agent (Fund earned interest), and 2) on the balance of funds held by the Participating Organizations (Agency earned interest) where their Financial Regulations and Rules allow return of interest to the Administrative Agent. As of 31 December 2019, Fund earned interest amounts to US$ 179,191. Details are provided in the table below.

<table>
<thead>
<tr>
<th>Table 3. Sources of interest and investment income, as of 31 December 2019 (in US Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest earned</td>
</tr>
<tr>
<td>Administrative Agent</td>
</tr>
<tr>
<td>Fund earned interest and investment income</td>
</tr>
<tr>
<td>Fund earned interest total</td>
</tr>
<tr>
<td>Participating Organization</td>
</tr>
<tr>
<td>Agency earned interest total</td>
</tr>
<tr>
<td>Grand total</td>
</tr>
</tbody>
</table>

**TRANSFER OF FUNDS**

Allocations to Participating Organizations are approved by the Steering Committee and disbursed by the Administrative Agent. As of 31 December 2019, the Administrative Agent has transferred US$ 940,928 to 4 Participating Organizations (see list below).

<table>
<thead>
<tr>
<th>Table 4. Transfer, refund, and net funded amount by Participating Organization, as of 31 December 2019 (in US Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participating Organization</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>UNESCAP</td>
</tr>
<tr>
<td>UN-Habitat</td>
</tr>
<tr>
<td>UNICEF</td>
</tr>
<tr>
<td>WHO</td>
</tr>
<tr>
<td>Grand total</td>
</tr>
</tbody>
</table>
EXPENDITURE AND FINANCIAL DELIVERY RATES

All final expenditures reported for the year 2019 were submitted by the Headquarters of the Participating Organizations. These were consolidated by the MPTF Office. Project expenditures are incurred and monitored by each Participating Organization, and are reported as per the agreed upon categories for inter-agency harmonized reporting.

The reported expenditures were submitted via the MPTF Office’s online expenditure reporting tool. The 2019 expenditure data has been posted on the MPTF Office Gateway.

EXPENDITURE REPORTED BY PARTICIPATING ORGANIZATION

In 2019, US$ 940,928 was net funded to Participating Organizations, and US$ 188,952 was reported in expenditure.

As shown in table opposite, the cumulative net funded amount is US$ 940,928 and cumulative expenditures reported by the Participating Organizations amount to US$ 188,952. This equates to an overall Fund expenditure delivery rate of 20%.

The UN-Habitat financial report was not submitted officially through the MPTF Office portal. Nonetheless, expenditures equivalent to US$ 74,444.86 were incurred, equating to a delivery rate of 37%, increasing the overall UNRSF Fund expenditure delivery rate to 26%.
Table 5.1 Net funded amount, reported expenditure, and financial delivery by Participating Organization, as of 31 December 2019 (in US Dollars)

<table>
<thead>
<tr>
<th>Participating Organization</th>
<th>Approved amount</th>
<th>Net funded amount</th>
<th>Prior years, as of 31.12.2018</th>
<th>Current year</th>
<th>Cumulative</th>
<th>Delivery rate %</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNESCAP</td>
<td>198,546</td>
<td>198,546</td>
<td>105,139</td>
<td>105,139</td>
<td>52.95</td>
<td></td>
</tr>
<tr>
<td>UN-Habitat</td>
<td>200,000</td>
<td>200,000</td>
<td></td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>UNICEF</td>
<td>197,694</td>
<td>197,694</td>
<td>66,376</td>
<td>66,376</td>
<td>33.58</td>
<td></td>
</tr>
<tr>
<td>WHO</td>
<td>344,688</td>
<td>344,688</td>
<td>17,437</td>
<td>17,437</td>
<td>5.06</td>
<td></td>
</tr>
<tr>
<td>Grand total</td>
<td>940,928</td>
<td>940,928</td>
<td>188,952</td>
<td>188,952</td>
<td>20.08</td>
<td></td>
</tr>
</tbody>
</table>

4 The UN-Habitat financial report was not submitted officially through the MPTF Office portal. Nonetheless, expenditures equivalent to US$ 74,444.86 were incurred in 2019, equating to a delivery rate of 37%, making the overall UNRSF project delivery rate of 26.5%.

EXPENDITURE BY PROJECT WITHIN SECTOR

Table 5.2 displays the net funded amounts, expenditures reported and the financial delivery rates by Participating Organization.

Table 5.2 Expenditure by project within sector, as of 31 December 2019 (in US Dollars)

<table>
<thead>
<tr>
<th>Sector / project number and project title</th>
<th>Participating Organization</th>
<th>Project status</th>
<th>Total approved amount</th>
<th>Net funded amount</th>
<th>Total expenditure</th>
<th>Delivery rate %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strengthened road safety management capacity</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00115702 Strengthening speed management</td>
<td>UNESCAP</td>
<td>On-going</td>
<td>198,546</td>
<td>198,546</td>
<td>105,139</td>
<td>52.95</td>
</tr>
<tr>
<td>00115906 Improving road traffic fatality data</td>
<td>WHO</td>
<td>On-going</td>
<td>199,500</td>
<td>199,500</td>
<td>17,437</td>
<td>8.74</td>
</tr>
<tr>
<td>00115907 Strengthening legal frameworks</td>
<td>WHO</td>
<td>On-going</td>
<td>145,188</td>
<td>145,188</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Strengthened road safety management capacity total</td>
<td></td>
<td></td>
<td>543,234</td>
<td>543,234</td>
<td>122,576</td>
<td>22.56</td>
</tr>
</tbody>
</table>

Improved safety road infrastructure                          |                            |                |                       |                  |                  |                 |

Improved behaviour road user                                  |                            |                |                       |                  |                  |                 |
| 00115689 Scaling up safe street designs                     | UN-Habitat                 | On-going       | 200,000               | 200,000          |                  | 0               |

Grand total                                                  |                            |                | 940,928               | 940,928          | 188,952          | 20.08           |

5 The UN-Habitat financial report was not submitted officially through the MPTF Office portal. Nonetheless, expenditures equivalent to US$ 74,444.86 were incurred in 2019, equating to a delivery rate of 37%, making the overall UNRSF project delivery rate of 26.5%.
EXPENDITURE BY PROJECT WITHIN COUNTRY

Table 5.3 displays the net funded amounts, expenditures reported and the financial delivery rates by Participating Organization.

<table>
<thead>
<tr>
<th>Country / project number and project title</th>
<th>Participating Organization</th>
<th>Approved amount</th>
<th>Net funded amount</th>
<th>Expenditure</th>
<th>Delivery rate %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ethiopia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00115689 Scaling up safe street designs</td>
<td>UN-Habitat^6</td>
<td>200,000</td>
<td>200,000</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Ethiopia total</td>
<td></td>
<td>200,000</td>
<td>200,000</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>The Philippines</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00115702 Strengthening speed management</td>
<td>UNESCAP</td>
<td>198,546</td>
<td>198,546</td>
<td>105,139</td>
<td>52.95</td>
</tr>
<tr>
<td>The Philippines total</td>
<td></td>
<td>198,546</td>
<td>198,546</td>
<td>105,139</td>
<td>52.95</td>
</tr>
<tr>
<td>United Nations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>00115690 Capacity development</td>
<td>UNICEF</td>
<td>197,694</td>
<td>197,694</td>
<td>66,376</td>
<td>33.58</td>
</tr>
<tr>
<td>00115906 Improving road traffic fatality data</td>
<td>WHO</td>
<td>199,500</td>
<td>199,500</td>
<td>17,437</td>
<td>8.74</td>
</tr>
<tr>
<td>00115907 Strengthening legal frameworks</td>
<td>WHO</td>
<td>145,188</td>
<td>145,188</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>United Nations total</td>
<td></td>
<td>542,382</td>
<td>542,382</td>
<td>83,813</td>
<td>15.45</td>
</tr>
<tr>
<td>Grand total</td>
<td></td>
<td>940,928</td>
<td>940,928</td>
<td>188,952</td>
<td>20.08</td>
</tr>
</tbody>
</table>

^6 The UN-Habitat financial report was not submitted officially through the MPTF Office portal. Nonetheless, expenditures equivalent to US$ 74,444.86 were incurred in 2019, equating to a delivery rate of 37%, making the overall UNRSF project delivery rate of 26.5%.
Project expenditures are incurred and monitored by each Participating Organization and are reported as per the agreed categories for inter-agency harmonized reporting. See table below.

**2012 CEB EXPENSE CATEGORIES**

1. Staff and personnel costs
2. Supplies, commodities and materials
3. Equipment, vehicles, furniture and depreciation
4. Contractual services
5. Travel
6. Transfers and grants
7. General operating expenses
8. Indirect costs

<p>| Table 5.4 Expenditure by UNDG budget category, as of 31 December 2019 (in US Dollars) |
|--------------------------------|-----------------|-----------------|-----------------|-----------------|</p>
<table>
<thead>
<tr>
<th>Expenditure Category</th>
<th>Prior years, as of 31.12.2018</th>
<th>Current year</th>
<th>Total</th>
<th>Percentage of total programme cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff and personnel costs</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Supplies, commodities and materials</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Equipment, vehicles, furniture and depreciation</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Contractual services</td>
<td>-</td>
<td>31,779</td>
<td>31,779</td>
<td>18.00</td>
</tr>
<tr>
<td>Travel</td>
<td>-</td>
<td>12,655</td>
<td>12,655</td>
<td>7.17</td>
</tr>
<tr>
<td>Transfers and grants</td>
<td>-</td>
<td>128,098</td>
<td>128,098</td>
<td>72.54</td>
</tr>
<tr>
<td>General operating expenses</td>
<td>-</td>
<td>4,058</td>
<td>4,058</td>
<td>2.30</td>
</tr>
<tr>
<td>Programme costs total</td>
<td>-</td>
<td>176,590</td>
<td>176,590</td>
<td>100.00</td>
</tr>
<tr>
<td>Indirect support costs total(^7)</td>
<td>-</td>
<td>12,362</td>
<td>12,362</td>
<td>7.00</td>
</tr>
<tr>
<td>Grand total</td>
<td></td>
<td>188,952</td>
<td>188,952</td>
<td></td>
</tr>
</tbody>
</table>

\(^7\) Indirect support costs charged by Participating Organization, based on their financial regulations, can be deducted upfront or at a later stage during implementation. The percentage may therefore appear to exceed the 7% agreed upon for on-going projects. Once projects are financially closed, this number is not to exceed 7%.
COST RECOVERY

Cost recovery policies for the Fund are guided by the applicable provisions of the Terms of Reference, the MOU concluded between the Administrative Agent and Participating Organizations, and the SAAs concluded between the Administrative Agent and Contributors, based on rates approved by UNDG.

The policies in place, as of 31 December 2019, were as follows:

- The Administrative Agent (AA) fee: 1% is charged at the time of contributor deposit and covers services provided on that contribution for the entire duration of the Fund. In the reporting period US$ 9,618 was deducted in AA-fees. Cumulatively, as of 31 December 2019, US$ 80,232 has been charged in AA-fees.

- Indirect Costs of Participating Organizations: Participating Organizations may charge 7% indirect costs. Cumulatively, indirect costs amount to US$ 12,362 as of 31 December 2019.

ACCOUNTABILITY AND TRANSPARENCY

In order to effectively provide fund administration services and facilitate monitoring and reporting to the UN system and its partners, the MPTF Office has developed a public website, the MPTF Office Gateway. Refreshed in real time every two hours from an internal enterprise resource planning system, the MPTF Office Gateway has become a standard setter for providing transparent and accountable trust fund administration services.

The Gateway provides financial information including: contributor commitments and deposits, approved programme budgets, transfers to and expenditures reported by Participating Organizations, interest income and other expenses. In addition, the Gateway provides an overview of the MPTF Office portfolio and extensive information on individual Funds, including their purpose, governance structure and key documents. By providing easy access to the growing number of narrative and financial reports, as well as related project documents, the Gateway collects and preserves important institutional knowledge and facilitates knowledge sharing and management among UN Organizations and their development partners, thereby contributing to UN coherence and development effectiveness.

DIRECT COSTS

The Fund governance mechanism may approve an allocation to a Participating Organization to cover costs associated with Secretariat services and overall coordination, as well as Fund level reviews and evaluations. These allocations are referred to as ‘direct costs’. In the reporting period, direct costs charged to the fund amounted to US$ 0. Cumulatively, as of 31 December 2019, US$ 1,233,080 has been charged as direct costs.

<table>
<thead>
<tr>
<th>Participating Organization</th>
<th>Net funded amount</th>
<th>Expenditure</th>
<th>Delivery rate %</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECE</td>
<td>1,233,080</td>
<td>504,661</td>
<td>41</td>
</tr>
<tr>
<td>Total:</td>
<td>1,233,080</td>
<td>504,661</td>
<td>41</td>
</tr>
</tbody>
</table>

Table 6. Direct costs

LEARN MORE

MPTF Office Gateway

46
ANNEXES

ACRONYMS

AACRA Addis Ababa City Roads Authority
AATB Addis Ababa Transport Bureau
ANTSV National Traffic and Road Safety Agency (Paraguay)
EIABC Ethiopian Institute of Architecture, Building Construction and City Development
ERA Ethiopian Road Agency
FTA Federal Transport Authority (Ethiopia)
GFPA Global Framework Plan of Action for Road Safety
GRSP Global Road Safety Partnership
ITDP Institute for Transportation and Development Policy
JHU-IIRU Johns Hopkins University International Injury Research Unit
LGUs Local Government Units
MPTF Multi-Partner Trust Fund
NGOs Non-governmental organizations
RTI Radiodiffusion Television Ivoirienne
SDGs Sustainable Development Goals
ToT Training of Trainers
UNECE United Nations Economic Commission for Europe
UNESCAP United Nations Economic and Social Commission for Asia and the Pacific
UNESCO United Nations Educational, Scientific and Cultural Organization
UNESCWA United Nations Economic and Social Commission for Western Asia
UN-Habitat United Nations Human Settlements Programme
UNICEF United Nations Children's Fund
UNRSF UN Road Safety Fund
WHO World Health Organization
DEFINITIONS

**Allocation**
Amount approved by the Steering Committee for a project/programme.

**Approved Project/Programme**
A project/programme including budget, etc., that is approved by the Steering Committee for fund allocation purposes.

**Contributor Commitment**
Amount(s) committed by a donor to a Fund in a signed Standard Administrative Arrangement with the UNDP Multi-Partner Trust Fund Office (MPTF Office), in its capacity as the Administrative Agent. A commitment may be paid or pending payment.

**Contributor Deposit**
Cash deposit received by the MPTF Office for the Fund from a contributor in accordance with a signed Standard Administrative Arrangement.

**Delivery Rate**
The percentage of funds that have been utilized, calculated by comparing expenditures reported by a Participating Organization against the 'net funded amount'.

**Indirect Support Costs**
A general cost that cannot be directly related to any particular programme or activity of the Participating Organizations. UNDG policy establishes a fixed indirect cost rate of 7% of programmable costs.

**Net Funded Amount**
Amount transferred to a Participating Organization less any refunds transferred back to the MPTF Office by a Participating Organization.

**Participating Organization**
A UN Organization or other inter-governmental Organization that is an implementing partner in a Fund, as represented by signing a Memorandum of Understanding (MOU) with the MPTF Office for a particular Fund.

**Project Expenditure**
The sum of expenses and/or expenditure reported by all Participating Organizations for a Fund irrespective of which basis of accounting each Participating Organization follows for donor reporting.

**Project Financial Closure**
A project or programme is considered financially closed when all financial obligations of an operationally completed project or programme have been settled, and no further financial charges may be incurred.

**Project Operational Closure**
A project or programme is considered operationally closed when all programmatic activities for which Participating Organization(s) received funding have been completed.

**Project Start Date**
Date of transfer of first instalment from the MPTF Office to the Participating Organization.

**Total Approved Budget**
This represents the cumulative amount of allocations approved by the Steering Committee.

**US Dollar Amount**
The financial data in the report is recorded in US Dollars and due to rounding off of numbers, the totals may not add up.
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.

E-mail: unrsf_secretariat@un.org
www.unece.org/unrsf